

Sunny Swift

"Exchange of experiences"







I TOOK OFF LATE AND IT WAS ALREADY OVERCAST WITH ALTOSTRATUS AND SLIGHT RAIN. THE VISIBILITY WAS GOOD BUT NOT GREAT.



THE RIGHT DECISION
WOULD'VE BEEN TO RETURN
THERE AND THEN, TO AVOID A
LOWERING CEILING AND
MULTIPLE CLOUD LAYERS

BUT I WANTED TO GET BACK HOME AND SHOW OFF MY NEW PLANE AS I FLEW ON, I SAW PATCHES OF STRATUS BENEATH ME. BUT I STILL PRESSED ON BECAUSE I THOUGHT I COULD MAKE IT





I FOUND MYSELF AT THE MERCY OF THE TERRAIN, FOLLOWING THE NARROW PASSAGE OF THE VALLEY, I WAS JUST HOPING THAT THE CLOUDS WOULDN'T COME DOWN ANY FURTHER



THEN, MIRACULOUSLY, LOWER PLAINS OPENED AT THE END OF THE VALLEY. I WAS ABLE TO LAND AT AN ALTERNATIVE AIRFIELD.







FEEDBACK OF LESSONS LEARNED CAN
REDUCE THE RECURRENCE OF THE SAME
PROBLEMS. IN A SAFETY CULTURE, IT IS
MORE TWRORTANT TO LEARN "WHY IT

https://www.easa.europa.eu/newsroom-and-

events/news/inadvertent-flight-imc-conditions

https://www.aopa.org/news-and-media/allnews/2007/august/flight-training-magazine/vfr-flying-and

PLEASE SEND YOUR COMMENTS AND IDEAS:

EMAIL: mailto:generalaviation@easa.europa.eu

JOIN THE GA COMMUNITY!

https://www.easa.europa.eu/community/ga

ALL SUNNY SWIFT ISSUES AND SUBSCRIPTION https://www.easa.europa.eu/easa-and-you/general-

aviation/sunny-swift-flight-instructor