

Roundtable Notes: Oshkosh from the East

- If this scenario involved flying with children or other limited egress passengers, that would rule out crossing the lake. (Kevin)
- Put on flotation gear before crossing large areas of open water when you have time and aren't stressed. Carry the personal locator beacon on your person in a secure pocket. Also think about the temperature of the water. That makes a big difference in survivability. (Paul)
- The consequences of engine failure over the lake could be deadly if any of the contingencies, such as the PLB, fail. (Wally)
- Consider ditching rather than the chute in a low-speed airplane over calm water. (Dave)
- The reliability of Rotax engines is no more or less a concern than any other aircraft engine. (All)
- All the scenarios present a serious risk if the engine quits at the wrong time. The lake crossing offers the shortest duration of risk exposure. (Dean)
- Your chance of ditching by a boat in the middle of the lake is almost zero. (Dave)

"You stop for lunch, or dinner, or whatever—before you get into that potentially worse weather. Then you set yourself a new place to look at the weather as if you were starting from the very beginning." — Katrina

- Hazy weather into the setting sun over the lake could be instrument conditions even in good VFR. (Jeff)
- An extra issue with the southern route is that the worst weather is at the end of the day, when we're most tired and most tempted to press on. (Katrina)
- The one thing a controller will say is really consistent with VFR-into-IMC situations is how stressed and scared the pilots are on the radio. (Kevin)
- Update your go/no-go several times during an all-day trip as the weather updates. (Katrina)
- Risk assessment is personal. Some are comfortable over water but not over mountains, others are just the opposite. (Dave)

CHOICES BY EXPERT

- Kevin Plante 3
- Dave Hirshman 3*
- Wally Morran 2
- Paul Bertorelli 3
- Dean Showalter 3
- Katrina Linder 3
- (*choice with a caveat)

1

OSH → KCIU → 398 nm → ART
KOSH → 640 nm

Take your original northern route and fly VFR over-the-top as needed.

2

OSH → KEKM → 492 nm → ART
KOSH → 715 nm

Take the longer southerly route through MVFR past Chicago.

3

OSH → KMIKG → 462 nm → ART
KOSH → 575 nm

Take the short, direct route over the lake in good VFR.

4

OSH → ? → ? → ART
KOSH → ?

Stay with your friend for the night and pick a route based on the weather tomorrow.