

Roundtable Notes: It's Only Wausau to Wautoma

- Do the simple thing to solve the situation first, so long as you can still do the more complex option later. (Scott and Bruce)
- Flying an approach may provide permission to descend immediately—no waiting while getting farther south to the lower MVA. (Doug and John)
- When weather isn't developing as expected, there's wisdom in returning to the known conditions of where you just departed. (Tom T.)
- Always have a "departure alternate" on low IFR days. Here, that would have probably been returning to Wausau. (Tom T.)
- These pilots just flew this approach and probably have charts out and ready. That makes the approach back to Wausau the one they're most prepared to fly. (Tom H.)
- If your windshield is iced up, having approach lights is a big help in acquiring the runway. (John)
- Slushy ice tends to slough off and indicates you're in the warmer zone of where ice forms. (Scott)

"I don't really intend to fly that approach into Central Wisconsin. I just want to get down. Once I get down, I'm requesting direct to my destination." — Doug

- If you re-enter cold air, the slush on the wing could freeze into hard, mixed ice. You want the slush to shed. (Doug)
- The thermal gradient increasing to the south is steep and that's a sure thing for getting to warmer air. (Scott)
- Watch the temperature at each altitude as you climb, if you're worried about ice. And, of course, where you pick up ice. You're the best PIREP as to where the freezing level begins. (Scott and Doug)
- You can fly in situations where there isn't much room below the freezing level—if you have a viable escape. (Doug)
- Use pitot heat whenever you are flying through visible moisture, regardless of temperature. (Doug)
- The real gotcha is if you let too much time pass since the last time you updated your check of the weather. (Scott)

CHOICES BY EXPERT

Scott	4
Tom T.	1
Doug	2*
Tom H.	1
Bruce	4
John	1
(*choice with a caveat)	

CHOICE 1	CHOICE 2	CHOICE 3	CHOICE 4
<p>Fly the RNAV (GPS) Rwy 31 back into Wausau (KAUW). You know behind you and below 3,000' is ice-free.</p> 	<p>Fly the RNAV (GPS) Rwy 26 into Central Wisconsin (KCWA). It's your closest airport.</p> 	<p>Fly the RNAV (GPS) (or ILS) Rwy 21 into Stevens Point (KSTE). You're almost in the lower TAA quadrant and it's farther south, which might mean higher freezing levels.</p> 	<p>Stay the course for 3 miles and then descend to 3,000'. That's shorter than flying any approach and should allow descent below the ice to get you home.</p> 