

Roundtable Notes: Capital City Confusion


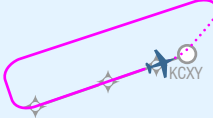
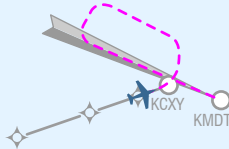
- If you brief the approach for the possibility that you won't get vertical guidance, you'll be prepared to continue without vertical guidance if necessary. (Doug)
- The gamble of finding the airport visually—even if you don't know your altitude is safe—is a better bet than going IMC without an airspeed indicator. (Doug, Dave, JP)
- AOA indicators and many primary flight displays (PFDs) are just as susceptible to pitot ice. (Dave)
- Watch the ammeter when you turn the pitot heat on. If you see a small spike in current draw, that indicates the pitot heat is working. (Dave)
- This is similar to an approach with a fly visual segment, or a contact approach. (Bruce)
- We practice partial panel missed approaches, but only after having flown a partial panel approach. We're accustomed to it by then. Going missed immediately after realizing you're partial panel would be much more dangerous. (Tom and John)
- You don't know for certain the problem is pitot icing. Entering the clouds exposes you to airframe ice if icing is the issue. (Bruce)

“There’s a difference between what’s objectively best on paper—it makes sense to land—and what my actual reaction in the moment might be.” — Ryan

- Flying without an airspeed indicator requires knowing the performance numbers. (Doug)
- Digital airspeed displays for light GA usually don't have logic to detect a pitot blockage, even if they know groundspeed. (Ryan)
- If possible, cover the erroneous airspeed with a post-it note or something. (Dave)
- While this isn't a stable approach, it is doable with enough practice in visual conditions. It is also appropriate if icing in the descent is a concern. (Doug and JP)
- If the pilot hadn't seen structural ice, flying a normal approach would be fine. If the pilot had, going elsewhere would have been the best choice. (Dave and John)
- If you must use groundspeed as a proxy for airspeed, be sure to factor in the winds. (JP)
- Any time you're in visible moisture, turn the pitot heat on. Loss of the ASI has caused numerous fatal crashes. (Doug and John)

CHOICES BY EXPERT

Doug1
Tom1
JP1
Bruce1
Dave1
John1

CHOICE 1	CHOICE 2	CHOICE 3	CHOICE 4
<p>Stay visual and continue straight ahead on the approach course until you see the airport.</p> 	<p>Execute a missed approach. Request vectors to fly the RNAV (GPS) 8 to Capital City (KCXY) again.</p> 	<p>Execute a missed approach. Request the RNAV (GPS) or ILS Rwy 13 to the longer runway at nearby Harrisburg, PA (KMDT).</p> 	<p>Execute a missed approach and request a new clearance to the closest airport where you can let down to VFR conditions and a long runway. That's probably Latrobe, PA (KLBE) 120 NM west.</p> 