

PRIVATE PILOT

IV. AREA OF OPERATION: TAKEOFFS, LANDINGS AND GO-AROUNDS

L. TASK: GO-AROUND / REJECTED LANDING

OBJECTIVE

To determine that the applicant:

1. Exhibits knowledge of the elements related to a go-around / rejected landing.
2. Makes a timely decision to discontinue the approach to landing.
3. Applies takeoff power immediately and transitions to climb pitch attitude or V_Y , and maintains $V_Y +10/-5$ knots.
4. Retracts the flaps as appropriate.
5. Retracts the landing gear, if appropriate, after a positive rate of climb is established.
6. Maneuvers to the side of the runway / landing area to clear and avoid other traffic.
7. Maintains takeoff power $V_Y +10/-5$ knots to a safe maneuvering altitude.
8. Maintains directional control and proper wind-drift correction throughout the climb.
9. Completes the appropriate checklist.

ELEMENTS

1. Whenever landing conditions are not satisfactory, a go-around is warranted.
2. Know the recommended flap settings and speeds from the POH / AFM.
3. Either the pilot or a tower controller can call for a go-around for reasons such as:
 - a. Unexpected appearance of hazards on the runway.
 - b. Overtaking another airplane.
 - c. Wind shear.
 - d. Wake turbulence.
 - e. Mechanical failure.
 - f. Unstabilized approach.
 - g. Any other reason determined by the pilot or tower controller.
 - h. Practice (prior permission from tower controller is courteous).
4. The go-around is a normal maneuver that can be used under normal conditions or in an emergency situation.
5. The three cardinal principles of the procedure are power, attitude and configuration.
6. Power:
 - a. Apply full or maximum allowable takeoff power smoothly and without hesitation the instant a go-around decision is made.
 - b. The airplane's downward inertia must be overcome before a climb may take place, requiring more power and time than a takeoff.
7. Attitude:
 - a. A pitch attitude must be maintained that will permit a buildup of airspeed well beyond the stall point before any effort is made to gain altitude or turn.
 - b. In some situations, it may be desirable to lower the nose briefly to gain airspeed.
8. Configuration:
 - a. After full power is applied, the go-around attitude is set and the descent is halted, the flaps may be partially retracted or placed in the takeoff position as recommended by the manufacturer.
 - b. Raising flaps in increments will allow the airplane to accelerate after each flap setting.
 - c. Additional right rudder will be needed to counteract torque and P-factor.
 - d. Trim should be applied to relieve adverse control pressures.
 - e. Landing gear should be retracted only after trimming and when it is certain the airplane will remain airborne.

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COMMON ERRORS

- a. Failure to recognize a situation where a go-around / rejected landing is necessary.
- b. Not knowing the hazards of delaying a decision to go-around / rejected landing.
- c. Improper power application.
- d. Failure to control pitch attitude.
- e. Failure to compensate for torque effect.
- f. Improper trim procedure.
- g. Failure to maintain recommended airspeeds.
- h. Improper wing flaps or landing gear retraction procedure.
- i. Failure to maintain proper track during climb-out.
- j. Failure to remain well clear of obstructions or other traffic.

REFERENCES

1. FAA-H-8083-3A, Airplane Flying Handbook, Chapter 8.
2. POH / AFM, Pilot Operating Handbook / FAA-Approved Airplane Flight Manual.