

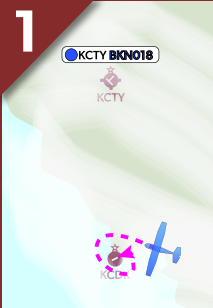



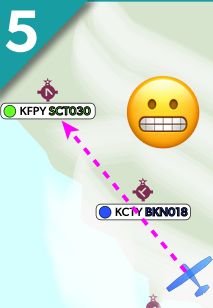
- You must continually assess your own abilities, and include that in the decision as to whether this is an emergency. **(Catherine)**
- I'm going to descend aligned with the shoreline. When I break out, I can follow it to Cedar Key. **(John)**
- I will contact Jax Center and declare an emergency—but I can find the airport better than they can with my GPS. **(John)**
- Perry-Foley isn't much farther. But it's VFR, and has a hospital in case we need it. **(JP)**
- I chose Option 3 because I don't want to be sick in the clouds even for a second. **(Tom)**
- This is not a heart attack. If the pilot gets sick, the airplane will still be controllable. So staying VFR is best, even if it takes a bit longer. **(JP and Wally)**
- As PIC we have a great deal of responsibility. We have to live up to that when we carry passengers. **(Tom and John)**
- Fly the airplane first and deal with everything else second. As long as you get on the ground, someplace, it's a good day. **(Tom and Wally)**

"If decades of aviation movies have taught us nothing else, they've taught us to never eat the fish." — Tom

- Accident statistics show when a bad thing happens and a distracted pilot starts making rapid maneuvers, loss of control often results. Rushing to get on the ground is one of the worst things you can do. **(David)**
- Knowing the signs of airsickness is essential. Most people don't speak up until it's too late. **(Catherine)**
- We need to spend more time teaching about the things we can do, as pilots, to create a better ride for our passengers. **(David)**
- We rarely discuss a pilot landing early when not feeling 100 percent. This needs to be discussed more often. **(Jeff)**
- Airlines subscribe to medical services they can call on the radio to get advice about a situation happening on board. **(Wally)**
- ATC can try and research questions as you fly, and can line up whatever services you might need on landing. **(John)**

EXPERT CHOICES

- 1*** John
- 3** Tom, Wally
- 4** David
- 4** **3** Catherine
- 5*** JP

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| <p>1</p>  <p>Spiral down to Cedar Key (KCDK) to land on the pavement, or on the water if you can't reach the airport.</p> | <p>2</p>  <p>Contact Jacksonville Center and get them to vector you down through the clouds to land at Cedar Key (KCDK) on the runway or the water.</p> | <p>3</p>  <p>Continue to Cross City (KCTY) and find a place to descend VFR through the breaks in the clouds.</p> | <p>4</p>  <p>Contact Jacksonville Center and get them to vector you down through the clouds to land at Cross City (KCTY).</p> | <p>5</p>  <p>Take deep breaths, get an airsick bag ready (just in case) and continue for Perry-Foley (KFPY).</p> |
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* Choice with a caveat