## Roundtable Notes: Back to Bar Harbor

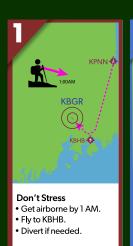
- It's acceptable to have a discussion with family that involves the word "risk," so long as it's about managing expectations for decisions that mitigate risk. (Kevin)
- A plan to leave early sets a more reasonable expectation of a less-than-perfect evening and reduces pressure on the pilot. (Elaine)
- 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 VFR MASTERY

PILOT (WORKSHOPS









Sleep out overnight.

Fly to KBHB after sunup.

## Try Again Another Time • Wait for a fog-free forecast. • Accept you might miss the

Try Again