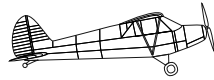


GO-AROUND

YOU CAN ALWAYS GO AROUND. THE GO AROUND ALLOWS US TO STOP AN APPROACH THAT ISN'T UP TO OUR STANDARDS, AND RETURN TO TRY AGAIN. GOING AROUND IS THE MARK OF A GOOD PILOT.

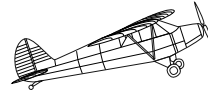


DECIDE TO GO AROUND



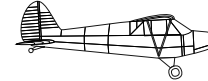
INITIATE

CLIMB PITCH
CLIMB POWER
RIGHT RUDDER!
RECONFIGURE ON SCHEDULE



SIDE STEP

TURN SLIGHTLY TO AVOID
DIRECTLY OVERFLYING THE
RUNWAY
RADIO CALL



LEVEL OFF AT TPA

TURN CROSSWIND AND RE-JOIN
TRAFFIC PATTERN

WHY GO AROUND?

YOU DON'T NEED A BIG REASON TO GO AROUND!

- UNSTABLE APPROACH
- TRAFFIC CONFLICT
- CHECKLIST ISN'T COMPLETE
- ATC ORDER

COMMON ERRORS

- PITCHING BUT NOT ADDING POWER
- ADDING POWER BUT NOT PITCHING
- OVER PITCHING
- BRING FLAPS UP ALL AT ONCE (DON'T!)
- INSUFFICIENT RIGHT RUDDER

ARE THERE TIMES TO NOT GO AROUND?

YES, BUT THEY ARE RARE. THEY INCLUDE:

- IF YOU ARE ON FIRE
- IF TERRAIN DOESN'T PERMIT
- PARTIAL POWERPLANT FAILURE

PSYCHOLOGY IS A HUGE PART OF A GO-AROUND. IT SOUNDS SO EASY, BUT IT'S A VERY REAL CHALLENGE TO INITIATE A GO AROUND FOR AN APPROACH THAT WILL "PROBABLY" BE OK.