

Roundtable Notes: Back to Bar Harbor

- It's acceptable to have a discussion with family that involves the word "risk," so long as it's about managing expectations for decisions that mitigate risk. (Kevin)
 - A plan to leave early sets a more reasonable expectation of a less-than-perfect evening and reduces pressure on the pilot. (Elaine)
 - What about a night departure with no moon in the wee hours in a loaded airplane? This alone is good reason to camp overnight. (Catherine)
 - Can you really enjoy the evening if you're worried at all about getting home? Plan to stay. (Wally and Paul)
 - Spending the night in an FBO or the airplane makes for a terrible night. (Paul)
 - If you won't camp, make a plan with a hotel at a rock solid airport rather than even trying for Bar Harbor or Bangor. (John)
 - Some pilots count too much on the weather forecast and others spend too much time second guessing the forecast by professionals. (Paul)
- "Roald Amundsen, the famous Antarctic explorer, said that adventure is just bad planning. I resonate with that." — Paul*
- In general, the MOS forecasts seem more optimistic than the TAFs. Err to the TAFs if the two don't agree. (Everyone)
 - Lacking an instrument rating, or at least proficiency with basic instrument attitude flying, is a red flag on a dark night. It won't help with fog, but it will with a dark departure or inadvertent IMC. (Paul, Catherine, John, Wally, and Kevin)
 - Getting locked on the wrong side of the fence is a real issue at some high-security airports. (Kevin and Paul)
 - Shallow ground fog can create a situation where you have a great view of the airport from above and all the way to short final, and then it will "disappear" in the final few hundred feet of the approach. (Wally)
 - If you did a risk assessment tool analysis on this flight, you'd probably be surprised by how high the risk turned out. (John)

CHOICES BY EXPERT

Kevin.....	1
Elaine	2/5
Paul.....	4
Wally.....	4
Catherine.....	4
John	4/5

1

Don't Stress

- Get airborne by 1 AM.
- Fly to KBHB.
- Divert if needed.

2

Cut it Short

- Get airborne by 11:30 PM.
- Fly to KBHB.
- Divert if needed (unlikely).

3

Split the Difference

- Reposition car to KBGR.
- Get airborne by 1 AM.
- Fly to KBGR
- Drive home from KBGR.

4

Go Camping

- Bring bug spray, blankets, and breakfast.
- Sleep out overnight.
- Fly to KBHB after sunup.

5

Try Again Another Time

- Wait for a fog-free forecast.
- Accept you might miss the show.