

Roundtable Notes: Accept the Spacing?

- The fatal go-arounds are those initiated from the flare or after a bounced landing. Go around early rather than late. The danger is a stall with a left roll. Pitch control and right rudder are the remedies. (Paul)
- Recent training matters in a low-margin situation. It's a reason to train regularly, including go-arounds. (Kevin and Wally)
- ATC's responsibilities are not the pilot's problem when deciding whether or not to go around. (Kevin)
- In a low-wing, be aware when overflying a high-wing. Keep it in sight with a sidestep if needed. Ideally, sidestep to the right so you can keep the lower airplane in sight out the left-side window. (Kevin and Dave)
- If the controller isn't aware of what's happening, that controller might call a go-around later, which is more dangerous. I have seen controllers ask for the "panic" go around. (Katrina)
- The distraction of another airplane on (or even near) the runway shouldn't be underestimated. Accidents have occurred in formation landings when distracted pilots landed while standing on the brakes. (Dave)

"I could see how, in a situation like this, you could easily end up in a spot where you're flying formation with a totally different kind of an airplane that you can't really see and could have a hard time avoiding on the climbout." — Kevin

- Trim-tab stalls are likewise something we used to practice more and probably should again. (Paul)
- Controllers might fudge a requirement to make things work better for everyone so long as it's safe—even if it's not exactly by the book. Let the controller worry about controller regulations. You as the pilot should focus on what keeps you and your passengers safe. (Kevin)
- A great exercise for practicing control in the flare and the go-around is to add enough power to fly down the runway in the landing attitude. Then transition to full power and clean up while sufficient runway remains. (Katrina)
- There's confusion here. The best way to escape confusion is usually to do a reset. That's a reason to go around. (Dave)




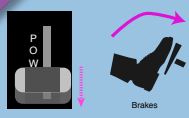
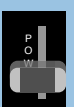
CHOICES BY EXPERT

Paul.....	3
Dean	3
Katrina	2-3*
Kevin.....	1
Dave	2-3*
Wally.....	3

* choice with a caveat

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<p>1</p>  <p>Just land. Tower didn't tell you to go around, so it's not your problem and there's enough room to stop.</p>	<p>2</p>  <p>Go around. Landing isn't allowed while there's another airplane on the runway.</p>	<p>3</p>  <p>Go around. There isn't sufficient margin to land and stop safely.</p>	<p>4</p>  <p>Cut the power now for a short-field landing with maximum braking to increase spacing.</p>	<p>5</p>  <p>Continue, but add power to prevent touch-down until the other airplane lifts off.</p>
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