



*Reno-Tahoe Aviation Group
Aviation Safety Seminar
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Joe Rajacic AQP on “Why Pilots Have Problems Doing a Go-Around”

Improperly performed go-arounds are the 4th leading cause of general aviation fatalities. This is a critical maneuver, often performed when conditions are unsuitable. It requires recurrent training. Some causes of the improper go-around are: limited exposure in training, lack of situational awareness, over-focusing on the landing, failure to recognize unstable approaches, bad weather, or pressure to complete the landing. All of this can add up to a resistance by the pilot to perform the procedure.

The solution is to have a standard operating procedure (SOP) for when you will go around. With the SOP in mind, brief yourself before coming in for a landing about which conditions will cause you to go around and how you will perform the go-around if they occur. Say the briefing out loud.

More statistics: Only 3% to 5% of unstablized approaches result in a go-around. One in ten go-arounds go bad. The solution is more practice and more training.

It's important to understand how aerodynamic forces affect the plane during the go-around. The increase in power causes an increase in tail-down force, which leads to a nose-up moment. Pilots must anticipate this while practicing with an instructor. You can always practice at altitude where the risk is lower.

Joe shared videos of successful and unsuccessful go-arounds. Don't get your currency by bouncing down the runway. You can always go around.