

FOUR STEPS TO BETTER FLARES

A—Shortly before crossing the runway threshold, your nose is down slightly and you're on-speed. All pre-landing checks are complete and you smoothly begin to reduce power to idle. As the nose comes up, you may need to add some right rudder to maintain runway alignment.

B—As your flare continues, you've pulled the nose up to level, power is off and the airplane is decelerating. Monitor the sink rate and adjust the pitch attitude accordingly. This is where ballooning can begin. If it does, don't lower the nose. Reduce your pitch-up rate instead.

C—The airplane's nose is slightly above level and continuing to rise. Power is all the way off and the airplane is slowing. If there's any tendency to balloon, stop increasing pitch. Let the excess speed bleed off, or apply nose-up pressure more slowly. Maintain directional control.

D—The nose-up landing attitude should be fully established and power should be all the way off. Maintain this attitude and the airplane will land itself as it decelerates. Pay no attention to any stall warning, keep the wings level and the airplane aligned with the runway. Congrats!

Key Stages Of The Landing Flare

