

Private Pilot

Passenger Brief

- Seatbelts – Demonstration and instruction.
- Doors and windows – How to open and close.
- Emergency – In the case of an **off airport landing** open door prior to touch down. Protect your face, and tighten your seatbelts. Show the location of the fire extinguisher if one is present
- Flight Controls – Do not touch the flight controls and keep your feet clear of the rudder pedals.
- Sterile Cockpit – Avoid conversation while taxing and within 10 miles of the airport.
- Traffic – Explain to passengers they are an extra set of eyes and to *calmly* point out any aircraft they see.

Radio Communications

- Who you are talking to – Ground, Tower.
- Who we are – Make of aircraft and tail number.
- Where are we – Current location.
- What do we want to do – Taxi for departure, VFR departure, Land, etc.
- With current WX – For taxi for departure, landing at an airport (ATIS code if applicable or “we have current weather”)

Flight Instrument Check

- Magnetic Compass – Secured no leaks, bubbles or cracks.
- Airspeed – At zero.
- Attitude Indicator – Upright and wings level and within 5 degrees.
- Altimeter – Set to correct barometric settings and within 75 feet of field elevation.
- Turn Coordinator – Wings level, ball centered, no bubbles, no flag.
- Heading Indicator – Set to the compass.
- VSI – Note the VSI (whatever value it shows, use that as zero).

Flight Control Check

- Turn the yoke to the right – Looking right, “Right is up” looking left, “Left is down.”
- Turn the yoke to the left – Looking left, “Left is up” looking right, “Right is down.”
- Move Elevator forward and aft – “Full use of the elevator.”
- Move Rudder Pedals – “Full deflection left and right”
- **“Controls true and correct”**

Emergency Takeoff Brief

- Engine failure or abnormality on takeoff roll – Throttle immediately close, stop straight ahead, abort takeoff. ***If necessary: Mixture full lean, fuel selector off, masters and mags OFF.***
- Engine failure after rotation with runway remaining – Throttle close, land on remaining runway and brake, ***If necessary: mixture full lean, fuel selector off, masters and mags OFF.***
- Engine failure after rotation with no remaining runway – Turn no more than 20 degrees in each direction, land straight ahead, utilize any useful area to land. **DO NOT ATTEMPT A 180 DEGREE TURN. Mixture full lean, fuel selector off, masters and mags OFF, DOOR OPEN.**
- Engine failures after 1000’ AGL - Land using every available taxiway, runway, declare an emergency, troubleshoot if time permits. **Mixture full lean, fuel selector off, masters and mags OFF.**