

Roundtable Notes: A Diminishing Emergency

- You can guess which side of a turbocharger failed with some reliability. Cold side turbo failures usually present as a sudden drop in MP with no other indications. Hot side failures are usually more gradual. This is likely a cold side, so the risk is not that much greater for the extra 30 minutes of flight time. (Paul)
- If the problem is obvious once you're on the ground, you can always fix it and relaunch. Landing immediately to look has virtually no downside. (Dave)
- When checking out with new equipment, go over each system with a knowledgeable person to understand how it works, how failures present themselves, and what to do about those failures. (Paul)
- Review all the POH supplements for equipment on your aircraft. Many pilots overlook these, even when included in the back of the POH. (Wally)
- When something goes wrong, you have an adrenaline rush and it will affect everything you do and how well you deal with the rest of the flight. (Katrina)

"You can't really anticipate how you're going to react to [an emergency] until you're actually experiencing it."

— Katrina

- It's almost inexcusable to not have an engine monitoring system when flying a high-performance piston these days. There's so much information you could have for diagnosing a problem in the air. (Dean)
- Have a good relationship with your A&P and, sometimes, be there when they do maintenance on your airplane. You'll also feel better about calling them from a remote airport with a problem. (Kevin)
- You don't need to know everything about your airplane, but a greater depth of knowledge absolutely gives you greater utility for your airplane. (Kevin)
- There's a serious risk of expectation bias when we think we've seen a problem before, but really all we see is similar symptoms of a problem. The actual cause could be quite different. (Dean)

CHOICES BY EXPERT

Dean	1
Katrina	1
Paul.....	1/3
Kevin.....	1*
Dave	1
Wally.....	1

1

Land at Tucumcari (KTCC). Don't depart again until you talk to a mechanic—either on the phone or in person—and get their blessing.

2

Land at Tucumcari (KTCC). If you can't find a mechanic, take a look inside the engine compartment yourself. If there's no obvious issue and the airplane restarts without problem, depart for home.

3

Continue flying 30 minutes to Amarillo (KAMA) and find a mechanic.

4

Continue flying 90 minutes to Oklahoma City (KOKC) and get home.