



Hanscom Aero Club Safety Meeting

28 February 2021



Outline

- **Going Around – What and How**
- **Video**



Go-Around (a.k.a. Rejected Landing)

- **A go-around is simply a rejected landing**
- **Should be used when landing conditions are not satisfactory**
- **Reasons why you should go-around:**
 - ATC requirements (i.e. they said so)
 - Unexpected runway hazards
 - Overtaking another airplane
 - Wind shear
 - Wake turbulence
 - Mechanical failure (<3 green and/or red-light)
 - Unstable approach

Reference: FAA Airplane Flying Handbook, Ch 8, https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/airplane_handbook/media/10_afh_ch8.pdf

Arrest the descent, configure the airplane, then climb.



Wise Pilots Go-Around

- **Go-around is a viable alternative to ANY approach and/or landing**
- **It's not strictly an emergency procedure**
 - Done all the time in instrument approach practice, i.e. a “missed approach”
- **Like anything else, should be practiced**
- **Better to make the decision early (vs wait until next to the ground)**

- **Assuming that having to go-around is a consequence of a poor approach due to insufficient skill is FALSE**

Reference: FAA Airplane Flying Handbook, Ch 8, https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/airplane_handbook/media/10_afh_ch8.pdf

Wise pilots go around instead of trying (and likely failing) to salvage a bad landing



How To Execute

- **Power:**
 - Smoothly increase to takeoff power to stop the decent and gain airspeed to climb
- **Attitude:**
 - Avoid nose-up too soon, otherwise will stall and fall
 - Stop the decent, gain takeoff airspeed, then pitch up to climb
- **Configuration:**
 - Flaps – retract in increments, then Gear (after partial flap retraction)

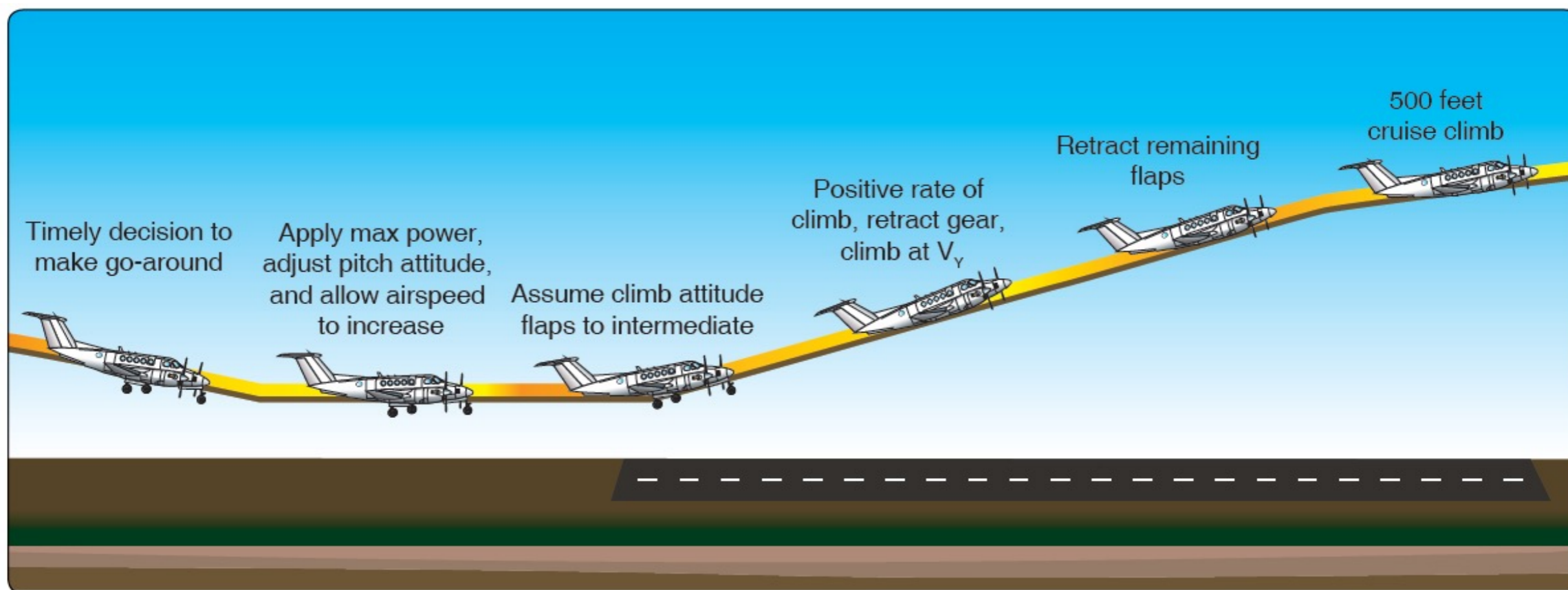


Figure 8-14. *Go-around procedure.*



Final Thoughts

- **Don't try to salvage bad landings (e.g. porpoising, unstable approaches)**
- **Crashes aren't caused by a proper go-around when decided early**
- **It's not a pride thing, smart pilots who go-around live to tell about it. So do their passengers**
- **Remember: Power, Attitude, Configuration**
 - All should be smooth deliberate changes, nothing abrupt
 - Increase power to gain airspeed
 - Trade airspeed for vertical speed via pitch and avoid stall
 - Slowly retract flaps, then gear, just like a normal takeoff



FAA Aviation Emergency – First Responder Training

The poster features the Federal Aviation Administration logo at the top left, with the text 'Federal Aviation Administration' to its right. Below this, the title 'Aviation Emergency Response Training' is written in a large, yellow, italicized font. Underneath the title, the subtitle 'Aircraft Accidents for First Responders' is displayed in a bold, black font. To the right of the subtitle is a small photograph of an aircraft on fire. At the bottom left of the poster, it states 'Presented to: Local First Responders' and 'By: FAA FAAST Team - EA63'. At the bottom center, it says 'Produced by the AFS-850 FAA Safety Team (FAASTeam) and EA63 Team'.

- April 6, 2022 from 1730-2130 via Zoom
- Presented by Bradley FSDO FAA FAAST Team, Melanie Folcik Barillaro
- Police, Fire, EMS, and Pilots, get 4 CEUs/WINGS credits
- Follow-on practical component May 21, 2022 at Groton Airport, Groton, CT
- Register here:
<https://faavideo.zoomgov.com/meeting/register/vJltdO2rrj8oHTQhCxqZiXC9eRHw-FKJh4c>