

Roundtable Notes: Severely Shaken By Richmond

- Check the weather for possible alternate routes in case you don't get exactly the routing you want. (Scott)
- To get a route change in the air, be (politely) persistent with ATC and include the reason (weather, rain, turbulence, etc.). You can sometimes find a creative solution, although not always right away. (Tom)
- There can be iron clad restrictions to your route you're unaware of because they're specific to the ATC facility or airspace you're flying through. (Doug)
- Even if a request was denied by your current controller, try again when you get a new controller. (Kevin)
- Controllers see through filing one destination and then changing in the air as your ploy to get the routing you want, but sometimes they don't care. (Kevin)
- High winds aren't the only ingredient for turbulence. Instability over a range of altitudes is also a prerequisite for turbulence. (Scott)

"It came down to the simple fact that I never really looked at it because I never thought we'd be entering that part of the airspace. It wasn't until we got to the Richmond area that I threw my instructor hat on and said it's time to put this thing down and figure it out." — Scott

- Ask ATC to get reports from other pilots farther down your probable route. (Scott)
- When a flight isn't working out as planned and you're stressed, land and take a breather to regroup. (Wally)
- Non-convective low-level windshear is not a forecast for turbulence. It only means the winds will increase rapidly with altitude. (Scott)
- Some basic understanding of a Skew-T Log-P diagram is a great tool for pilots. (Doug)
- An incomplete understanding of weather phenomena, or tools like the Skew-T, can be more dangerous than not using it at all. (Ryan)

CHOICES BY EXPERT

Scott 1
Kevin..... 1
Doug..... 1
Tom..... 2
Bruce 4
Wally..... 2


CHOICE 1

Launch again, filed for 4,000' on a southbound route to Jacksonville (KJAX).



CHOICE 2

Launch again, filed for 4,000' westbound towards Roanoke (KROA) and then southbound to Jacksonville (KJAX).



CHOICE 3

Stay on the ground, and wait for better weather.



CHOICE 4

Leave the airplane at Richmond (KRIC), and drive a rental car to Jacksonville.

