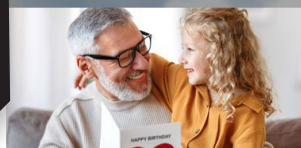


RIME OR
REASON

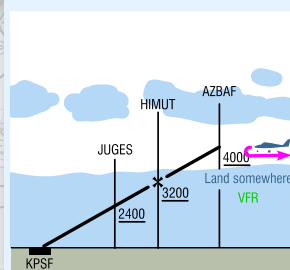
SCENARIO

You had a plan. You flew the plan ... to within 15 minutes of your destination. Now it's falling apart, but the resolution could be only a couple hundred feet below you or a few minutes ahead. Or, either choice could be a fool's errand. Will you stick with the plan or go rogue?

CHOICES

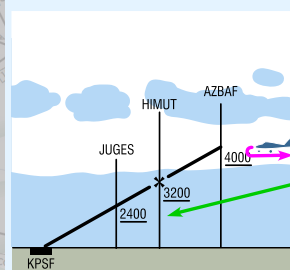
CHOICE 1

Turn tail and retreat until you're out of the icing. Land as soon as practical.



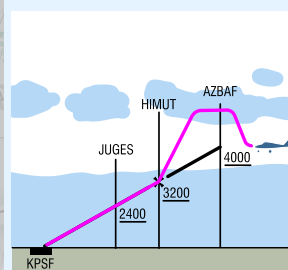
CHOICE 2

Turn tail and retreat until you can cancel IFR and make your way to Pittsfield (KPSF) VFR.



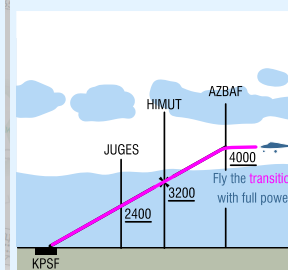
CHOICE 3

Request a climb back to 5000' where there was no ice and broken layers. Once past AZBAF, descend to 3200' and (hopefully) clear air.



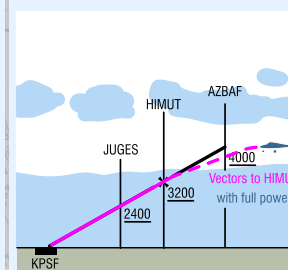
CHOICE 4

Increase power to full power to minimize time at 4000'. You'll be able to descend at AZBAF in 5-6 minutes.

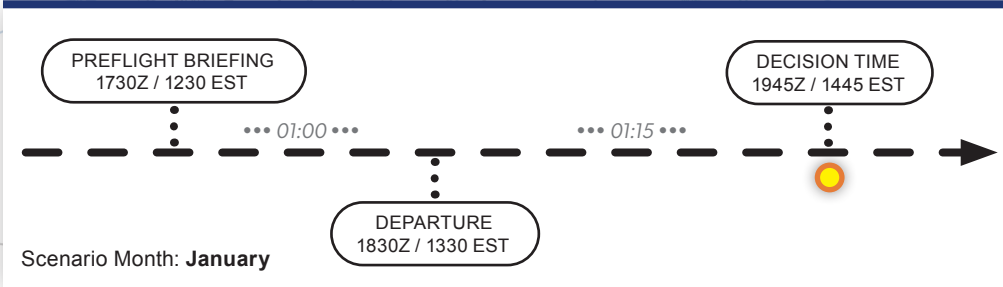


CHOICE 5

Increase power to full power to minimize time at 4000'. Request vectors onto the approach as close to the FAF as possible.



