



**SAFETY**

## What goes around...

Lives to fly another day. If in doubt, there is no doubt, says **Chloe Eriksen**



You know what, I think I might actually land this time

EARLIER this year, we examined some of the important elements to consider when landing, like wind, condition of the ground and the setup.

The flight safety accident stats this year are once again showing that many microlight accidents involve issues on landing, so this month we are going to take a look at what to consider when all is not looking good on final.

The most important bit to take away here is the importance of making a decisive and timely decision to abort a landing and positively executing a go-around when all is not well.

Accidents too often occur if a pilot leaves it too late to avoid disaster. In truth, we all know when it just doesn't feel quite right on an approach, but sometimes "push-on-itis" can get in the way, along with a little pride and fear, as a result of which we fail to make the bold and correct decision to go around.

So how do we execute a go-around? At this point, I shall refer you to the words of this year's World Microlight Championships' Gold medallist, Rob Grimwood.

As one of our Safety Panel experts, Rob covered in some detail for *MF* a number of years ago the execution of a go-around in a microlight.

"When you decide to go around, commit to it,

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Once the decision to go around is made, the aircraft should be positively placed in a climb at a safe airspeed and attitude by the coordinated use of power and pitch control.

*BMAA I&E Guide*

react quickly and make sure you use full power," he said.

"Often people just apply full power without using the correct pitch input. Remember, to transit from a descent to a climb the correct use of controls is: Power and attitude together, then trim (PAT).

"So, apply full power at the same time as raising the nose to the safe low-level climbing attitude, then retrim the aircraft for that attitude.

"If you just apply full power without raising the nose, you will initially just accelerate on your descending path towards the ground!

"There can be a substantial torque and slipstream reaction with the application of full power which could roll and or yaw the aircraft off from the centre line if directional control is not maintained and the aircraft is not kept in balance.

"Beware of obstacles such as trees just off the side of the runway."

Rob's full article in January 2018 can be found in the *MF* archive, and he covers in greater detail considerations for more complex fixed-wing aircraft. It is well worth a revisit, or indeed a first visit if you are new to the BMAA.

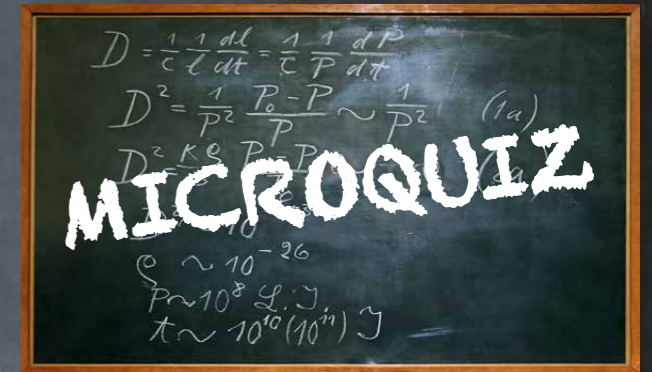
As Rob describes, the handling of a go-around can be tricky, and like any other technique it requires practice to get it right. The transition from descending attitude and power setting to a full-power climb requires careful handling and anticipation.

It is also worth noting that airfield procedures can vary slightly with regards to the circuit positioning following a go-around, so it is always important to familiarise yourself with the local operations.

The decision to go-around must be timely. Too late, and you might not clear any obstacles at the end of the runway.

Good practice advises going into each and every landing considering all your options. Know the procedures and be ready to make the necessary control inputs.

And finally, the decision must be positive. Make a decision. You are in charge of the aircraft. Do not allow the decision to be made for you by just hoping that all will be fine. If it feels wrong, go around. □



- Which of the following statements regarding air density is true?
  - Air density decreases with an increase in altitude.
  - Air density increases with an increase in altitude.
  - Air density is the same throughout the atmosphere.
- What is the term used to describe a slight twist along the wing?
  - washout
  - bluff lines
  - dihedral
- Which statement is true regarding the lift force?
  - It acts perpendicular to the relative airflow.
  - It acts parallel to the relative airflow.
  - It always acts vertically.
- If the indicated airspeed (IAS) is constant, how will the true airspeed (TAS) change throughout a descent?
  - It will increase.
  - It will decrease.
  - It will not change.
- The ...cause(s) the aircraft to ... about the ... axis.
  - aileron/roll /longitudinal
  - elevator/roll /lateral
  - elevator/pitch/longitudinal

*MF*'s quizmaster Lawrence Bell is the developer of QuizAero, the online groundschool for microlight student pilots, [quizaero.co.uk](http://quizaero.co.uk).

Answers overleaf

**GASCo**  
General Aviation Safety Council



GASCo, the General Aviation Safety Council, is a charity whose members are aviation organisations. Its aim is to make aviation safer through education. It presents the CAA safety evenings, runs seminars and provides safety information through its magazine and website, [gasco.org.uk](http://gasco.org.uk).

**CHIRP**

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