

- Go arounds aren't without risk, but neither are runway overruns. Sometimes, a small additional risk is acceptable when the likelihood of success is much higher than likelihood of failure. **(Kevin and Steve)**
- You'll know if going around will work or not right away. You'll still have time to abort and accept the overrun safely. **(Steve)**
- High-power airplanes, like the Cirrus, are susceptible to a rollover stall that ends with a crash off the left side of the runway. A slow power addition is worth the delay to maintain control. **(Paul and John)**
- The decision to go around was lost when the airplane had already landed and was rolling. The pilot should have gone around before touchdown. That's true on any runway, not just an icy one. **(David)**
- This pilot had many signs before touchdown that landing on the ice this day wasn't a good idea. **(Wally)**
- There's at least some headwind, so 35 knots airspeed is probably under 30 knots groundspeed. **(Wally)**
- My concern with a go around is clipping the snowbank and now you're airborne with a damaged airplane. **(John)**

"A Cirrus is a great airplane, but they're not designed for off-road work." — Wally

- People standing by and watching are not part of my decision. They accepted the risk by standing on the side of the runway. **(Paul)**
- Ice on a runway isn't all the same. Black ice—which this was—is braking action nil. **(Wally)**
- I would never take an airplane without nose wheel steering on an ice runway. **(Kevin)**
- It should have been easy to abort before landing because there was no imperative to land. It was just a bucket list item. **(Wally and Paul)**
- If you go to Alton Bay—or try any unusual aviation activity—bring someone who has been there before. There may be issues that you've never seen anywhere else. **(Kevin)**
- These snow banks are most likely not fluffy snow. They are hard packed like cement. Hitting one during an unsuccessful go around would be bad. **(David)**

EXPERT CHOICES

- 1** Wally, David, John
- 3** Paul
- 4** Steve, Kevin

1

same power
same rudder

Ride it out. Accept that you might slide into the snowbank on the downwind side of the runway.

2

(hopefully)
bump power
slight left rudder

Add enough power to get rudder authority and thrust to point farther into the wind, so you can use power as needed to keep the airplane on the runway as it comes to a stop.

3

takeoff power
bump power

Add enough power to get rudder authority and straighten out. Then, power up all the way and go around.

4

takeoff power

Power up to full throttle right now and straighten out as you go around.