Timeline



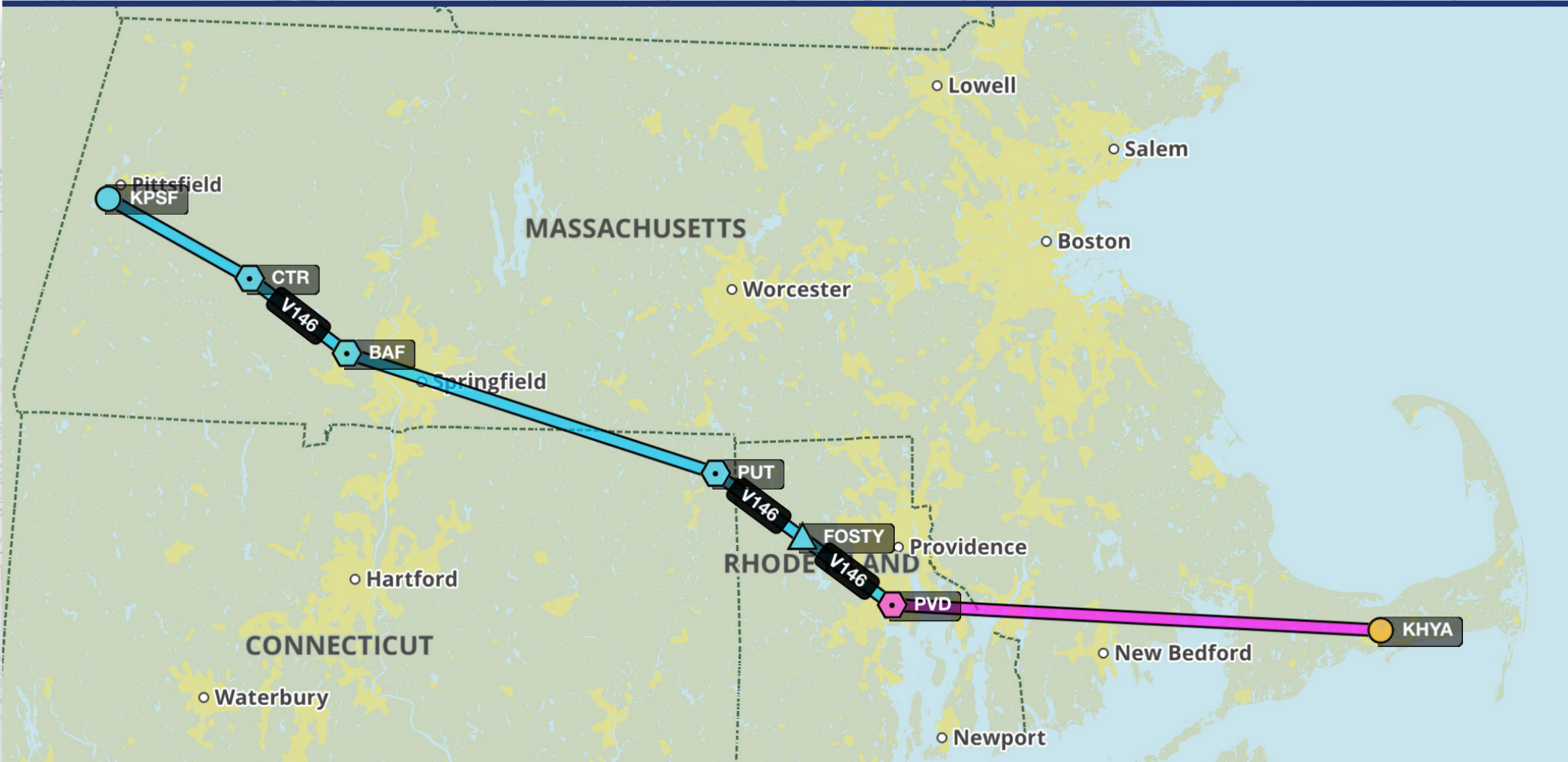
Flight Planning Information

Aircraft Grumman AA5B Tiger	Estimated Flight Time (hh:mm) 01:30	
Cruise Altitude 4000	Fuel on Board (hh:mm) 04:45	
Cruise Speed 140 KTS	Number Aboard 1	
Departure KHYA	Destination KPSF	Alternate NA
Route PVD V146 CTR		

