Go-Around/Rejected Landing

References:
Airman Certification Standards
Airplane Flying Handbook
Cessna 182T Pilots Operating Handbook

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National Transportation Safety Board Aviation Accident Preliminary Report

Location: Lamoni, IA Accident Number: CEN21FA299

Date & Time:	July 1, 2021, 07:55 Local	Registration:	N123RE
Aircraft:	CIRRUS DESIGN CORP SR22	Injuries:	2 Fatal

Flight Conducted under: Part 91: General aviation - Personal

On July 1, 2021, about 0755 central daylight time, a Cirrus SR22 airplane was destroyed when it was involved in an accident at Lamoni Municipal Airport (LWD), Lamoni, Iowa. The private pilot and passenger sustained fatal injuries. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

Several witnesses observed the airplane fly an approach to runway 36 at LWD. During the landing, the witnesses reported the airplane bounced, and then the engine noise increased. The airplane subsequently veered left and pitched up, then descended and tumbled on the ground into a bean field to the left of the runway. A post-crash fire ensued, during which the Cirrus Airframe Parachute System (CAPS) rocket launched.

Postaccident examination revealed that the airplane initially contacted the ground about 75 ft left of the runway edge and left wingtip debris was located about 60 ft beyond the initial ground scar. Ground impact marks consistent with propeller strikes were located about 15 ft beyond the left wingtip debris. The airplane came to rest upright on a northwest heading about 60 ft beyond the propeller strike ground scars, with the engine separated from the fuselage. No preimpact anomalies were observed with the flight control system. The airplane was retained for further examination.

Factors Indicating that a Go-Around is Warranted

- Whenever landing conditions are not satisfactory, a go-around is warranted
- ATC requirements
- Unexpected appearance of hazards on the runway
- Overtaking another airplane
- Wind shear, wake turbulence
- Mechanical failure
- Unstable approach

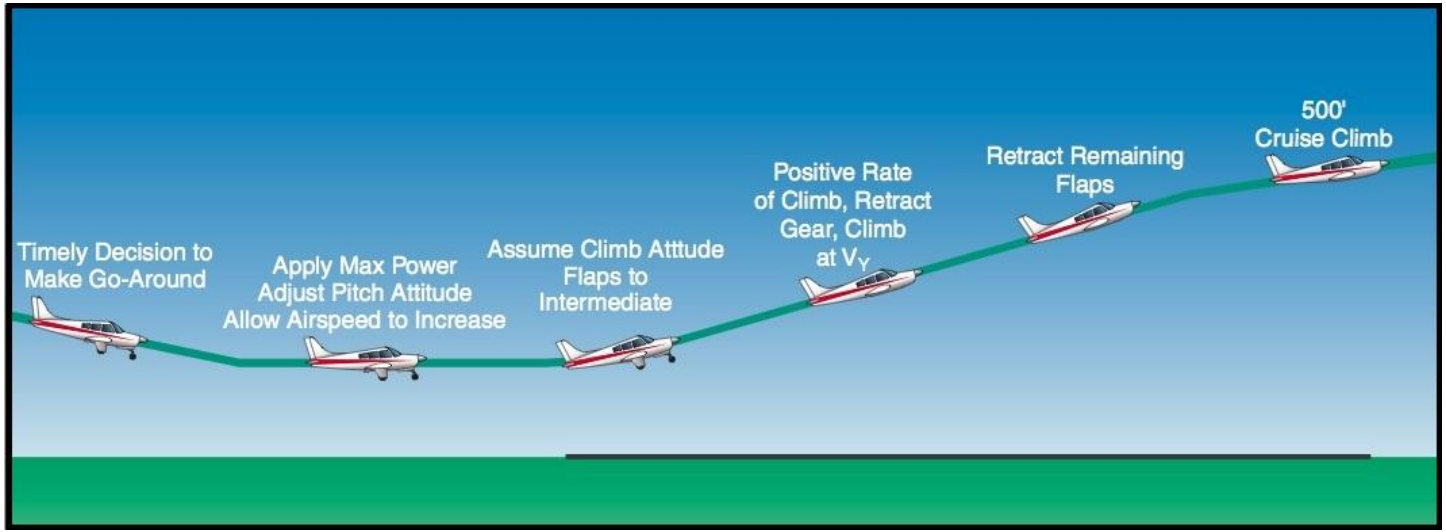
Emergency or Normal Procedure?

