

- How you land is more important than where you land. Land with minimum speed, wings level, and under control. (Bruce, Dave, and Paul)
- Landing straight ahead was in the briefing, not troubleshooting, so that's what you should do. Don't get distracted. (Steve)
- Don't assume you can turn back in the real world just because you practiced it at altitude. The surprise factor can completely fluster you. (Bruce and Steve)
- It is easy to say "do what you briefed on the ground," but when you're actually in the airplane, the exact circumstances may make a different choice better. (Paul and Bruce)
- There's a higher statistical probability of survival when landing on a road versus landing in a field. (Paul)
- Accepting an intersection takeoff can be a big detriment to safety for only a small reduction in time to wait before departing. (Bruce and Tom)
- It's a natural instinct to want to turn back and land on the runway. It takes focus to do otherwise. (Wally)



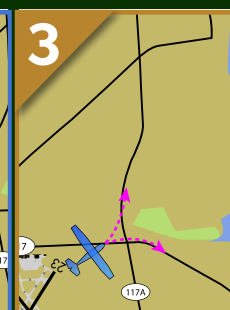


"I researched [emergency road landings] and found bunches of them. Only one was fatal. These pilots were landing in just unbelievably adverse circumstances, like a 206 full of skydivers in rush hour on the Atlantic City Expressway on Memorial Day. Everybody walked." — Paul

- Don't waste time on troubleshooting something like a violently shaking engine that's clearly not something you can easily fix in flight. (Wally)
- If you know you can reach your landing spot, and still have altitude and the mental capacity to try troubleshooting, go for it. Otherwise, just focus on landing. (Tom)
- Seat belts and shoulder harnesses are the most important addition to older airplanes for crashworthiness. Always wear them. (Paul)
- The two errors that stand out most in forced landings that go wrong is too little speed and too much speed. (Paul)
- Practicing a complete engine failure is unrealistic. You know it's coming, and most real failures happen slowly and often aren't putting out full power on the takeoff roll. (Dave)

EXPERT CHOICES

3* Paul

5 Dave, Steve, Tom, Wally, Bruce

<p>1</p>  <p>Continue the right turn back to the airport. Try for Runway 23, or Taxiway M, depending on the jet's position.</p>	<p>2</p>  <p>Bank back to the left and try to land into the wind on Runway 16.</p>	<p>3</p>  <p>Land ahead on any road that seems open.</p>	<p>4</p>  <p>Land ahead in one of the fields with the gear down.</p>	<p>5</p>  <p>Land ahead in one of the fields with the gear up.</p>
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* Choice with a caveat