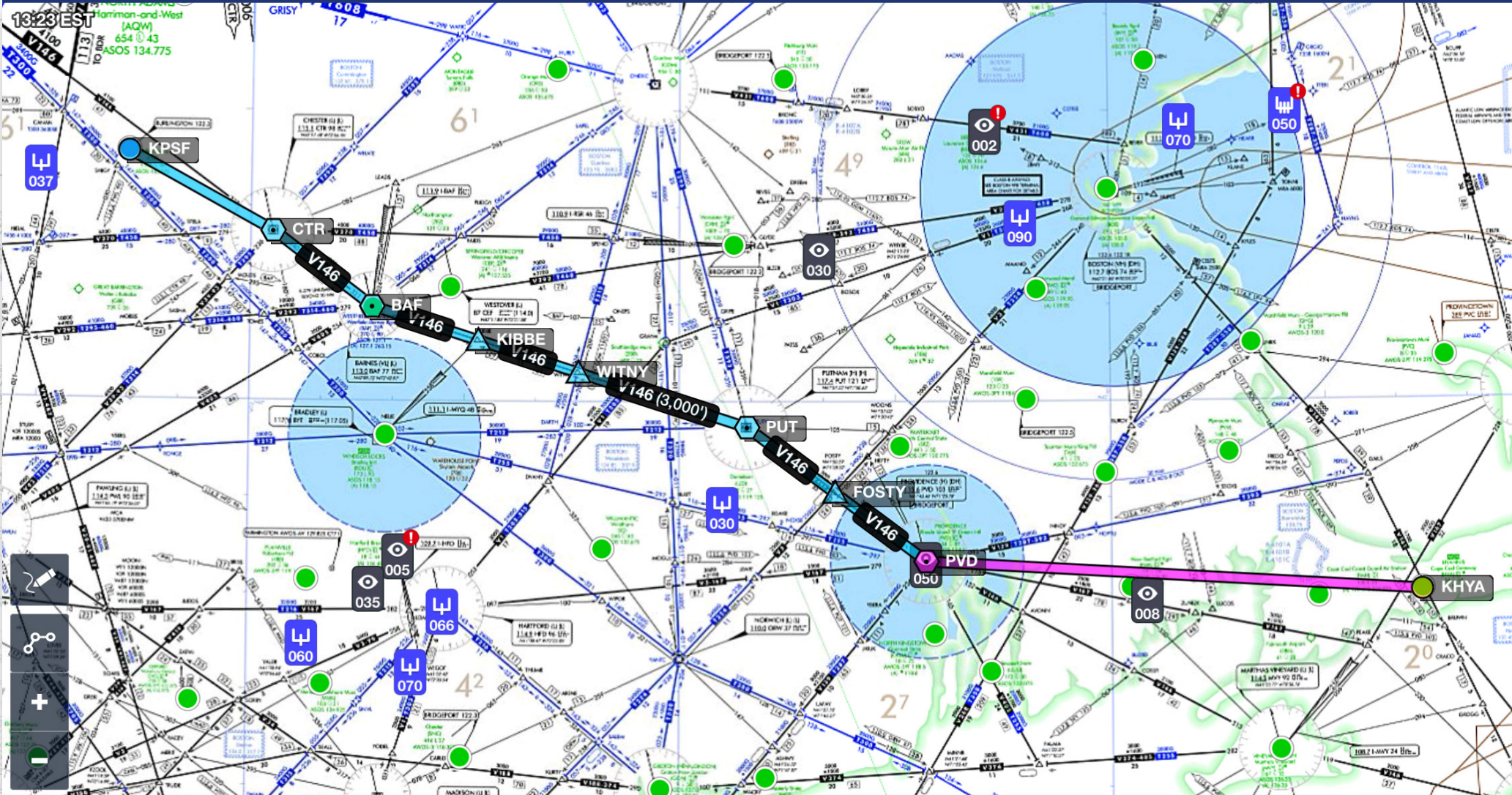
Pilot Experience

Total Time: 3020 hours
Time in Type: 653 hours
Instrument-rated, CFII

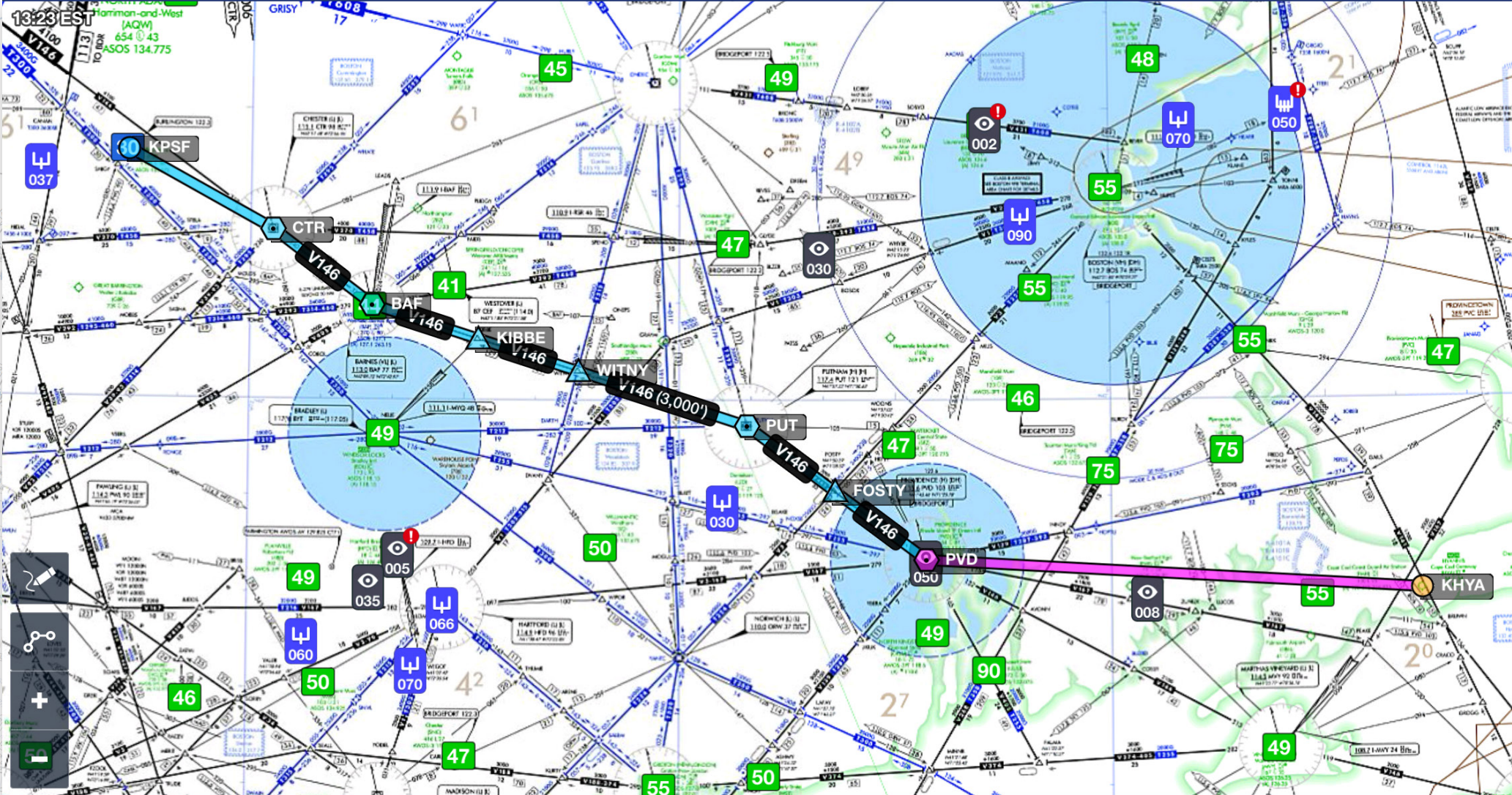
Scenario Area



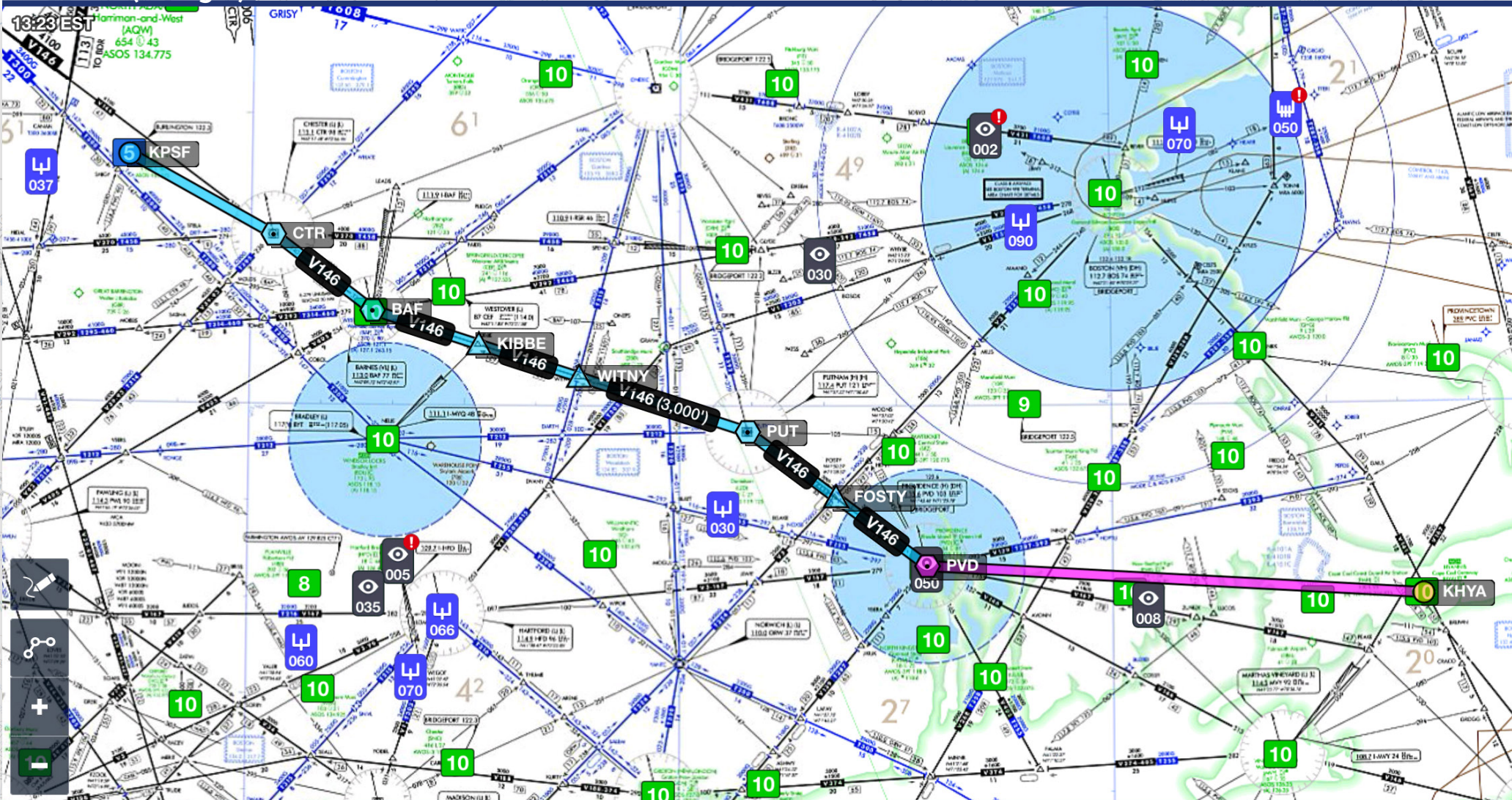
Flight Categories (Preflight)



