

Roundtable Notes: The Hills Are Out There





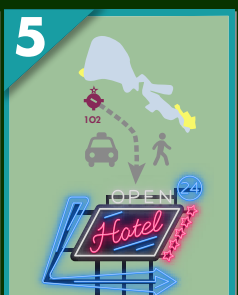
- The biggest hazard is right after rotation. If you were to depart: Trust the instruments, keep the nose up per the attitude indicator, and limit turns to 15 degrees of bank. (Wally)
- Beware of making things more complicated because you know some IFR procedures. Stick with what you know when assessing the departure. (Dave and Katrina)
- Think about what and where all the bright and recognizable points are before departure. (Dave)
- Pilots must have the basic skills to recognize illusions that may occur at night and compensate with basic attitude instrument flying. (Katrina and Kevin)
- Experience matters with night and terrain. What's trivial for an experienced pilot can be deadly for the green one. A pilot might have plenty of night flight in urban areas yet still be unprepared for night without city lights below and hills lurking in the darkness. (Wally and Kevin)
- Distraction at night can deteriorate into loss of control or controlled flight into terrain in a heartbeat. (Wally)

"I would be kicking myself for allowing the fish-story teller to continue to the point where I couldn't depart still in the daytime ... and what do I need to do in the future to stop the fish stories, so I can make a departure while I still have some sunlight left." — Dean

- A Visual Climb Over Airport (VCOA) for safety can simply be climbing in a traffic pattern. That's the best thing to do in this situation for a VFR-only pilot. (Kevin)
- If there's any place you must be, you shouldn't be going there in a GA airplane. Plan continuation bias—get-there-itis—is the cause of many aviation accidents, even for experienced pilots and crews. (Paul)
- If you do depart, use your passenger to hold the iPad up and prevent excess head motion. (Katrina and Dave, but Kevin disagrees)
- This flight went wrong when the pilot let the fish-story teller govern the schedule. The pilot needed to leave earlier or have a beer while still in town and just enjoy the evening. (Dean and Paul)

CHOICES BY EXPERT

Wally.....	5
Dean	5
Paul	5
Kevin.....	4
Dave	4
Katrina	1

				
<p>1 Depart Runway 10. Turn left over the lake, fly north to Lakeport, turn southeast, climb towards 7500. Cross the southeast end of the lake before turning direct Lincoln (KLHM).</p>	<p>2 Depart Runway 10. Fly the published VCOA to 4400 feet, and then continue climbing to 7500 on course direct Lincoln (KLHM).</p>	<p>3 Depart Runway 10. Fly one of the IFR DPs until reaching 4400 feet, and then continue climbing to 7500 on course direct Lincoln (KLHM).</p>	<p>4 Forget about this IFR stuff, and depart Runway 28. Turn right after takeoff, and climb over the lake.</p>	<p>5 Don't depart. Get a ride into Lakeport, find a motel, and wait until daylight.</p>