

# Roundtable Notes: Dataless Over the Dakotas

- We flew for decades in the clouds without datalink weather. While datalink increases the utility, we really can rely on ATC and other resources. (Tom)
- Don't decline routing suggestions from ATC based solely on your datalink weather. ATC's weather is more real-time than yours. (Tom and Doug)
- Let the controller know if you don't like the look of the clouds ahead. ATC can only see precipitation, not turbulence. (Scott)
- When you feel apprehensive, make the more conservative decision. Trust the feeling. (Doug and Wally)
- You may get bounced around when flying down low beneath convective activity, but so long as the winds aren't prohibitive, it can be the best option for always having an out. (Wally and Bruce)
- Flying beneath convection—especially embedded cells you can't see—leaves you exposed to a sudden downdraft of cold air. These can exceed the climb power of the airplane. (Scott)

***"Anytime you're tangling with weather, you want to have your out." — Kevin***

- Visual separation is the only foolproof way to avoid embedded cells. (Scott)
- Flying on top in clear air can be a coffin corner if the tops slope up or grow with convection. (Doug)
- You can have convection—even tornadoes—with no lightning. Watch for lightning, but also watch for showers as a sign of convection. (Scott)
- The most important thing when deciding to penetrate or avoid heavy precipitation is getting PIREPs from aircraft that recently flew through that area. (Kevin)
- In my experience, the resolution and accuracy of XM NEXRAD seems better than ADS-B NEXRAD. (Doug)
- There's no objective standard for what a NEXRAD color means in terms of dBz. Know the values for your display. (Scott)
- Flight in rough weather is one of the worst situations to have get-there-itis. (Bruce)

## CHOICES BY EXPERT

Tom Haines .....	1
Kevin Plante .....	1
Scott Dennstaedt ..	4*
Doug Stewart .....	3
Bruce Williams .....	3
Wally Moran .....	3