Ceilings (Preflight)



Visibilities (Preflight)



METARs (Preflight)

DEPARTURE

● VFR KHYA 051756Z METAR KHYA 051756Z 28013G23KT 10SM SCT050 01/M10 A2977 RMK AO2 SLP084 T0011100 10017 21033 58025 \$

ROUTE

● VFR KCQX 051752Z KCQX 051752Z AUTO 29011G24KT 10SM BKN049 02/M12 A2980 RMK AO2 SLP091 T00171117 10022 21028 58024

● VFR KACK 051753Z METAR KACK 051753Z 10SM OVC047 02/M09 A2982 RMK AO2 SLP099 T00171094 10017 21011 56021 \$

● VFR KPVC 051756Z KPVC 051756Z AUTO 29019G25KT 10SM BKN047 OVC080 02/M09 A2979 RMK AO2 PK WND 29026/1737 SLP087 T00171089 10017 21017 58023 FZFRANO

● VFR KFMH 051745Z METAR KFMH 051745Z 29021G28KT 10SM BKN055 00/M11 A2982

● VFR KMYV 051753Z KMYV 051753Z 27013G23KT 10SM BKN049 03/M09 A2983 RMK AO2 PK WND 27032/1720 SLP100 T00281094 10028 21011 56022

● VFR KGHG 051755Z KGHG 051755Z AUTO 31010G19KT 280V340 10SM SCT050 SCT060 OVC070 02/M11 A2979 RMK AO2

● VFR KPYM 051752Z KPYM 051752Z AUTO 28015G24KT 10SM OVC075 01/M11 A2979 RMK AO2 PK WND 30028/1728 SLP093 T00111111 10028 21039 58019

● VFR KEWB 051753Z METAR KEWB 051753Z 27019G29KT 10SM SCT080 03/M11 A2982 RMK AO2 PK WND 28033/1720 SLP099 T00281111 10028 21017 56018

● VFR KTAN 051752Z KTAN 051752Z AUTO 30009G22KT 270V330 10SM FEW050 OVC075 02/M11 A2981 RMK AO2 PK WND 29028/1708 SLP095 T00171111 10028 21022 58018

● VFR KOWD 051753Z KOWD 051753Z 30014G23KT 10SM OVC055 02/M11 A2981 RMK AO2 PK WND 28027/1735 SLP093 T00221111 10028 21022 58018

● VFR KUUU 051753Z KUUU 051753Z AUTO 29016G27KT 10SM FEW050 BKN090 02/M11 A2984 RMK AO2 PK WND 28031/1722 SLP106 T00221106 10028 21017 56015

● VFR KOQU 051750Z METAR KOQU 051750Z 29018KT 10SM BKN049 01/M11 A2986 RMK AO2

● VFR KPVD 051751Z METAR KPVD 051751Z 31014G23KT 10SM BKN050 BKN095 01/M11 A2986 RMK AO2 PK WND 30028/1726 SLP110 T00061106 10017 21022 56014 \$

● VFR KWST 051753Z KWST 051753Z AUTO 29009G20KT 250V310 10SM BKN050 BKN095 01/M11 A2988 RMK AO2 SLP120 T00111111 10017 21028 58014

● VFR KSFZ 051756Z KSFZ 051756Z AUTO 29013G21KT 10SM BKN047 00/M11 A2982 RMK AO2 PK WND 28028/1729 SLP103 T00001106 10006 21033 58015 FZFRANO \$

● VFR KORH 051754Z METAR KORH 051754Z 30014G25KT 10SM OVC047 M01/M12 A2976 RMK AO2 PK WND 25026/1713 SLP092 60000 T10111117 11011 21039 58015

● VFR KIJD 051752Z KIJD 051752Z AUTO 29012G27KT 10SM OVC050 M01/M11 A2988 RMK AO2 PK WND 29030/1714 SLP120 T10061111 11006 21033 56012

● VFR KORE 051752Z KORE 051752Z AUTO 28009G24KT 10SM OVC045 M01/M11 A2981 RMK AO2 PK WND 31027/1741 SLP103 T10111111 11011 21033 56010

● VFR KHFD 051753Z METAR KHFD 051753Z 28010KT 10SM OVC050 01/M11 A2990 RMK AO2 SLP124 T00111111 10011 21022 57015

● VFR KCEF 051802Z KCEF 051802Z 32011G22KT 10SM -SN OVC041 M01/M12 A2983 RMK AO2A SLP108

● VFR KBDL 051751Z METAR KBDL 051751Z 27017G23KT 10SM OVC049 01/M10 A2988 RMK AO2 SLP120 VCSH BINOVCT00111100 10017 21011 58014 \$

● VFR CT71 051804Z CT71 051804Z AUTO 31003KT 10SM OVC045 M01/M12 A2986

● VFR KBAF 051753Z METAR KBAF 051753Z 27011KT 10SM OVC044 M01/M10 A2986 RMK AO2 PK WND 30026/1704 SLP119 T10061100 10000 21022 56014

● VFR KAQW 051752Z KAQW 051752Z AUTO 28019G33KT 10SM SCT034 OVC046 M03/M10 A2985 RMK AO2 PK WND 26033/1733 SLP116 T10331100 11033 21039 58009 \$

● VFR KALB 051751Z METAR KALB 051751Z 28013G21KT 10SM BKN033 OVC042 M02/M09 A2991 RMK AO2 SLP131 VIRGA SE-S 4/001 60000 T10171089 11011 21028 58007

● VFR KDDH 051754Z KDDH 051754Z AUTO 27012G22KT 10SM FEW026 OVC042 M04/M09 A2985 RMK AO2 SLP119 T10391094 11039 21050 55005

DESTINATION

● MVFR KPSF 051801Z KPSF 051801Z AUTO 27017G26KT 5SM -SN BKN030 OVC036 M04/M10 A2982 RMK AO2 PK WND 28026/1800 P0000 T10441100

TAFs (Preflight)

