

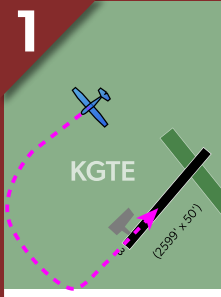


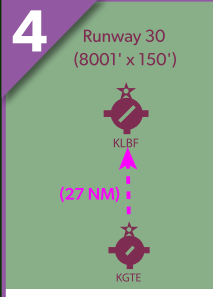
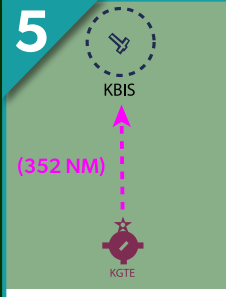
- 14 CFR 91.7 (b) does not say to choose the best point for a landing with an unairworthy aircraft. It says to use the first point consistent with safety. (Tom and Jeff)
- Our priority should always be to fly safely, compliantly (to the regulations), and practically. Sometimes GA pilots get into trouble by prioritizing practical over compliant, which is not correct. (Richard)
- The determination of the nearest suitable airport should factor in how any inoperative equipment would impact safety. An airport farther away may be best. In the airlines, sometimes that's hundreds of miles away. (Sarah and Kevin)
- A landing without an airspeed indicator should be at a longer runway to allow for a higher approach speed. This is both as a hedge against flying too slowly or floating due to the higher speed. (Kevin and Sarah)
- The regulatory issue is secondary in this case. The problem can be fixed, so let's fix it and go on with the flight. (Dave)
- By the time you leave the patten to troubleshoot and run a checklist, you'll be roughly equidistant between Gothenburg and North Platte. (John and Tom)

"I don't buy the argument that the pilot landed at [Gothenburg] last night, so it should be fine [to do it again]. That's no longer the airplane he's flying." — Kevin

- GPS groundspeed can be used as a rough proxy for airspeed in the landing. (Dave)
- The PIC has the right to deviate from a regulation in an emergency. What constitutes an emergency differs for different pilots. (Sarah)
- An emergency is when the safe outcome of the flight is in question. That's not the case here. (Dave and John)
- Looking in ForeFlight, or similar, for the "nearest" airport with repair services would be good before you commit to land. (John)
- Train for losing your airspeed information by having a CFI with you and covering up your airspeed indicator(s). (Tom)
- If you incorporate "pitch plus power equals performance" in how you fly day to day, that will help in a situation like this—and all your flying. (Dave, Sarah, and Kevin)
- Keeping a pitch and power profile sheet for the airplanes you fly is a great way to be ready for a situation like this. (Jeff)

EXPERT CHOICES

- 1 Richard, Dave
- 2 Sarah
- 3 Tom, Kevin, John

<p>1</p>  <p>KGTE (2599' x 301')</p> <p>Come back and land on Runway 3 at Gothenburg (KGTE). It's 2599' x 50'.</p>	<p>2</p>  <p>KGTE (3300' x 150')</p> <p>Come back and land on the turf Runway 32 at Gothenburg (KGTE). It's 3300' x 150'.</p>	<p>3</p>  <p>Runway 35 (4436' x 100')</p> <p>KLBF (27 NM)</p> <p>KGTE</p> <p>Divert 27 NM to North Platte (KLBF) and land on Runway 35. It's 4436' x 100'.</p>	<p>4</p>  <p>Runway 30 (8001' x 150')</p> <p>KLBF (27 NM)</p> <p>KGTE</p> <p>Divert 27 NM to North Platte (KLBF) and land on Runway 30. It's 8001' x 150'.</p>	<p>5</p>  <p>KBIS (352 NM)</p> <p>KGTE</p> <p>Continue flying 352 NM to make your "no airspeed, no altimeter landing" at your home airport and maintenance shop in Bismarck (KBIS).</p>
--	---	---	--	---