

Summary Report for Individual Task
011-218-1320
Perform Single-Engine Go-Around
Status: Approved

Distribution Restriction: Approved for public release; distribution is unlimited.

Destruction Notice: None

Foreign Disclosure: FD5 - This product/publication has been reviewed by the product developers in coordination with the Fort Rucker foreign disclosure authority. This product is releasable to students from all requesting foreign countries without restrictions.

Condition: In a C-12 series airplane, with an IP, VMC.

Standard: 1. Perform single-engine go-around IAW the operators manual.

2. Make the decision to go-around prior to placing flaps to full.

3. Maintain up to 5-degree bank angle into operating engine (ball one-half off center).

4. Maintain VYSE until safe climb out is established (clear of obstacles).

Special Condition: NIGHT CONSIDERATIONS: For traffic avoidance and aircraft identification, the recognition light(s) should be left on until at least traffic pattern altitude, unless their use is restricted by aircraft limitations. Monitor heading and altitude instruments closely and be prepared to convert to instrument flight if the visual horizon is lost or if experiencing vertigo.

Safety Risk: Medium

MOPP 4:

Task Statements

Cue: None

DANGER
None

WARNING
None

CAUTION
None

Remarks: None

Notes: None

WARNING

A single-engine go-around should not be attempted once the flaps are extended beyond approach. This does not mean that flaps are limited to approach until short final. It does mean the P* has committed to landing.

1. Crew actions.

Note:

Underlined emergency items in the operator's manual will be committed to memory. This should not be construed to mean the P* must verbally call out the underlined items in the procedure while dealing with an emergency. The underlined items are DO items followed by verification with the CL, when time and altitude permits.

a. The P*'s main focus will be flying the aircraft.

b. The IP should assist the P* by completing all designated P checks, duties, and callouts, and read the CL when the P* calls for it.

2. Procedure.

a. Discussion: An actual single-engine go-around is not a high-probability maneuver but it potentially can be a high-risk maneuver. Several events have occurred that keep the probability low. The airplane is probably already single engine, which means the crew has declared an emergency. ATC will give the aircraft priority, and crash rescue is standing by. The crew has evaluated (based on runway length, weather, and so forth) and selected the airport where they want to land. It is important to fly a normal approach either VFR or IFR to avoid a pilot-induced reason for a single-engine go-around.

(1) Do not initiate the go-around by increasing pitch without applying power. If pitch is raised without power and the gear and flaps are extended, airspeed will start decreasing rapidly. When power is applied with the nose up, some C-12's may not be able maintain VYSE and climb at the same time with gear DOWN and flaps at APPROACH. The only way to maintain VYSE with the gear DOWN and flaps at APPROACH is in a descent unless the aircraft is very light. Conversely, if the nose is pitched up to climb with the gear DOWN and flaps at APPROACH, airspeed will decay below VYSE and continue to decrease as long as the nose is held in a climb attitude. The only way to transition from a descent to climb single engine and maintain VYSE is to retract the gear and flaps at the beginning of the go-around.

(2) During single-engine climb, maintain up to 5 degrees bank and up to one-half ball into the live engine. This is in trim for a single-engine configuration. Failure to do so may degrade controllability and performance to the point; you may actually start descending or lose directional control.

(3) Execute a single-engine go-around when—

(a) At the DA/DH or missed approach point (MAP) if runway not in sight.

(b) When not in a position to make a safe landing.

(c) When visual reference with the runway is lost during a circling approach.

b. Maneuver.

(1) The P* will—

(a) Initiate the maneuver by advancing the power lever toward MAX allowable power and direct the P to "SET POWER." The P will assist in setting MAX allowable power and respond, "POWER SET."

(b) Retract the gear (left seat crewmember)

- (c) Direct the P to bring "FLAPS UP".
- (d) Simultaneously adjust pitch to a VYSE climb attitude (approximately 5 to 7 degrees normally).
- (e) Establish a climb at VYSE.
- (f) Call for the single-engine go-around CL when time, altitude, and workload permit.

(2) The P will—

- (a) Set MAX allowable power when directed and respond, "POWER SET."
- (b) State "FLAPS UP" when directed by the P* and the flap switch has been moved to that position. Verify with the flap position indicator
- (c) Read the go-around CL when P* directs.
- (d) Advise ATC of the go-around/missed approach and intentions, if applicable.

(Asterisks indicates a leader performance step.)

Evaluation Guidance:

Evaluation will be conducted academically, in the aircraft or in an approved FS.

Evaluation Preparation:

Training will be conducted academically, in the aircraft or in an approved FS.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Performed single-engine go-around IAW the operator's manual.			
2. Made the decision to go-around prior to placing flaps to full.			
3. Maintained up to 5-degree bank angle into operating engine (ball one-half off center).			
4. Maintained VYSE until safe climb out is established (clear of obstacles).			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	TM 1-1510-218-10	OPERATORS MANUAL FOR ARMY C-12C, C-12D, C-12T1, AND C-12C2 AIRCRAFT	No	No
	TM 1-1510-218-CL	OPERATORS AND CREWMEMBERS CHECKLIST FOR ARMY C-12C AIRCRAFT (NSN 1510- 01-070-3661);ARMY C-12D AIRCRAFT (1510-01-087-9129);ARMY C-12T AIRCRAFT (1510-01-470-0220)	No	No

Environment: Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT.

Safety: In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the

planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination.

Prerequisite Individual Tasks : None

Supporting Individual Tasks : None

Supported Individual Tasks : None

Supported Collective Tasks : None