

Roundtable Notes: Middle Tennessee Emergency

- Once you've decided something isn't an emergency, heading home isn't get-home-itis. It's an option to evaluate and might be the right one. (Catherine and Wally)
- In an urgent situation, a low-stress solution can contribute to safety. Sometimes, that means flying a bit longer. (Bob)
- Is other traffic in the pattern really a hazard? Is another aircraft in distress too much for student pilots? No and no. We operate with other traffic all the time and must trust others to do the right thing. (Paul and Mark)
- Prioritizing where to land with a problem over landing right away has caused unnecessary accidents. (Paul)
- Departing the pattern to get your wits about you should including climbing in most situations. (Catherine and Wally)
- Abnormal checklists usually end with "land as soon as practical." (Bob)
- 14 CFR 91.7, which covers airworthiness, says "discontinue the flight" with an unairworthy airplane. There's no mention of "as soon as practical." (Mark)

"To me, if the airplane has a big hole in it, it's not airworthy and it's therefore an emergency. I don't think it's ever a mistake [in an emergency] to get on the ground as soon as you can." — Paul

- 14 CFR 91.7 says it's up to the pilot in command to determine if the aircraft is in a safe condition for flight. (Wally)
- If you must declare the emergency, say it with each pattern position radio call to get the point across. (Paul)
- The risk isn't so much a collision in this situation, so much as all that other traffic is a distraction, which undermines safety. Some of that distraction will be all the other airplanes responding to you on CTAF, if you declare an emergency. (Wally)
- Simply landing here is as fast as determining if you can fly anywhere else safely. (Mark)
- There may be unknown damage. Just because things seem safe doesn't mean it won't fall apart before you land. (Paul)
- Each pilot must weigh their personal interests against the collective good when something goes wrong. (Catherine)

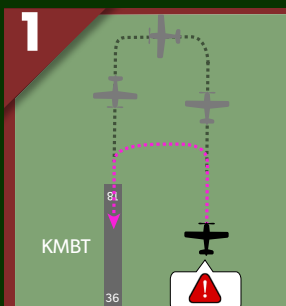
CHOICES BY EXPERT

Catherine.....	4/3
Paul.....	1
Elaine	2/4
Wally.....	4
Mark	2
Bob.....	4

VFR MASTERY

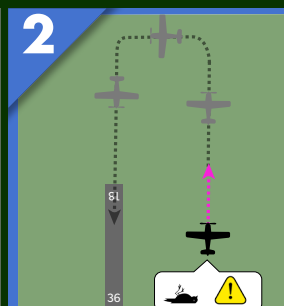
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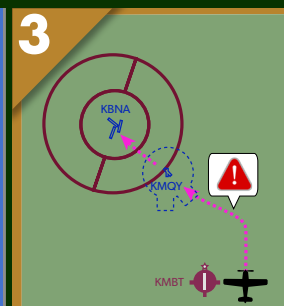
Declare an emergency on the CTAF and that you need priority for landing. Land Runway 18.

2



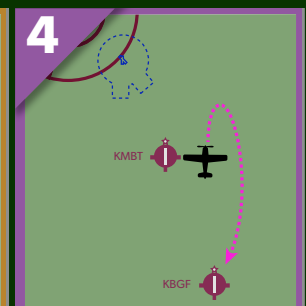
Continue in sequence for Runway 18 without declaring an emergency. Only say that you had a birdstrike and cannot go around. You'll be number three or four for landing.

3



Depart the downwind and fly to Smyrna (KMZY) or even Nashville (KBNA) with a tower, as well as crash and rescue. Declare your emergency with Nashville Approach.

4



Depart the downwind and return to Winchester (KBGF), which is probably 30 minutes at your reduced speed.