1928Z ● VFR **KBDL 051720Z 0518/0624 29013G23KT P6SM BKN045**

● VFR FM060200 31010KT P6SM FEW150

● VFR FM061100 30005KT P6SM BKN200

1930Z ● VFR **KBAF** 051720Z 0518/0618 29013G23KT P6SM BKN045

● VFR FM060400 31010KT P6SM FEW200

● VFR FM061200 30005KT P6SM BKN150

1950Z ● VFR **KALB** 051740Z 0518/0618 28013G22KT P6SM VCSH BKN035 OVC050

● VFR FM052200 30011G21KT P6SM BKN035

● VFR FM060100 31009KT P6SM SCT035

● VFR FM060500 33006KT P6SM BKN250

● VFR FM061400 32008KT P6SM OVC150

1950Z ● VFR **KPSF** 051741Z 0518/0618 28015G30KT P6SM VCSH OVC035

1950Z ● MVFR TEMPO 0518/0520 4SM -SHSN BR BKN025

● VFR FM052200 29012G22KT P6SM BKN035

● VFR FM060200 30010KT P6SM SCT035

● VFR FM060500 29005KT P6SM BKN250

● VFR FM061300 30006KT P6SM OVC150

Area Forecast Discussion (Preflight)

AFD ALY

30m ago

AVIATION /18Z SUNDAY THROUGH FRIDAY/

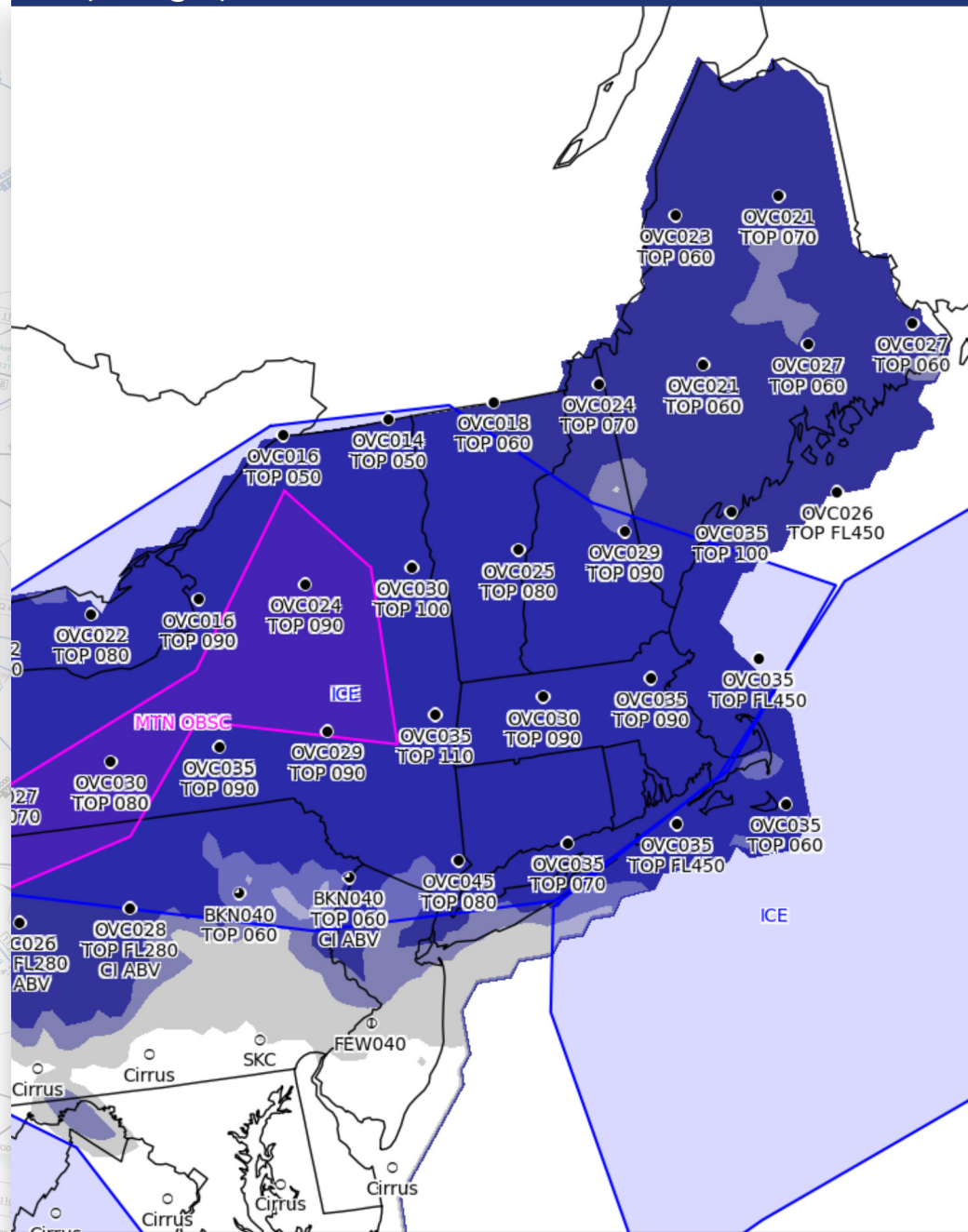
LAKE EFFECT SNOW SHOWERS AND FLURRIES WILL CONTINUE TO IMPACT KALB- KPFS NORTHWARD TO KGFL UNTIL ABOUT 21Z/SUN. SOME BRIEF REDUCTIONS TO IFR VISIBILITIES WILL CONTINUE AT KGFL AND MVFR CEILINGS/VISIBILITIES AT KPFS. TEMPO GROUPS WERE USED TO ADDRESS THE MVFR/IFR CONDITIONS. EXPECT MAINLY LOW VFR AND SPOTTY HIGH MVFR CEILINGS AT KALB/KPOU PRIOR TO 22Z/ SUN. THE STRATUS WILL BEGIN TO ERODE 22Z/SUN TO 02Z/MON, HOWEVER HIGH CLOUDS WILL QUICKLY ARRIVE WITH **STORM** SYSTEM IMPACTING THE MID ATLANTIC STATES/OHIO VALLEY SHORTLY BEFORE AND JUST AFTER MIDNIGHT. CONDITIONS WILL REMAIN VFR WITH MID AND HIGH CLOUDS IMPACTING THE TERMINALS UNTIL THE END OF THE TAF CYCLE WITH CEILINGS IN THE 10-15 KFT ABOVE GROUND LEVEL RANGE.

WEST TO NORTHWEST WINDS 10-18 KT WITH SOME **GUSTS** 20-30 KT WILL CONTINUE AT KALB/KPOU/KPSF THIS AFTERNOON. KGFL WILL VARY FROM NORTHEAST TO NORTHWEST AT 10 KT OR LESS. THE WINDS WILL DIMINISH FROM THE NORTHWEST TO NORTH AT LESS THAN 10 KT TONIGHT, AND WILL GENERALLY BE LIGHT MONDAY MID MORNING INTO THE AFTERNOON FROM THE NORTH/NORTHWEST AT 4-8 KT.