- The go-around is not strictly an emergency procedure
- It is a normal maneuver that is also used in an emergency situation
- Like any other normal maneuver, the go-around must be practiced and perfected

Decision Point

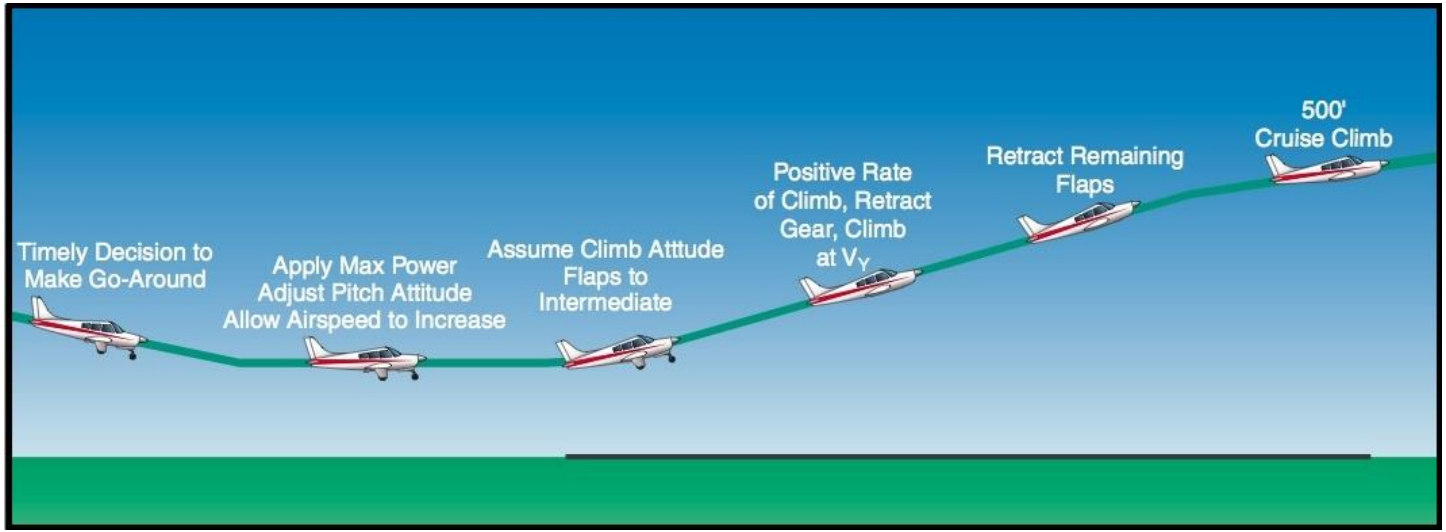
- Need to discontinue a landing may arise at any point in the landing process
- Most critical go-around is one started when very close to the ground
- The earlier a condition that warrants a go-around is recognized, the safer the go-around/rejected landing is.
- A go-around maneuver is not inherently dangerous
- It becomes dangerous only when delayed unduly or executed improperly
- ***So, go-around early, go-around often***

