

Roundtable Notes: Pitch Imperfect

- There is a risk that the pilot will run the trim wheel the wrong way in the flare—out of instinct—but it’s worth it for the gain. (Bob and Paul)
- Slower airspeed is worth the risk of a porpoise to reduce the total energy. (Paul)
- Changing as few things as possible in the last moment is worth the risk of no flare. “Hitting” the ground at 200 fpm is hitting the ground at about 2 knots. (Catherine, Wally, and Elaine)
- The problem with Option 1 (flying it onto the runway) is that it’s out of the common experience for so many pilots. You want to normalize as much as possible here. (Mark)
- Any of these options are possibly successful, but any of them require perfect execution to be successful. (Bob)
- There’s no go around because you don’t know what the airplane will do when you add full power. You could have a go-around stall. (Bob and Jeff)
- This would be an order of magnitude more difficult if there was no electric trim. (Bob)

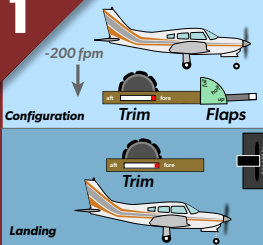
“The nosewheel may very well come off in this landing. You’ll get a really short landing when you do that.” — Catherine

- Even though it’s working now, the fact that there was a vibration as you experimented means you should get this airplane on the ground now, before it becomes completely uncontrollable. (Bob and Mark)
- Landing gear-up could prevent a bounce and allow a quick stop, but it could create cartwheeling and fire. (Bob and Paul)
- Reducing power at the end will actually lower the nose and let the airplane settle down onto the runway. Just ease off the throttle. I’ve seen many people land an Arrow at 90 knots. (Wally)
- You can’t practice this exact scenario, but you can practice with trim-only landings, and other precision landings, that could help in a situation like this. (Paul)
- I have done this at a safe altitude—and only at altitude—in a Decathlon to simulate control failures. This can simulate at least part of the problem. This practice is not part of typical pilot training. (Elaine)

CHOICES BY EXPERT

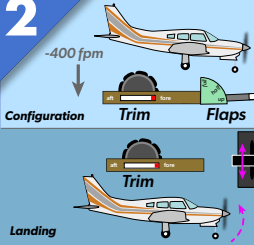
Bob.....	3
Wally.....	1
Catherine.....	1
Paul.....	4
Elaine	1
Mark	3

1



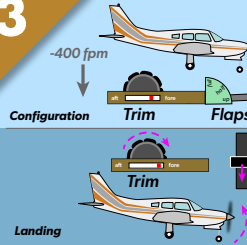
Procedure: Fly the airplane onto the runway at -200 fpm.
Configuration: Flaps up and full nose-down trim.

2



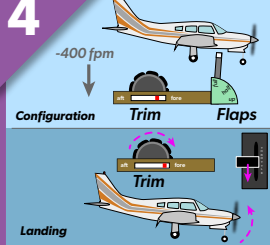
Procedure: Descend -400 fpm but add power to level off just above the runway, and then cut power to touch down.
Configuration: Flaps up and full nose-down trim.

3



Procedure: Descend -400 fpm with less than full nose-down trim. Just above the runway, use the remaining trim to pitch up as you reduce power.
Configuration: Flaps up and almost full nose-down trim.

4



Procedure: Descend -400 fpm with less than full nose-down trim but full flaps for less forward speed. Just above the runway, use the remaining trim to pitch up as you reduce power.
Configuration: Flaps full down and almost full nose-down trim.