OUTLOOK...

MONDAY NIGHT: NO OPERATIONAL IMPACT. NO SIG WEATHER. TUESDAY: MODERATE OPERATIONAL IMPACT. WINDY WITH **GUSTS** TO 30 KTS. NO SIG WEATHER. TUESDAY NIGHT: LOW OPERATIONAL IMPACT. BREEZY. NO SIG WEATHER. WEDNESDAY: LOW OPERATIONAL IMPACT. BREEZY. NO SIG WEATHER. WEDNESDAY NIGHT: LOW OPERATIONAL IMPACT. BREEZY. NO SIG WEATHER. THURSDAY: LOW OPERATIONAL IMPACT. BREEZY. NO SIG WEATHER. THURSDAY NIGHT: LOW OPERATIONAL IMPACT. BREEZY. NO SIG WEATHER. FRIDAY: NO OPERATIONAL IMPACT. NO SIG WEATHER.

GFA (Preflight)



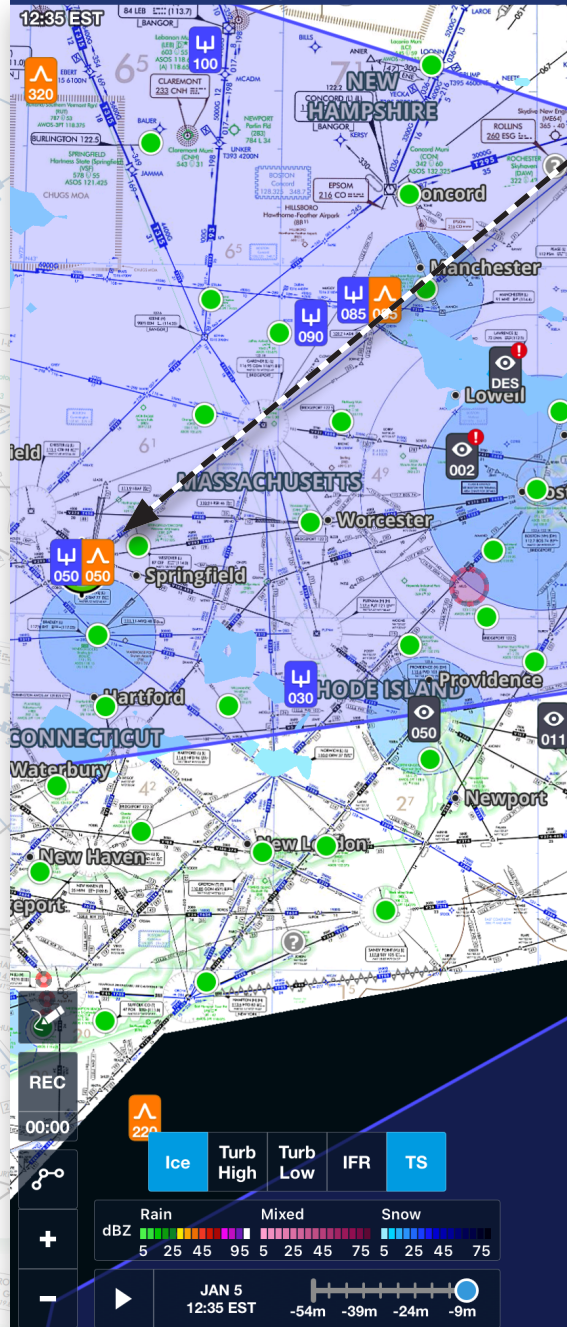
ISSUED AT 1602 UTC SUN 09

ALB PIREP (Preflight)



PIREP	
Close	
PIREP: 13 minutes ago	
ALB UA /OV ALB160025/TM 1745/ FL037/TP B738/SK TOPS 090 BASES 037/TA M19/IC LIGHT MIXED RIME 090/RM DURD RY28 ALB	
Location	ALB160025
Time	1745Z
Altitude	3,700
Aircraft Type	B738
Sky Cover	TOPS 090 BASES 037
Temperature	-19°C
Icing	LIGHT MIXED RIME 090
Remarks	During Descent RY28 ALB

BDL PIREP (Preflight)



PIREP	
Close	
PIREP: 1 hour, 25 minutes ago	
BDL UA /OV KBDL360012/TM 1619/ FL050/TP E170/TA M05/TB MOD CHOP CONT/IC TRACE RIME/RM DURD 060-050	
Location	KBDL360012
Time	1619Z
Altitude	5,000
Aircraft Type	E170
Temperature	-5°C
Turbulence	Moderate CHOP Continuous
Icing	TRACE RIME
Remarks	During Descent 060-050

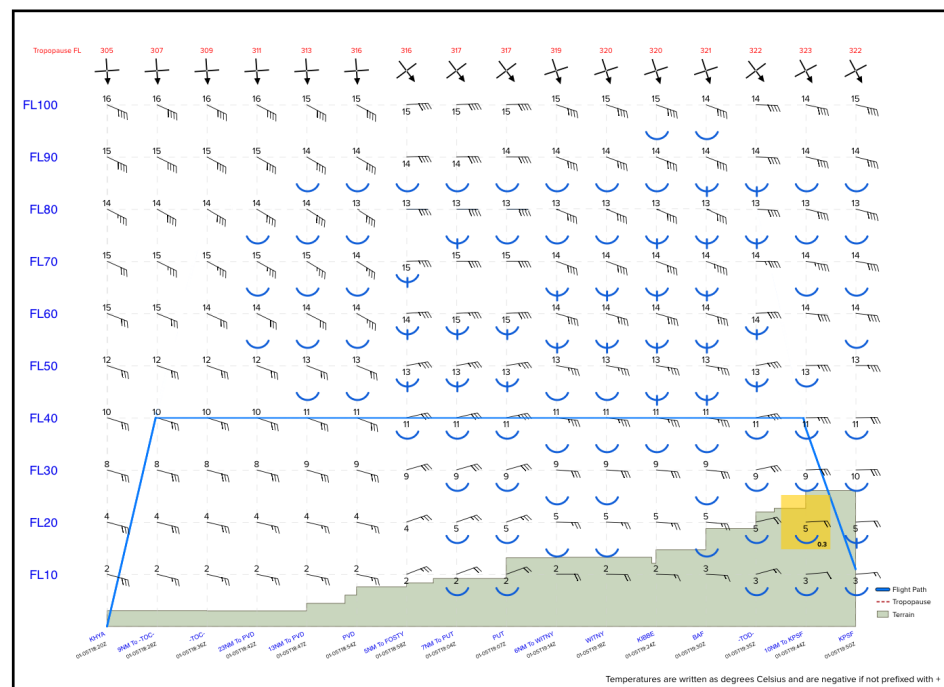
PVD PIREP (Preflight)