Executing a Go-Around/Rejected Landing



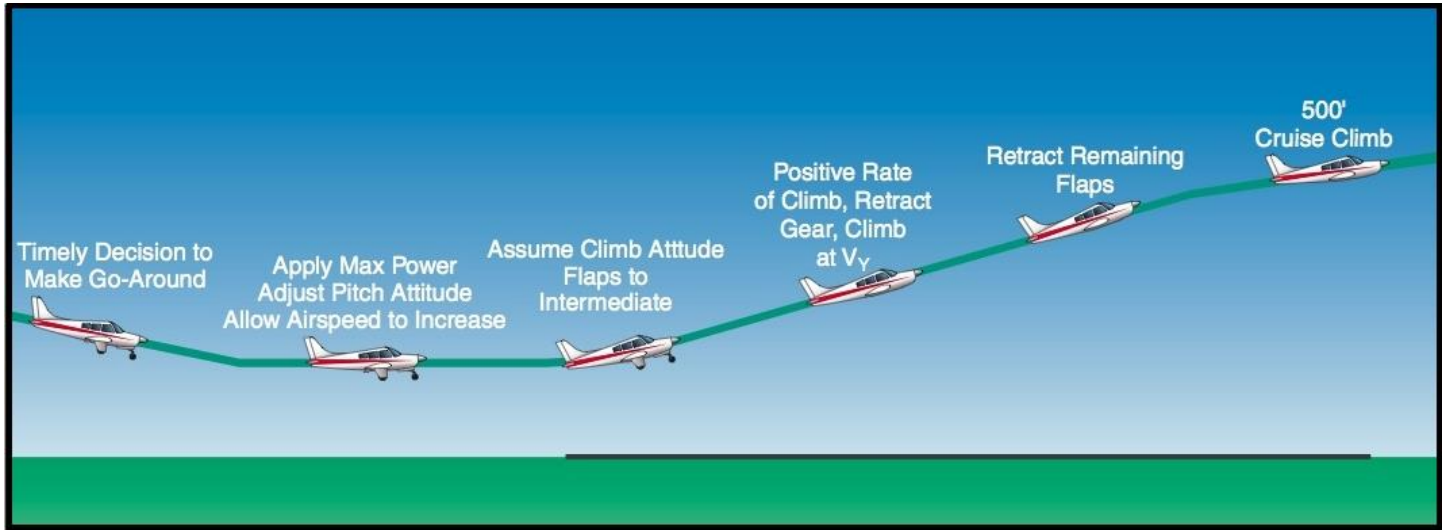
A Timely **Decision**

Executing a Go-Around/Rejected Landing



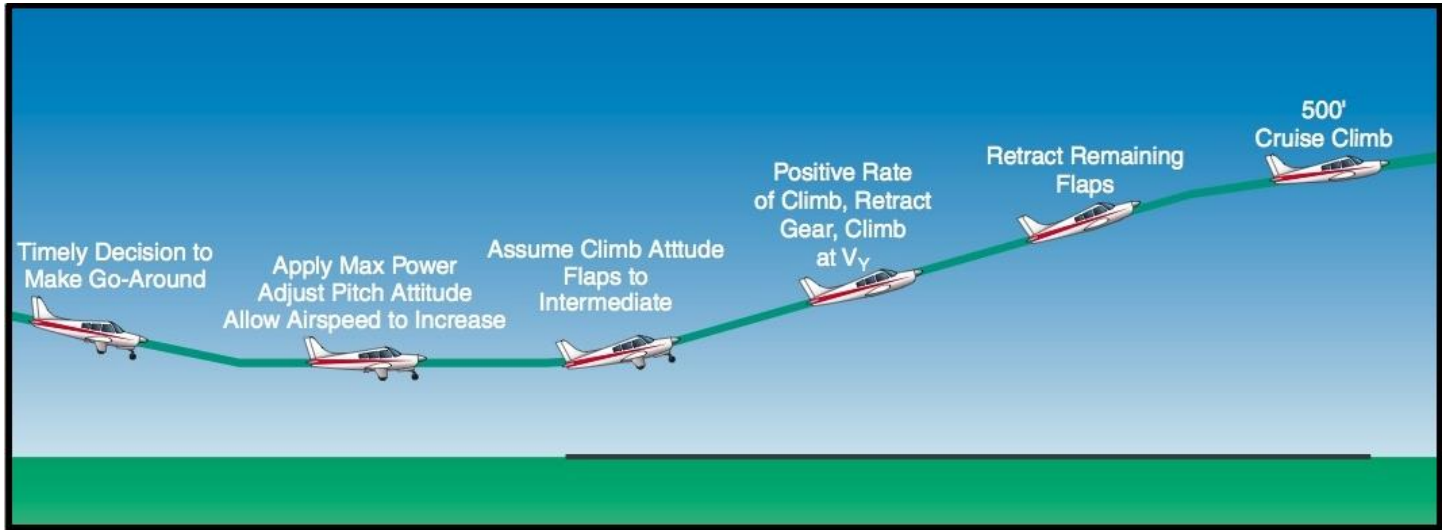
Max Power - Full or maximum allowable takeoff power must be applied <u>smoothly</u> and without hesitation while adding right rudder to maintain track.

Executing a Go-Around/Rejected Landing



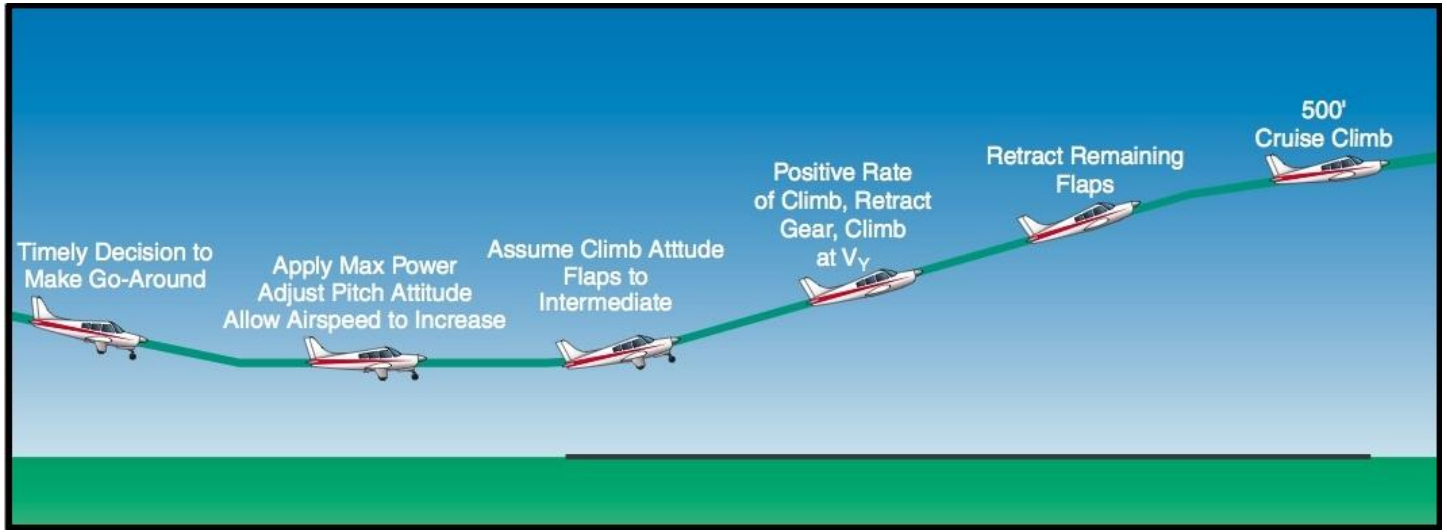
Climb - An airplane cannot climb until it can fly, and it cannot fly below stall speed. Maintain an attitude that allows airspeed to build up, reduce flap setting.

