

Poplar Grove IMC and VMC Safety

A Slippery Situation : The saying is that when in doubt, you should go around. Does that include after the airplane is on the runway? What about when the runway is a sheet of ice, with the airplane sliding sideways towards a snowbank and nearly certain damage?

Best Forward Speed : Every instrument pilot ends up here sooner or later: You thought there was time to slow down before the go down and it didn't work out. Now you're behind the eight-ball and above the V-speeds to get stuff out and slow down. Is there a sure way to fix this that's not salvaging an already unstable approach?

Event Details

Wed, Mar 13, 2024 at 19:00 CST

EAA Hangar

5175 Orth Rd

Poplar Grove, IL



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**Representative LAWRENCE
JAMES MARTIN n/a**

Members watch 2 short videos scenarios and discuss how they would respond to the given situations. This is an open forum for free ideas and we all learn from shared experience! All are welcome to join in. With the combined IFR & VFR scenarios' this seminar should be 2 hours long and enhance everyone's education.

Meeting held at EAA 1414 hangar which is off of Orth Rd, the furthest west hangar in the Upstairs classroom. If flying in, the hangar is on the far North side of the field, and can taxi up to just short on the east side of the Chapter hangar.

A message from the National FAASTeam Manager

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The FAA Safety Team (FAASTeam) is committed to providing equal access to this meeting/event for all participants. If you need alternative formats or services because of a disability, please communicate your request as soon as possible with the person in the "Contact Information" area of the meeting/event notice. Note that two weeks is usually required to arrange services.