

VII.H. Go Around/ Rejected Landing

About: Whenever landing conditions are not satisfactory, a go around is warranted

TSW: Understand that a go around is not strictly an emergency procedure, and must be practiced and perfected.

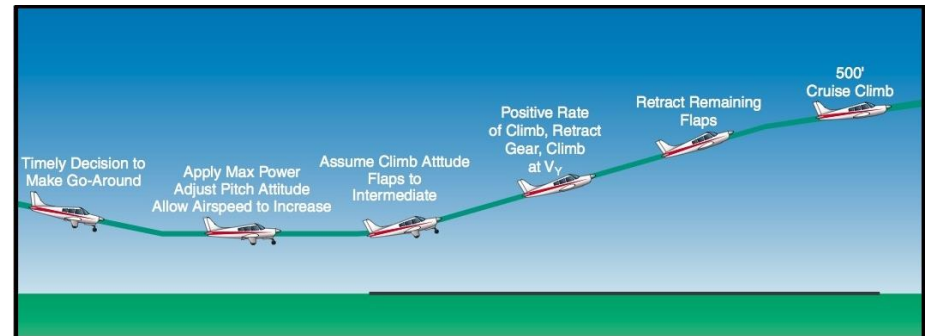
How: Once it is determined that a go around is necessary, the pilot should add full power, stop the decent, retract 1 notch of flaps, establish positive rate of climb, remove remaining flaps in stages, and climb at V_y .

Procedure:

1. Establish a full flap/ partial flap/ no flap approach
2. Make a timely decision to abort the approach.
3. Smoothly **add full power**, carb heat off
4. Pitch for attitude that permits buildup of airspeed
 - a. Will need to apply forward elevator and remove nose up trim
5. After **decent has been stopped, partially retract flaps (only 3rd notch)**
6. After **positive rate** of climb is established: **retract gear and 2nd notch flaps**
7. Adjust attitude to achieve the obstacle-clearance airspeed (V_x)- TRIM
8. Establish climb at **V_y and retract remaining flaps**-TRIM

Discussion Points:

1. The earlier a condition that warrants a go-around is recognized, the safer the go around.
 - a. Do not let pride or landing expectancy get the better of you.
 - b. Not making a decision until the last minute can make the go around an unsafe procedure.
2. After applying full power, significant forward elevator pressure will be required to avoid excessive pitch up attitude.
3. Caution must be used in retracting the flaps, it is wise to retract flaps in small increments to allow the airplane to accelerate progressively as they are raised.
 - a. A sudden and complete retraction of the flaps could cause the airplane to settle back onto the ground
4. Landing gear is retracted after the first notch of flaps is removed.
 - a. In the case that the airplane inadvertently touches down as the go around is initiated, it is better to have the gear down.
 - b. In most airplanes full flaps produce more drag than the landing gear.



Common errors:

5. Failure to recognize a situation where a go-around/rejected landing is necessary. Not recognizing unsafe conditions that warrant a go-around
6. Not applying full power, Failure to remove carburetor heat
 - a. Failure to adjust propeller to low pitch/high RPM first
 - b. Power application not smooth
 - c. Failure to control pitch attitude (**Remove TRIM**)
7. On initial full power application, not controlling the sharp nose up attitude that will occur
8. Not establishing the pitch attitude for best angle or best rate of climb
9. Failure to compensate for torque effect: **R-Rudder in climb**
10. Not retracting flaps, retracting flaps all at once or too soon, considering altitude
11. Retracting the landing gear before a positive rate of climb has been established
12. Failure to maintain proper track during climb-out: allowing aircraft to drift due to crosswind or poor heading control.
13. Failure to remain well clear of obstructions and other traffic

Evaluations/ Standards:

1. Makes a timely decision to discontinue the approach to landing
2. Applies takeoff power immediately and transitions to climb pitch attitude for V_x or V_y as appropriate **+/- 10/5 knots** and/or appropriate pitch attitude
3. Retracts flaps as appropriate
4. Retracts the landing gear after a positive rate of climb is established
5. Maintains takeoff power and **V_y +/- 5 knots** to a safe maneuvering altitude
6. Maintains directional control and proper wind-drift correction throughout the climb
7. Completes the appropriate checklist