

traffic patterns and landings

chapter 7



part IV Go-Arounds

The go-around from a final approach may be considered a semi-emergency procedure as it is necessary if a landing is aborted for reasons of safety. The aircraft will normally be taken around from a final-approach gliding attitude; in this attitude, of course, the gear and flaps are down and the throttle is retarded. When you decide to go-around, you must first get the aircraft moving away from its present position by advancing the throttle to 30" Hg (climbing power). The addition of power will cause the nose to rise because the back-elevator trim has been rolled in to hold the aircraft at the correct gliding attitude. Forward pressure will then have to be applied to the stick to avoid the possibility of a stall. The drag should then be reduced by raising the landing gear. The elevator trim will have to be rolled forward to relieve the back pressure from the stick. Since during the glide, full left-rudder trim was applied to offset the rigging effect of the vertical stabilizer, right-rudder trim should be rolled in to compensate

for torque. Trim the aircraft for a normal climbing attitude.

Then in order to see ahead and below (in case another aircraft is climbing up under you), turn slightly (about 20°) with a very smooth and shallow bank; then turn back to align the aircraft parallel to the runway once again. This clearing turn will normally be away from the building area; however, go-around procedures for specific runways will be covered in your local policy files.

Climb straight ahead, using the normal climbing attitude, to an altitude of 200 feet above the terrain; then lower the nose slightly and attain 90 MPH. At this time the remainder of the drag can be eliminated. Since the flaps are providing lift as well as drag, they must be raised in such a manner that the increasing airspeed will compensate for the loss of lift caused by raising the flaps. This can be done by "milking" up the flaps, that is, raising the flaps a little at a time and allowing the speed to build up between times. Be sure a minimum airspeed of 90 MPH has been attained before milking up the flaps.

For reasons stated above, the following sequence will be followed:

Throttle to 30" Hg

Forward-stick pressure and gear up

Trim pressures off stick and rudder

Use clearing turns

Milk up the flaps at a safe speed and altitude (minimum 90 MPH and 200 feet above terrain)

A go-around started immediately before touch-down or following a bad bounce may be considered an emergency go-around. It will be accomplished in the same manner as a normal go-around, except that the throttle is opened to the sea-level stop. When the aircraft has cleared all obstructions and has attained a safe flying speed, retard the throttle to a normal climbing power setting (30" Hg).

Dual practice for go-arounds will be given at altitude. Your instructor will demonstrate and you will be allowed to practice the following procedure. From straight and level flight, lower the gear with the normal check and

slow the aircraft to 120 MPH to simulate the down-wind leg of a traffic pattern. Turn 90° to either the right or left and, after completing the turn, slow to 110 MPH to simulate the base leg. Close the throttle as if you were at the key position in a traffic pattern, establish a normal 100-MPH gliding attitude and make a 90° turn to simulate the turn from base leg to final approach. Clear the area well in both of these turns to make sure that you are not turning into another aircraft. As you roll out of the last turn, lower full flaps. Now re-trim for a 90-MPH gliding attitude. This will simulate a final approach glide. Pick some convenient altitude as a position from which to start your go-around. When you reach this altitude, advance the throttle and follow the go-around procedure discussed above. When you are practicing go-arounds at altitude, leave the propeller set at the "working" 1850 RPM. Of course, if you made a go-around from an actual final approach, your propeller would be set at 2000 RPM.