

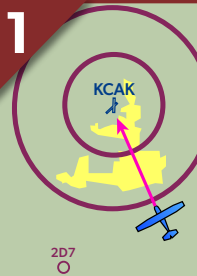
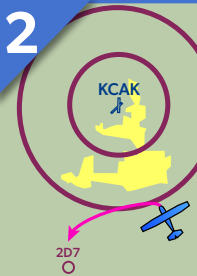



- It’s hard to tell the quality of a field from above. It might look fine, but reveal itself to be rough or have obstacles, like wires, at the last minute. An airport is a better bet. (**Richard**, **Sarah**, **Wally**, and **Tom**)
- If you continue and try for an airport, flying over more potential landing sites is better than over a city. (**Richard** and **Wally**)
- You should consider the risk for passengers when deciding how far to push an ailing aircraft. (**Dave** and **Tom**)
- Pilots don’t make precautionary landings as often as they should. It’s even harder to do when the landing site isn’t an airport—and the engine is still running. (**Dave** and **John**)
- I think most pilots would go to the airport in sight. It’s only after thinking it through that using a tailwind to reach another airport might be a better choice. (**John**)
- I’ve experienced engine shaking so violent I couldn’t read the instruments. (**Dave**)
- Don’t let ATC talk you into a larger, paved runway that has services if that’s not what you want to do. (**John** and **Tom**)
- Grass strips are hard to find. Have the other person use the iPad or GPS to help you find it while you look outside. (**Sarah** and **Tom**)

“Grass strips can be really hard to find. The worst thing [would be to] take the risk and fly all the way there—and then circle overhead trying to find it.” — Sarah

- Sticking valves sometimes free up when power is added or reduced, or the temperature in the engine changes. Flying to an airport might be beneficial. (**Wally**)
- Insurance won’t cover the engine whether you land in a field or an airport, so don’t let that sway your decision. (**Tom**)
- ATC can provide information like runway lengths and surfaces, as well as helping you actually find the airport. (**Tom** and **John**)
- Partial power loss is roughly three times as likely as full power loss. Partial loss can be harder to detect and act on. (**Tom**)
- Partial power loss can tempt pilots to try things that end badly. (**Jeff**, **Sarah**, and **Tom**)
- Best glide speed (or a level flight attitude) yields the best performance for whatever power is available. (**Tom** and **Dave**)
- Aim for the center of the landing site as a protection against coming up short. (**Richard** and **Dave**)

EXPERT CHOICES

- 1** Sarah
- 1*** John
- 2** Richard, Wally
- 2*** Tom
- 4** Dave

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| <p>1</p>  <p>Continue to Akron-Canton (KCAK). Tell Tower you’re an inbound emergency to get priority for Runway 1.</p> | <p>2</p>  <p>Push direct-to and head for Beach City (2D7) using the GPS.</p> | <p>3</p>  <p>Pull power to idle and land on either of the north-south roads to your left.</p> | <p>4</p>  <p>Pull power to idle and land in the field ahead and to your left.</p> | <p>5</p>  <p>Circle over the farm field while your friend fishes out the iPad from under your legs to find a better option.</p> |
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* Choice with a caveat