PIREP	
Close	
PIREP: 38 minutes ago	
PVD UA /OV LZD/TM 1705/FL030/TP C172/TA M07/IC TRACE RIME	
Location	LZD
Time	1705Z
Altitude	3,000
Aircraft Type	C172
Temperature	-7°C
Icing	TRACE RIME

Vertical Cross Section (Preflight)

Vertical Cross Section Chart



Temperatures are written as degrees Celsius and are negative if not prefixed with +
Data by NCEP, Chart by ForeFlight, Data Source Jan 05 2025 1200Z

0.0< > <1.0

TURBULENCE EDR



ICING SEVERITY

Nearby METARs (Decision Time)

KDDH METAR

KDDH 051854Z AUTO VRB06G25KT 10SM OVC046 M04/M09 A2986

KSCH METAR

KSCH 051845Z 29012G23KT 10SM BKN030 BKN036 OVC050 M02/M09 A2992

KALB METAR

KALB 051851Z 30013G25KT 10SM BKN035 OVC046 M02/M09 A2992

KCEF METAR

KCEF 051855Z 31016KT 10SM -SN BKN039 OVC050 M01/M11 A2983

KBAF METAR

KBAF 051853Z 28009G20KT 10SM OVC043 M01/M10 A2987

KBDL METAR

KBDL 051851Z 31011G24KT 10SM OVC050 01/M10 A2988

ICING

Inadvertent Icing Encounter

- (1) Pitot Heat Switch — ON (if installed)
- (2) Carburetor Heat — ON as required

NOTE

Continuous engine operation with carburetor heat on is not recommended due to the decrease in engine efficiency. If severe icing conditions require extended use of carburetor heat the engine mixture should be leaned during use of carburetor heat.

- (3) Cabin Heat — ON
- (4) Defrosters — OPEN
- (5) Engine — Increase RPM, (do not exceed red line) and periodically change RPM to minimize ice buildup on propeller blades.
- (6) Turn back or change altitude to obtain outside air conditions that are less likely to cause icing.
- (7) If icing continues plan a landing at the nearest airport. Under extremely rapid icing conditions select a suitable emergency landing site.

WARNING

WITH AN ICE ACCUMULATION ON OR NEAR THE WING LEADING EDGES A HIGHER STALLING SPEED MAY BE EXPECTED. PLAN ALL MANEUVERS ACCORDINGLY.

- (8) Airspeed — If possible increase airspeed and fly at a higher than normal cruise speed until a landing is begun.
- (9) Approach for landing at a higher airspeed than normal depending on amount of ice accumulation.
- (10) Flaps — UP (Do not attempt to extend flaps for landing)
- (11) Land in a slightly nose high attitude.

FLIGHT IN ICING CONDITIONS

Carburetor ice may be encountered at any time. Normally, the first indication of carburetor ice in the AA-5B is a slight drop in engine RPM, which may be accompanied by slight engine roughness. If carburetor icing is suspected, the following procedures are suggested:

- (1) Apply full carburetor heat. Engine roughness may then occur due to an over-rich mixture or water from the melting ice.

NOTE

Continuous engine operation with carburetor heat on is not recommended due to the resultant decrease in engine efficiency. If severe icing conditions require extended use of carburetor heat the engine mixture should be leaned during use of carburetor heat.

Flying in known icing conditions is prohibited by FAA regulations. However, should wing icing occur the following procedures are suggested:

- (1) Turn pitot heat ON
- (2) Turn cabin heat ON.
- (3) Open windshield defroster vent.
- (4) If IFR or under control of an in-flight ground facility, notify them of the condition and request assistance. A change of altitude, if possible, or reversing course to fly out of the icing conditions may be desirable.
- (5) Pilot technique is important in this situation:
 - A. Increase and decrease engine RPM (do not exceed red line) to keep propeller clear of ice.
 - B. Increase airspeed if possible. This technique reduces angle of attack exposing less surface area for ice accumulation.
 - C. Do not extend flaps. A clean configuration will expose less surface to ice and will prevent a change in air flow over the tail surfaces.
- (6) Monitor engine RPM for any indication of carburetor ice. (Refer to Carburetor Ice Procedures.)
- (7) Plan a landing at the first suitable airport. The following procedures are suggested:
 - A. If the windshield is obstructed, the canopy may be opened to improve visibility. A forward slip may be helpful.

(Continued on next page)

AA5B Tiger Amplified Emergency Procedure - Icing (Cont.)

B. Remember that ice accumulation increases wing loading, decreases performance, decreases range and **INCREASES STALL SPEEDS**. When landing, plan a slightly higher than normal air speed during landing approach. Guard against increased stall speed created by the above mentioned conditions. Touch down in a slightly nose high attitude.

REMEMBER: Intentional flying in icing conditions IS PROHIBITED!

AA5B Tiger Emergency Procedure - Windshield Obscuration

WINDSHIELD OBSCURATION

A windshield obscuration caused by ice or moisture condensation may be encountered. Turn cabin heat on and defroster vent full open to clear the windshield of moisture. If obscuration persists, open the canopy, and proceed to the nearest airport. A safe landing may be accomplished by using a forward slip to a landing while looking through the opening in the canopy.

KPSF RNAV (GPS) RWY 26

24249

WAAS CH 42835 W26A	APP CRS 259°	Rwy Idg 5791 TDZE 1159 Apt Elev 1188
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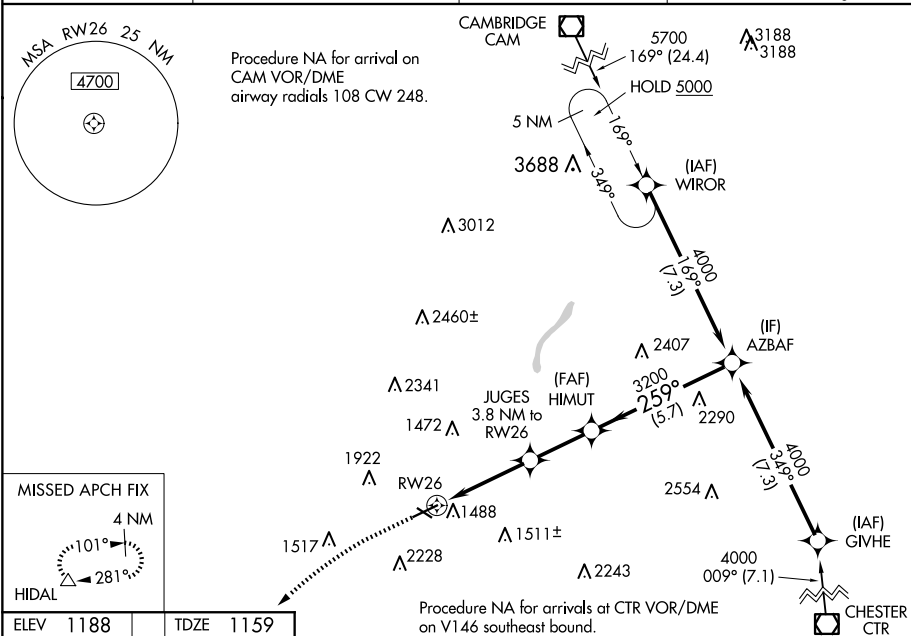
RNAV (GPS) RWY 26
PITTSFIELD MUNI (PSF)

