

- Climbing on top buys this pilot time to sort things out in VMC. It's also the fastest way to reach a lower anxiety situation. (Kevin)
- Turning is the most likely way for a VFR pilot to lose control in IMC. (Richard and John)
- The first thing a controller needs to do is talk to the pilot and help that person calm down. Then you can steer them to clear air with shallow turns. (John)
- The recommendation for exiting IMC is changing from turning 180° to climbing away from danger and then descending VMC elsewhere. (Wally and Richard)
- There's no need to climb at Vy. Simply set full power and let the airplane pitch up to whatever climb attitude it reaches. (Wally)
- If you must turn, just make a shallow turn rather than trying to make a standard-rate turn. (Wally and Kevin)
- One third of VFR-into-IMC accidents are instrument-rated pilots. About 15 pilots crash every year this way. (Richard)
- If you stumble into IMC but are instrument rated and can accept an IFR clearance, just tell ATC that. Don't worry that you will get into trouble for it. (Kevin)

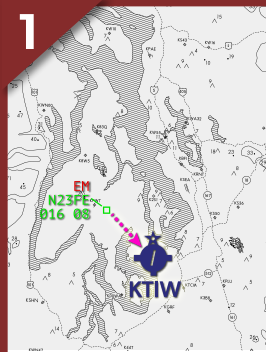
"No amount of simulated instrument time, where you have an instructor with you, will prepare you for that moment when you're truly in IMC." — Sarah

- The pilot might not actually have 2 hours of fuel. Climbing could create a worse situation of running out of fuel on top. (JP)
- Most controllers have no experience or training when it comes to talking a pilot out of IMC. (John and Kevin)
- If you can when you're out flying, ask ATC for no-gyro turns to practice. It's helpful to you and the controller. (Kevin)
- A lot of people are not as proficient with the avionics, or even ForeFlight, as they think they are. (Sarah)
- Private Pilot instrument training provides adequate basic skill for flight by instruments, but it won't save you years later if you don't practice it. (Wally and Sarah)
- The two most important skills to maintain for IMC survival are being able to hand fly by the instruments and avionics proficiency—especially with the autopilot, if you have one. (Richard and Wally)

EXPERT CHOICES

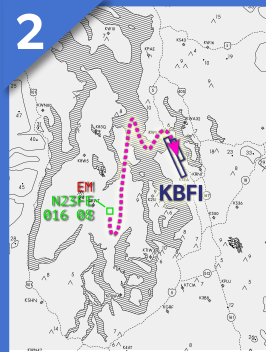
- 1 JP
- 1 3 Sarah
- 2* John
- 3 Richard
- 4 Kevin, Wally

1




Suggest heading 140 toward Tacoma (KTIW).

2



Have them make a 180° turn to fly over Puget Sound and descend if necessary, before landing at Boeing Field (KBFI).

3



Send them on roughly their current heading to Olympia (KOLM), climbing higher if needed.

4



Climb the airplane straight ahead to reach VMC above the clouds before deciding where to go next.

* Choice with a caveat