Executing a Go-Around/Rejected Landing



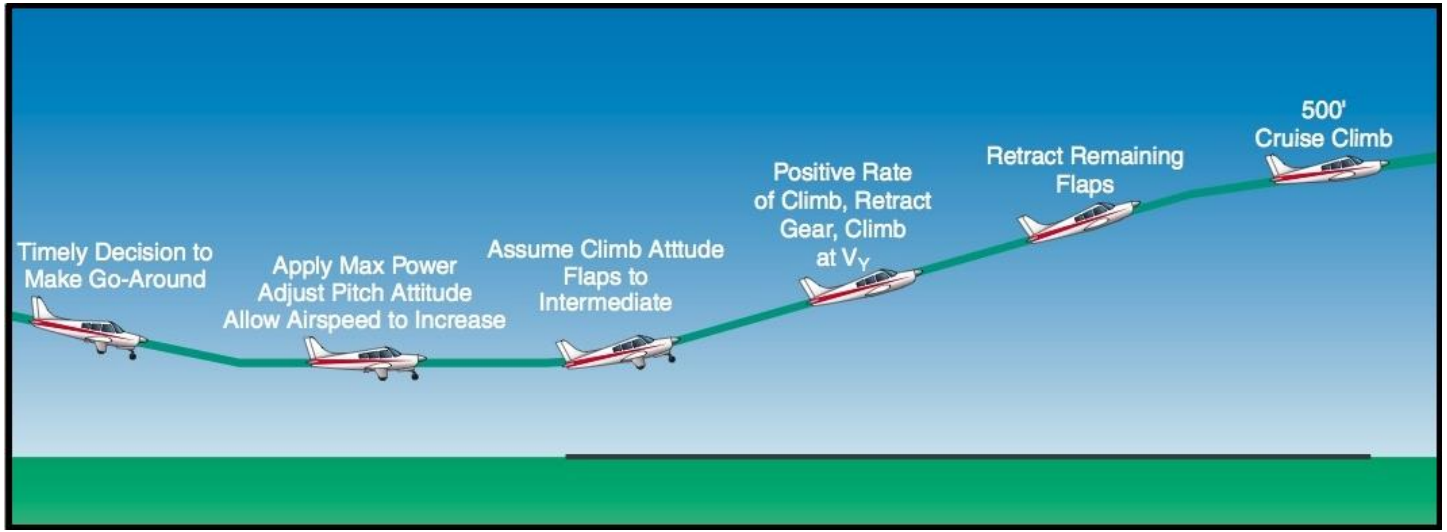
Positive Rate of Climb - Climb at Vx or Vy, retract gear

Executing a Go-Around/Rejected Landing



Configuration - Retract remaining flaps, adjust trim.

Executing a Go-Around/Rejected Landing



At 500’ AGL - Transition to cruise climb.

C182T Balked Landing Checklist

- Power - Full Throttle & 2400 RPM
- Flaps - Retract to 20 degrees
- Climb Speed - 55 KIAS
- Flaps - Retract Slowly (Above 70 KIAS)
- Cowl Flaps - Open

How Go- Arounds Kill

- Power application too abrupt
- Failure to add right rudder - When the right hand moves forward, so must the right leg
- Failure to push forward on yoke to prevent pitch up
- Retracting flaps below flying speed

Bonus Points Quiz

Q. *What is the difference between a go-around and a rejected landing?*

A. A ***go-around*** is initiated prior to the flare or prior to the decision to land from an instrument approach; a ***rejected landing*** is initiated during the flare or after a decision to land during an instrument approach.

Note: These are generally accepted usages but not necessarily formal FAA definitions.

Go-Around/Rejected Landing

Questions and Answers