

- If this pilot had a cylinder head temperature (CHT) gauge, the risk of overheating could be determined and a decision to land or continue would be easy. Without that, it's just a best guess. **(Paul)**
- New pilots must learn that it's OK to scrub a flight and disappoint passengers if the pilot feels unsure about that flight. Usually the passengers are more appreciative than concerned. **(Tom and Dave)**
- When getting advice from a flight school, remember they may push their agenda to maximize use of the airplane. Don't let them influence your decision if it makes you uncomfortable. **(Dave)**
- Oil pressure and temp gauges are a reliable indication if they are working in conjunction. However, new pilots must learn that not all issues can be diagnosed in flight. **(Dave)**
- I think this pilot has enough clues to safely continue, especially because it's not at redline and lowering the nose improves the situation. So the pilot has some control. **(Wally)**
- Use caution assuming a gauge has failed, unless you can cross-reference to confirm the failure. **(Paul)**

*"The lesson this young pilot is going to learn is now to be comfortable being a little uncomfortable." — Dave*

- The first time carrying passengers can add a whole new pressure on a pilot. **(Bruce)**
- The low elevation means the pilot doesn't need to climb and that will help keep the temps down. **(Dave)**
- A good lesson for this pilot is to look in the POH and follow the procedure there. There is one for high oil temp. **(Bruce)**
- You can ask yourself what you would do when flying solo. It should be the same standard with passengers. **(Dave)**
- A lot of landing options doesn't mean they are all good. Some have no services or staff. What would you do if you landed and were stuck? **(Bruce and Steve)**
- Part of preflight planning for flights with passengers is determining airports where you could stop for any reason. **(Bruce)**
- All new pilots will encounter situations where they don't know what to do. Part of learning is finding the people with experience and finding out how to deal with the situation in the future. **(Paul)**

**EXPERT CHOICES**

- 1\*** Bruce
- 2 3** Tom
- 4** Paul, Dave, Wally
- 4 1** Steve

**1**

Land at Tacoma Narrows (KTIW) and call your flight instructor for advice.

**2**

Return to Boeing Field (KBFI).

**3**

Continue on course, but stay at 3500' and monitor the oil temperature.

**4**

Continue climbing, slowly, to see what happens. Continue southbound as long as you can keep the oil temperature below redline.

\* Choice with a caveat