

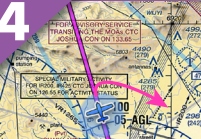
- The specific speed to fly is not critical. Just fly faster than V_y so you can get out of sinking air ASAP. You'll have to experiment to see what works. With a higher airspeed plus a tailwind, this will be over soon. (**Wally** and **Catherine**)
- Once you get out of the sinking air, then you can climb at V_y . You don't want to keep descending at a faster speed longer than necessary. (**Catherine**, **Wally**, and **Steve**)
- Trying to get above this wave after getting out of it is not worth the risk and trouble. It's also a good time to land and take a break to reassess. (**Kevin**, **Dave**, **Wally**, and **Colleen**)
- When you turn downwind in sinking air, you'll be light in the seat. Keep pushing until you feel that 1G feeling. Then start bringing up the nose to maintain that feeling until you're out of the sinking air. (**Wally**)
- Anything that's within a 30° cone of perpendicular to that ridge is going to cause trouble if the winds are strong over the hills. This trip would be smoother and smarter at 10,000 feet—if someone takes it at all. (**Colleen**)

"I will hunt and peck around the mountains to see where I can find that updraft as if I'm a glider pilot. I'm not scraping the belly on the rocks, but I'm experiencing what glider pilots are seeing." — Colleen

- If you're going to cross a ridge, especially from the lee, you should approach at a 45° angle to see the other side and have less than 180° to turn if you must abort. (**Steve**)
- ATC may have a PIREP, or they can ask a pilot ahead of you. Controllers that work this airspace are probably familiar and know when they see your altitude varying. (**Kevin** and **Colleen**)
- Flight service might be a good resource because they're trained on localized weather. (**Wally**)
- To use the autopilot, engage the level button and allow altitude deviations. (**Dave**)
- This area can be difficult, or unflyable, on windy days. Sometimes, you just have to accept that. (**Colleen**)
- Everyone should get glider training even if it's not a full rating. Just reading about glider flying can help. There's much to learn for powered pilots—particularly "speed to fly" adjustments. (**Kevin** and **Catherine**)

EXPERT CHOICES

- 4** Wally, Colleen, Catherine, Dave, Steve, Kevin

1  Turn northwest toward the closest low terrain. Hold V_y to minimize altitude loss.	2  Turn northwest toward the closest low terrain. Pitch down to speed up and minimize time spent in the sinking air.	3  Turn southeast toward Palmdale (KPMO) and lower terrain. Hold V_y to minimize altitude loss.	4  Turn southeast toward Palmdale (KPMO) and lower terrain. Pitch down to speed up and minimize time spent in the sinking air.	5  Make a 180 back the way you came. You were in rising air moments ago, so speed doesn't matter. You'll start climbing again soon.
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