

# Roundtable Notes: Trusting Your Training

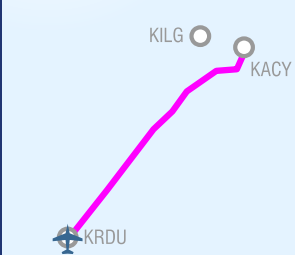
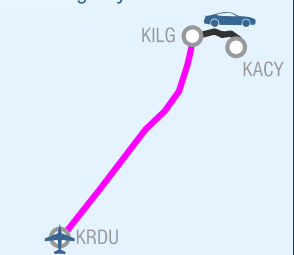
- Pilots with 100s of hours IMC time can blow an approach when needles get sensitive. An approach near minimums is different than an approach to 900 feet AGL. (Doug)
- Fatigue after the flight review is a clue this pilot might not be up to such a long flight in IMC. (Dave and Katrina)
- How much of a distraction are the three passengers? That should be factored in to this pilot's decision making. (Doug)
- Clarify that this will be a sterile cockpit during climb and descent. Use isolate mode on the intercom. (Keith)
- Instructors simulating ATC rarely prepare a pilot adequately for communicating in real life in the system. (Doug and Keith)
- Plenty of pilots are fine flying on instruments until ATC throws them a curve, and then it falls apart. (Bruce and Dave)
- If this pilot takes this flight, use the autopilot as much as possible. Lack of an autopilot would be a no-go item. (Dave and Katrina)
- I'd want to see an IPC at a bare minimum, preferably part of it in the clouds. (Dave)

*"The sim cannot replace the pressure of doing it for real—or the consequences."*  
— Dave

- Even after only a week of not flying in the system, I notice the decrease in my sharpness. (Doug)
- There's a big difference between being away from the airplane and doing nothing versus using a simulator. (Keith and Doug)
- There's a difference between feeling "butterflies" and real apprehension. This pilot feels apprehension because he's getting in too deep. (Dave)
- The pilot should make plans to stop and break up the flight and see how they're feeling along the way, perhaps landing short of the destination. (Katrina and Scott)
- Personal minimums should be in play here and should be adjusted upwards for rustiness of even a month. (Scott)
- The instructor didn't say, "Go for it!" The instructor said, "It'll be fine." That's not a ringing endorsement. (Bruce)

## CHOICES BY EXPERT

Keith .....	1
Doug .....	3
Bruce .....	3
Katrina .....	1/2
Scott .....	1
Dave .....	3

CHOICE 1	CHOICE 2	CHOICE 3	CHOICE 4
<p>Trust your proficiency plan and take the flight to Atlantic City (KACY).</p> 	<p>Make the flight to Wilmington (KILG) instead. Rent/borrow a car for a day to finish the trip. Ferry the plane the rest of the way in better weather the following day.</p> 	<p>Wait until tomorrow and better weather for a flight to Atlantic City (KACY).</p> 	<p>Cancel the flight and drive to Atlantic City.</p> 