

Roundtable Notes: Adirondacks After Dark

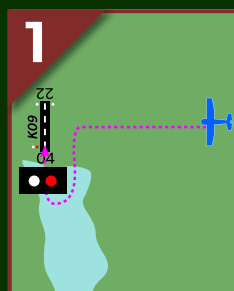
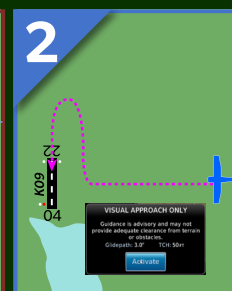
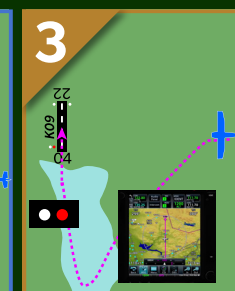
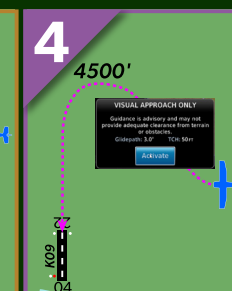
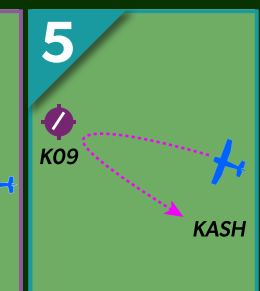
- Modern moving maps and terrain awareness makes flight in the dark much safer in terms of CFIT. However, “black hole” illusions and spacial disorientation are still killers without instrument skills. (Tom)
- Human nature what it is, this pilot will have a really difficult time turning around this late in the flight. (Dave)
- The pilot didn’t have an issue flying in the dark until now, and could use the autopilot in heading mode to make the turns. (Kevin)
- Either of the pattern options are like a circling approach at night. That’s one of the most dangerous things to do even with an instrument rating. (John)
- Left traffic and keeping the runway in sight is the most normalized approach for this pilot. (Dave and Sarah)
- The Garmin visual approach is a viable substitute for a PAPI for Runway 22 in this case. (Dave)
- The PAPI lets the pilot keep eyes out the window rather than what’s basically an instrument approach using the Garmin Visual Approach. (Kevin)

“I remember getting some good guidance when I starting flying. It was: night, IFR, or mountains. You can have one of those.” — Dave

- Any terrain warnings, or even just yellow and red appearing on the moving maps, will be incredibly distracting on this landing. (JP and Jeff)
- Don’t combine new techniques with new situations. However, this is a familiar airport with a familiar airplane. Experience with the specific airport and airplane can be more important than total experience. (Sarah)
- If you run a Flight Risk Assessment Tool (FRAT) on this situation, it’s a high-risk flight from the start. (John)
- If I was this pilot’s flight instructor, I would recommend this pilot not try the flight or take an instructor along. (JP)
- This flight could be done with acceptable risk if there was a full moon reflecting on the lake and snow. (Tom)
- Just getting established on the long straight-in without ATC could be tough. (Sarah)

CHOICES BY EXPERT

Tom.....	5
Kevin.....	1
Dave	2
John	5
Sarah.....	1/5
JP	2/1

<p>1</p>  <p>Maneuver to enter right downwind Runway 4 and fly a normal pattern. Ensure you're clear of obstacles by referencing the PAPI.</p>	<p>2</p>  <p>Maneuver to enter left downwind Runway 22 and fly a normal pattern. Ensure you're clear of obstacles by referencing the PAPI.</p>	<p>3</p>  <p>Use the moving map to maneuver over the lake and descend there, following the PAPI to land straight in on Runway 4.</p>	<p>4</p>  <p>Load the GTN visual Runway 22 and fly north far enough to join it at 4500'. Follow its guidance to land straight in on Runway 22.</p>	<p>5</p>  <p>Go home. This is too sketchy.</p>
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