RNP APCH - GPS.

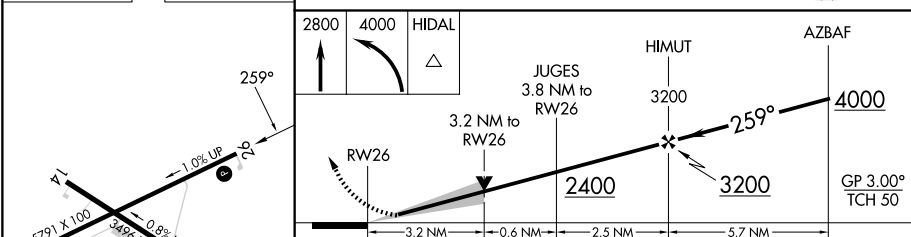
 Circling NA south of Rwy 8 and southwest of Rwy 32.
 For uncompensated Baro-VNAV systems, LNAV/
 VNAV NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 direct HIDAL and hold.
 * Missed approach requires minimum climb of 285 feet per NM to 2700.

ASOS 135.375	ALBANY APP CON 132.825 307.2	CLNC DEL 128.6	UNICOM 122.7 (CTAF) 0
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ELEV 1188	TDZE 1159
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CATEGORY	A	B	C	D
LPV DA*	1409-1 250 (300-1)			
LPV DA	1678-1 $\frac{3}{8}$ 519 (500-1 $\frac{3}{8}$)			
INAV/ VNAV DA	1911-2 752 (800-2)			
INAV MDA	2220-1 $\frac{1}{4}$ 1061 (1100-1 $\frac{1}{4}$)	2220-1 $\frac{1}{2}$ 1061 (1100-1 $\frac{1}{2}$)	2220-3	1061 (1100-3)
 CIRCLING	2220-1 $\frac{1}{4}$ 1032 (1100-1 $\frac{1}{4}$)	2220-1 $\frac{1}{2}$ 1032 (1100-1 $\frac{1}{2}$)	2400-3 1212 (1300-3)	2680-3 1492 (1500-3)

REIL Rwy 26 **L**
MIRL Rwys 8-26 and 14-32 **L**

PITTSFIELD MUNI (PSF)

PITTSFIELD, MASSACHUSETTS
Amdt 2B 30NOV23

42°26'N-73°17'W

RNAV (GPS) RWY 26

KPSF Chart Supplement

PITTSFIELD MUNI (PSF)(KPSF) 2 W UTC-5(-4DT) N42°25.66' W73°17.45'

1188 B LRA NOTAM FILE PSF

RWY 08-26: H5791X100 (ASPH-GRVD) S-80, D-102, 2D-159

PCR 326 F/D/X/T MIRL 1.0% up W

RWY 08: Trees.

RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Rgt t/c.

RWY 14-32: H3496X100 (ASPH) S-12 PCR 42 F/D/X/T MIRL

0.8% up NW

RWY 14: Trees.

RWY 32: Trees. Rgt t/c.

SERVICE: S4 **FUEL** 100LL, JET A, A+ **OX4** **LGT** ACTVT REIL Rwy 26;

PAPI Rwy 26; MIRL Rws 08-26 and 14-32—CTAF.

NOISE: Noise abatement procs in e/cf 0400-1200Z.

AIRPORT REMARKS: Attended 1200-2000Z. Birds & wildlife on & invof

arpt. Airfield sfc cond not mnt and snow removal not guaranteed b/n

2000-1200Z. FBO atndd Mon-Fri 1300-2300Z, Sat-Sun

1300-2200Z. For fuel aft hrs call 413-443-6700. Obstr lgtd poles

0.9 NM SE at 1960 ft; 1.1 NM SE at 1470 ft; 1.7 NM SW at 2171 ft

(OTS indefly); 1.3 NM NE at 1330 ft; 2.3 NM NW at 1890 ft (OTS

indefly). All acft use Twy A, C & D for Rwy 08-26. Twy A use ltd to acft

with wingspan less than 79 ft. Aft back tax Rwy 26 use Twy D. Cold

temperature airport. Altitude correction required at or below -21C. Ldg

and parking fees.

AIRPORT MANAGER: 413-448-9790

WEATHER DATA SOURCES: ASOS 135.375 (413) 499-3273.

COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.3 (BURLINGTON RADIO)

® **ALBANY APP/DEP CON** 132.825

CLNC DEL 128.6

CLEARANCE DELIVERY PHONE: For CD ctc Albany Apch at 518-862-2299.

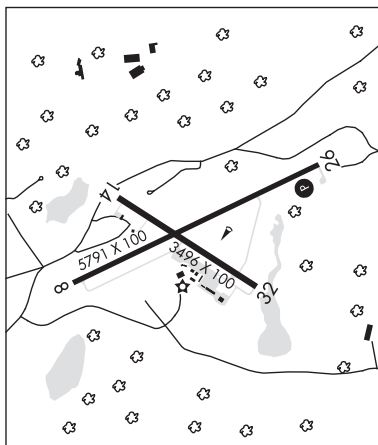
RADIO AIDS TO NAVIGATION: NOTAM FILE BTY.

CHESTER (J) (L) VOR/DME 115.1 CTR Chan 98 N42°17.48' W72°56.96' 311° 17.2 NM to fld. 1600/13W.

VOR unusable:

248°-274°

LOC/DME 108.3 I-EIF Chan 20 Rwy 26. LOC unmonitored.



Bonus Resources

For additional resources, visit the IFR Mastery Hangar for this scenario.

