Go-Around Mishaps

When we search the NTSB database with the term "go-around" it returned more than 1400 records for just the last 10 years. Here are some examples. Can you determine what went wrong?

AUGUST 29, 2011, SANTA MONICA, CALIF., CESSNA 172M

Shortly after takeoff, the student pilot realized his airspeed indicator was inoperative. ATC cleared the pilot to land on the departure runway. During the subsequent approach, airplane was too high and fast; ATC directed a go-around. The student pilot acknowledged the instruction, raised the wing flaps and pushed the throttle full forward.

MAY 10, 2008, NEWPORT, R.I., CESSNA T182T

During the attempted downwind landing, the airplane was not descending as it normally did. The airplane touched down at about the mid-point of the 2999-foot-long runway and bounced. The pilot then attempted to abort the landing by applying full power. The airplane climbed approximately 30 feet, began to drift left, then descended and collided with swampy terrain.

FEBRUARY 7, 2008, CAHOKIA, ILL., PIPER PA-44-180

At about 20-30 feet agl, the student banked the airplane to the right. Given proximity to the ground, the CFI assumed control of the airplane and initiated a go-around. The airplane yawed and banked to the left as he advanced the engine throttles and pitched up for the go-around.

FEBRUARY 25, 2007, VENICE, FLA., PIPER PA-28-181

The student pilot performed four landings with his certified flight instructor (CFI), then departed on a solo flight remaining in the traffic pattern. He performed two go-arounds, departed the traffic pattern, then returned. During the ensuing approach, the airplane drifted left of centerline, and the student pilot added full power to perform a go-around. The airplane stalled when the flight was at 50 feet, descended left-wing-low and impacted the ground.

OCTOBER 16, 2005, PEORIA, ILL., CESSNA 152

The airplane stalled and impacted the terrain during an attempted go-around. The student pilot reported, "I pushed carburetor heat off, applied full power, while I was in the process of retracting 10 deg. of flaps the plane stalled and I lost control."

JUNE 26, 2005, TOUGHKENAMON, PENN., MOONEY M-20J

As the pilot was on final approach over the runway, the airspeed was too slow and the airplane subsequently "bounced down hard" on the runway. The pilot added full power and aborted the landing; however, as the airplane climbed, she "froze" and never applied right rudder. The airplane impacted trees.

JUNE 4, 2004, COLUMBUS, MON., PIPER PA-18-150

The aircraft touched down, and the pilot was maintaining directional control until the tail touched down and a strong gust of wind from the left hit the aircraft. The pilot increased power to go-around. The engine momentarily hesitated and the aircraft began to travel to the right side, heading off the runway surface at about a 45-degree angle.

AUGUST 31, 2003, MARBLE CANYON, ARIZ., CESSNA 182J

During the initial touchdown, the airplane bounced. The pilot elected to go-around and added full power without retracting the flaps or changing the trim setting. About 10 feet agl, the left wing stalled. The airplane came to rest inverted on a 030-degree heading. The POH states that during a go-around, the pilot should add full power, retract the flaps to 20 degrees and obtain 55 knots.