

A LOW-TECH SOLUTION TO A COMMON PROBLEM

Regardless of how much or how little technology is in your cockpit, you still have to fly the airplane, even in winter. Given the lack of daylight and the often-stronger likelihood of IMC, now might be a good time to dust off any dormant instrument skills. Even VFR-only pilots can go out and practice what could be a life-saving maneuver.

Upon inadvertently encountering IMC the no-tech escape technique long recommended for VFR or out-of-currency Instrument pilots was the Three Cs: Climb to get above the conditions, Call ATC; Confess and take all the help they offer.

Of late, some have questioned this solution, advocating instead for a return to the old, proven 180-degree return to better conditions. The argument isn't weak:



- A 180 offers the shortest way back to VMC. if you fly only a minute into the muck, doing a one-minute, standard-rate turn should put you only one additional minute from exiting the conditions.
- It's a simple maneuver: A standard-rate turn is shallow, easy and everyone knows how to perform it.
- It avoids the need to make any power or pitch changes, which could complicate things.

Regardless, a little work with Foggles or a hood goes well with night flying—with turns, climbs and descents practiced on the gauges—along with a safety pilot.