

## Common Problems with Circuit Landings

<b>Problem</b>	<b>Cause</b>	<b>Solution</b>
Not rounding out sufficiently	Slight anxiety caused by the ground seeming to rush up at the aircraft on final	Move eye focus from directly in front of the aircraft to the opposite end of the runway and slowly raise the attitude, but start rounding out before anxiety kicks in
Rounding out initially, but then landing hard	Incorrect focus for the flare	Focus on the opposite end of the runway and move the control column progressively backward. Do not release the back pressure until the aircraft is on the ground, and even then it should be released slowly
Aircraft stalling and falling hard onto runway	1. Flaring for too long, 2. Flaring too high, 3. Airspeed too slow on final	Create a stable final approach, rounding out at about 50-80 feet above the threshold with the correct threshold speed. Students tend to become too slow on final, but the faster the aircraft, the easier the flare is
Ballooning	Applying too much back pressure too quickly	Move the control column forward <u>slightly</u> to stop the aircraft going up, and then apply backpressure again to re-flare. Be careful not too run out of airspeed. Initially, if ballooning occurs, the student should be prepared to go around
Aircraft moves sideways as the student is flaring	This is caused by wind, a crosswind landing technique is taught later in training	Students are not allowed to go solo in situations like this where the weather conditions are not satisfactory. Try to apply rudder to keep the nose straight and land in the centre of the runway. If you are not certain you can land safely, go around and try again
Consistently too high and/or fast on final approach	Base turn too close to runway making final approach too short	Extend downwind further before turning base. Do not extend too far or large amounts of power will be required to maintain flight path around base and airspeed on final
Landing too far down the runway	1. Flare is begun too high, 2. Airspeed too high, 3. Not setting the threshold as the aiming point 1/3 of the way up the windscreen	Re-evaluate final approach. Aim to be at 50-80 feet over the threshold at the correct airspeed and flare shortly after. Landings should be conducted within 200m of the threshold (That's 2/3 of the way to the 1000 foot markers)