**********FLIGHT INSTRUCTOR BULLETIN**********

BULLETIN NUMBER 3

TASK: Go-Around from a Rejected Landing

SUBTASK: None

OBJECTIVE: To develop awareness and procedures for executing a go-around from a rejected landing.

STANDARDS: Refer to the appropriate FAA Practical Test Standard (PTS).

CONDITIONS : N/A

DESCRIPTION: GO-AROUND

NOTE: Occasionally it may be advisable for safety reasons to discontinue the landing approach and make another approach under more favorable conditions. Extremely low base-to-final turns, overshot or low final approaches, the unexpected appearance of hazards on the runway, wake turbulence from a preceding airplane, or overtaking another airplane on the approach are hazardous conditions that would demand a go-around.

A. Make a timely decision to go-around. The pilot should never wait until the last moment to make the decision.

B. Follow the manufactures recommendation for the execution of the go-around procedure.

C. When the decision is made to discontinue the approach and perform a go-around, takeoff power should be applied immediately and the airplane's pitch attitude changed so as to slow or stop the descent.

D. After the descent has been stopped, the landing flaps may be partially retracted as recommended by the manufacturer.

CAUTION: Depending the airplane's altitude and airspeed, it may be wise to retract the flaps intermittently in small increments to allow time for the airplane to accelerate progressively as they are being raised. A sudden and complete retraction of the flaps at a very low airspeed could cause a loss of lift resulting in the airplane settling into the ground.

E. Retract the flaps (at least partially) before retracting the landing gear. There are two reasons for this. First, full flaps produce more drag than the landing gear; and second, in case the airplane should inadvertently touchdown as the go-around is initiated, it is most desirable to have the landing gear in the down and locked position.

F. Maintain straight flight and a safe climb attitude. Be prepared to hold considerable forward elevator pressure as power is being apply, in addition to adding right rudder pressure to correct for the effects of P-factor.

G. At a safe altitude and airspeed the pilot will need to adjust trim to relieve at least the heavy control pressure until a more precise trim can be made for the lighter pressure.

H. Retract the landing gear only after the initial or rough trim has been accomplished and when it is certain the airplane will remain airborne.

CAUTION: If the pitch attitude is increased excessively in an effort to prevent the airplane from mushing onto the runway, it may cause the airplane to stall. This would be especially likely if no trim correction is made and flaps remain fully extended.

I. After a positive rate of climb is established and the landing gear is retracted, the airplane should be allowed to accelerate to the best rate of climb speed (Vy) before the final flap retraction is accomplished.

NOTE: Because of the theory of interference, the pilot may confuse a go-around procedure with that used in a touch and go operation. This occurs most often after a pilot has practiced the touch and go procedure. During the touch and go procedure the flaps are normally fully retracted first, then power applied. A sudden lost of lift and stall may result if this procedure were used on a go-around from a rejected landing.

NOTE: After the go-around from a rejected landing has been accomplished, the pilot should evaluate the reasons for the go-around and make corrections, if appropriate, on the return for landing.