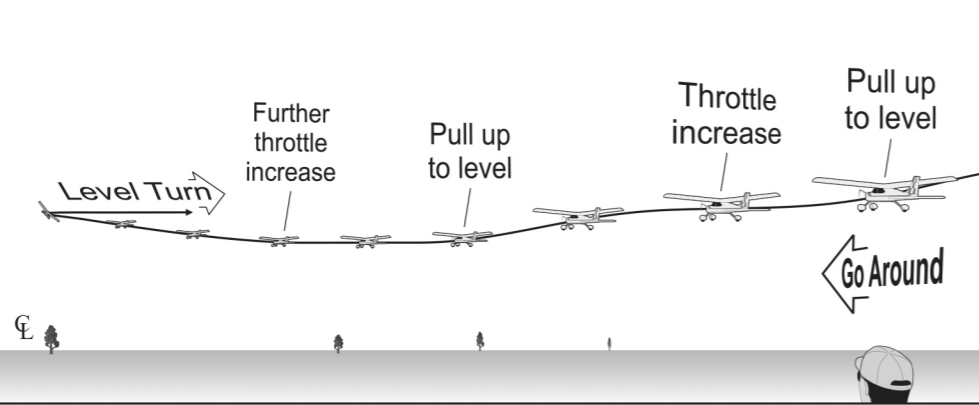


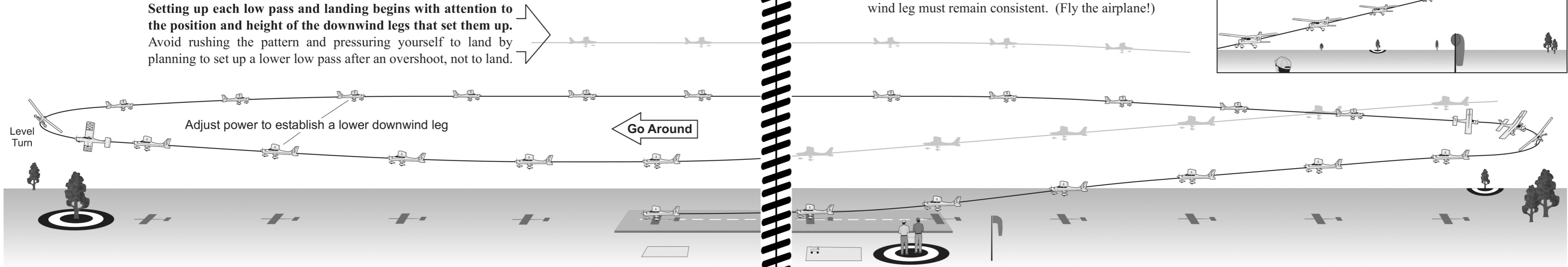
### Overshoot Go Around and Lower Downwind

Flying the airplane always takes priority over power during a go around. First stabilize the airplane (prevent it from hitting the ground), and then take it back up with throttle.

If the airplane persists in descending after repeated attempts to level it out with the elevator, the plane is demonstrating the need for more throttle and flying speed.

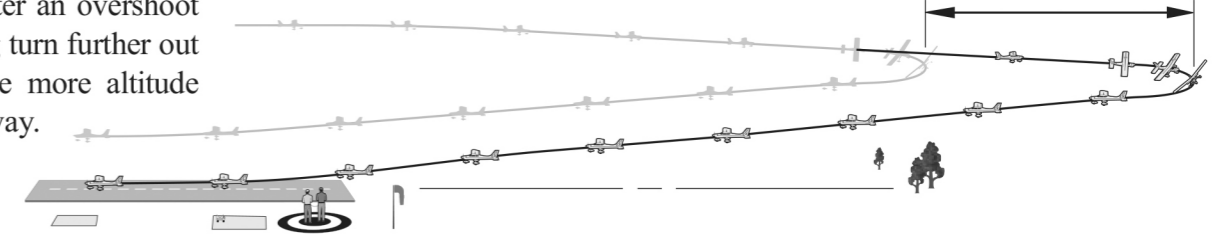


Setting up each low pass and landing begins with attention to the position and height of the downwind legs that set them up. Avoid rushing the pattern and pressuring yourself to land by planning to set up a lower low pass after an overshoot, not to land.



### Overshoot Adjustments: Turn Further Out and/or Lower Pattern

The easiest way to counter an overshoot is to perform the base leg turn further out next time around to lose more altitude before reaching the runway.



**!** Note: Trying to lose altitude during the turn will increase the plane's airspeed and actually cause more overshoots! **!**

The best way to avoid overshoots is to fly a lower downwind and approach to make judging when to idle easier. Plus, you can keep the turn closer since you don't require a long glide to lose a lot of altitude. However, for these overshoot adjustments to work, the position of the downwind leg must remain consistent. (Fly the airplane!)

