

- Even though this pilot has an hour of fuel at the decision time, this is an emergency and warrants PIC authority. (**Wally**)
- The fuel totalizer isn't precise enough to count on down to the last few gallons. (**Dave** and **Richard**)
- The poor decision making started by launching into winds that the pilot wasn't comfortable landing in. (**JP** and **Tom**)
- The real bad decision here was bypassing Ontonagon. (**Dave** and **JP**)
- The wide, long runway at Sawyer allows more room for error on landing. (**Tom**)
- The location of the fuel matters more than the total. It's a much dicier situation if the fuel is split between the two tanks. Running a tank dry is a poor choice, but one should be near empty. (**Tom** and **Richard**)
- If the pilot plans to fly to Land O' Lakes at extremely low power and taking advantage of the tailwind, there is fuel for one more try in the variable wind at Houghton before going to Land O' Lakes. (**John**)
- The pilot should have expected Ontonagon to be rough with mechanical turbulence given all the trees near the runway. (**John**)

"He's not losing control of his airplane, but he's losing control of his decisions. The next decision needs to be correct." — Wally

- Winds often change or lessen closer to the ground, so the pilot could have descended a bit lower at Ontonagon before deciding to go around. (**Tom** and **JP**)
- In the real world, expecting a pilot bouncing around trying to make a decision and figure out performance charts is unrealistic. This pilot can't count on thinking through the implications of going to Land O' Lakes. (**Dave**)
- A low-wing trainer like a Warrior is relatively easy to fly slow over the runway in gusty winds until it lines up and can land. (**Richard** and **John**)
- Sometimes you need to get in the mindset of taking control of a situation to keep it from getting away from you. (**Richard**, **Dave**, and **Tom**)
- This pilot may never have encountered lake shore winds before. Therefore, the pilot didn't realize that after the first go around it was time to turn inland. (**Wally**)

EXPERT CHOICES

- 1** Dave, Richard
- 3** Wally, JP
- 1** **4** Tom
- 1** **3** John

1

Keep trying to land at Houghton (KCMX). You have nearly an hour to make it work just once.

2

Turn back for Ontonagon (KOGM). It was windy there too, but you know it was right down the runway.

3

Head south for Land O' Lakes (KLNL).

4

Head southeast for Sawyer (KSAW).