Roundtable Notes: Rough Ride to Danville

- The southern route takes the most variables off the table, leaving only issues of pilot proficiency and comfort. (Wally)
- General aviation is avocational. You should pre-load the idea in your mind you may have to cancel, even after departure. Bring a good book if you do go. (Paul)
- Weather in mountainous terrain is less predictable. Pilots who fly in mountainous areas cancel a lot of flights. (Mark)
- In winter, I'd take the risk of turbulence over the risk of snow showers and getting into IMC. I think Choice 2 is the most risky given the season. (Elaine)
- The PAVE checklist was made for this: two low-time pilots (neither instrument rated), low wing-loading in turbulence, and high crosswinds from takeoff. (Bob)
- Any choice with low ceilings is off the table, but I flew in high turbulence at 750 hours. Though I might leave the passenger behind, if I was doing this flight. (Catherine)
- Have preplanned continue/divert/abort points. This removes some of the external pressures and can make it easier to stop partway or go back home. (Elaine & Mark)

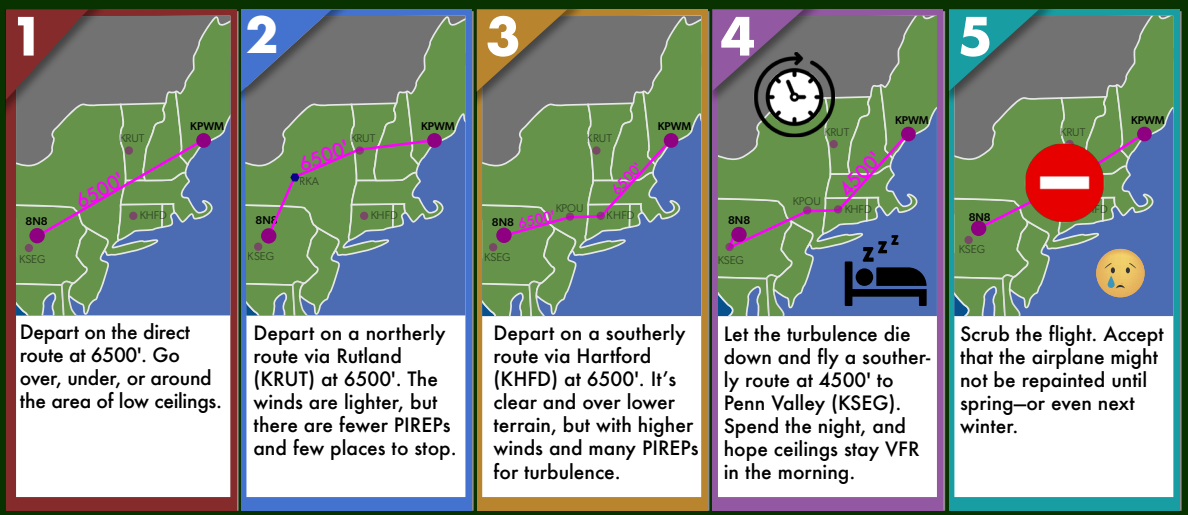
> ***"I think you have to tell the clubbies you're just going to have to fly this crappy looking airplane for another year. Get used to it." — Paul Bertorelli***

- The pressure to get an airplane to the paint shop is real. I've been there. (Catherine)
- You must be comfortable landing in the conditions you're departing into—right from takeoff. If you're not, you shouldn't depart. However, that landing could be a different airport than you departed. (Wally & Elaine)
- Takeoff is statistically more dangerous than landing. This is a tough takeoff. (Mark)
- How many accidents have developed from a plan of "working it out on the way"? (Bob)
- Airports less than 10 miles apart can have radically different conditions, so the hope of flying over the next day just from Penn Valley is an iffy plan. (Catherine)
- If the pilot was under pressure in Portland, can you imagine the pressure if they got as close as 10 miles from Danville? (Mark)
- Sometimes, you must accept more risk—within reason—to build experience as a pilot. (Paul & Catherine)

CHOICES BY EXPERT

Wally	3
Catherine	3
Paul	3/5
Elaine	3*
Mark	3/5
Bob	5

(*Choice with a caveat)



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