



Go-Arounds: What Not To Do

The accident record is filled with examples of what not to do when executing a go-around. Here are some examples.

LOSE DIRECTIONAL CONTROL

A nose-high, low-airspeed situation is ripe for yawing and banking. Use all the rudder if you have to, and consider slightly reducing throttle and/or pitch to help maintain control if necessary

DO THINGS OUT OF ORDER

Don't retract the flaps or landing gear before adding power. Don't pitch up before adding power. Don't leave the flaps extended while the landing gear retracts.

ABORT THE GO-AROUND

Once you decide to go around, don't change your mind, no matter how much runway remains. Aborting a go-around attempt after full power is applied or after the flaps start coming up just adds to cockpit confusion and workload. Once you begin executing the go-around, continue it.

MAKE THE SAME MISTAKE THRICE

Presuming the approach was at fault, figure out what you did wrong while on the downwind and correct for it. If the second landing attempt also results in a go-around, that's it for this runway under these conditions. Go to a nearby runway better aligned with the wind and make a normal approach.