

Roundtable Notes: A Cold and Rainy Surprise

- Don't overcomplicate the situation by focusing more on the ice than the airport that's right below. Land now at a familiar spot with a small procedure change to account for the ice. (Wally and Richard)
- Because Winterset is probably unattended, you could call Des Moines Tower and ask for a phone number to call after landing to confirm it went well. They can notify authorities if you don't call. (Paul)
- The G-AIRMET for icing combined with a flight at night—where you can't see clouds or precip—is a red flag for an airplane without deicing equipment. (JP)
- This isn't too risky of a landing. It's plenty of runway for a 172 and there isn't so much ice you can't go around. (Paul, Richard, and Wally)
- Too much speed causes more accidents than too little speed. (Richard)
- Given how often pilots are too high and fast on the first no-flap attempt, this pilot's first try is likely to result in a go-around. That adds stress and risk. Going to Des Moines removes that problem. (Elaine)

"We don't tell VFR pilots much about ice. So they develop one of two theories, both of which are wrong. A 172 can carry a lot of ice and you don't need to worry about it. Or if you get a little bit of ice on the airplane, you're gonna die." — Wally

- Making the landing as normal as possible reduces variables and increases your chances of success. (Dave)
- Beware of complacency if you have experience in ice. Some airplanes seem to behave fine with significant ice—until they surprise you. That happens to experienced pilots. (Paul, Elaine, and Richard)
- The ice on the windshield is probably the most significant issue because it will be harder to judge the landing flare. (Paul)
- VMC into IMC heading to Des Moines is a more significant risk to this pilot than the current level of ice. (JP)
- You can't count on NEXRAD to stay out of clouds or even light precip at night. (JP)
- The biggest lesson from this scenario is how the pilot learns from this experience and changes behavior ... or doesn't. (All)

CHOICES BY EXPERT

Wally	2
Dave	1
Elaine	4
JP	2
Paul	2
Richard	2

1

Land at Winterset (3Y3) with normal procedures. This can't be much ice and seems to be coming off anyway.

2

Land at Winterset (3Y3) flaps up and at a higher speed than normal. It's your home airport and you know there should be room to land a bit fast.

3

Divert to Des Moines (KDSM) and its longer, wider runway. Land with normal procedures.

4

Divert to Des Moines (KDSM) and its longer, wider runway. Land flaps up and at a higher speed than normal.

5

Fly around some more, and let the ice sublimate or melt off. Land at Winterset (3Y3) if it does and Des Moines (KDSM) if it does not.