

Roundtable Notes: A Calm Wind Conundrum

- The wind that was steady for so long going to zero is the biggest flag that says there's too much risk to take off here. (Wally)
- Runway 31 would be the fastest departure and has the most runway to help with a sudden wind shift. (Catherine)
- Departing Runway 22, a gust on the nose would cause the airplane to lift off. Get to 400' AGL and then increase airspeed before making the turn in case of windshear. (Bob)
- Departing Runway 04 keeps eyes on the storm as you back taxi up to the last moment when you spin around and go. (John)
- A sudden tailwind could make airflow over the controls during the takeoff roll drop to zero, leaving the pilot with no directional control. (Bob)
- If a 2-knot tailwind increases your runway roll by 10 percent, then a 30-knot sudden tailwind means you're going off the end of the runway. (Bob)
- Let the airplane talk to you on the roll, as well as the windsock, dust clouds, trees swaying, flags, etc. (John and Catherine)
- Departing Runway 32, you need to turn left

"I agree you could make a strong case for taxiing back to the ramp and eating crackers in the FBO." — Bob

in the pattern before departing or get well clear straight out. (John)

- Departing Runway 31, you can just turn right once you're high enough to turn on course. (Catherine and Mark)
- An experienced pilot can expedite a simple flow and checklist as a DA-40 would have without incurring excessive risk. (Mark)
- If you feel time is so pressing that you can't do your normal procedures and checklists, you should just taxi back to the ramp. (Bob)
- Once airborne, the pilot should continue climbing if the airplane is rocked by wind or experiences momentary sink. (Elaine)
- You're not returning to this airport. Where you'll go if there's a problem should be briefed before takeoff. (Catherine)
- We always use a specific abort point on a takeoff roll. (Mark, Catherine, John, Elaine)
- We don't use a specific abort point for most aircraft. (Bob and Wally)

CHOICES BY EXPERT

Elaine 1/5

Catherine 2

John 1*

Wally 5

Mark 1/5

Bob 4*

(*choice with a caveat)

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1

Stick with the plan and taxi for a straight-out departure, full-length from Runway 4. (The intersection departure is below your 3000' minimum.)

2

Taxi to the end of Runway 31 and depart, ready for a crosswind from the left or the right.

3

Make an intersection departure from Runway 31, as it will get you in the air as soon as possible. Be ready for a crosswind from the left or the right.

4

Taxi for departure on Runway 22 to be ready for the most likely and dangerous wind: storm outflow coming from the southwest.

5

Taxi back to parking and wait it out. There's too much uncertainty.