

## Brief's & Call Outs

### Pre-takeoff Emergency Brief

If we have an engine abnormality or failure on the takeoff roll, I will close the throttle stop straight ahead and avoid obstacles.

If we have an engine failure after rotation below 1000 feet AGL I will pitch for best glide and land straight ahead or on remaining runway if available.

If we have an engine failure above 1000 feet AGL I will attempt to do a 180° return back towards the runway, if available.

### Taxi & Takeoff Brief

We will taxi via the taxiway towards Runway \_\_\_\_, to the runup area. Then we will be departing runway \_\_\_\_, at 4800ft msl (700ft agl) we will turn \_\_\_\_ crosswind to the \_\_\_\_ and climb to \_\_\_\_ and head the practice area.

### Safety Briefing

S - Seatbelts. Seatbelts are required for taxi takeoff and landing however, we require them during the entire flight.

A - Airsickness, Air Vents. Air vents are here for your convenience. You can twist them to angle them or push them in to close them. We also have cabin heat on the passenger side as those cabin air on the passenger side. We pull to open and push to close. If at any point you feel sick let me know right away. We do have air sickness bags in the seat pockets available.

F - Fire Extinguisher. We have a fire extinguisher between the front seats. Open the clips pull from the harness pull the pin point at the base of the fire and squeeze until contents are empty.

E - Exits, Egress. We have two exits. They are our front doors. We also have a potential emergency exit through the baggage door (verify with the POH). If an emergency landing becomes necessary just before touchdown, we will open the front doors to prevent them from becoming jammed, allowing us to egress. After an emergency landing, we will get as far away, as safe as possible, from the airplane. Stay clear of the prop area.

T - Talking. we will maintain a sterile flightdeck during the critical phases of flight which include taxi takeoff and landing. We can also call for flight deck anytime we deem it necessary for safety. If you see something say something. We are all responsible for looking for traffic. You will call out the traffic and call out the location as if on a clock 12 o'clock being our nose.

P - Placards. All placards must be obeyed. This includes placards such as no smoking and maneuvering speed placards.

C - Controls. We will maintain a 3-way positive exchange of controls process. I will say "your controls" you will say "my controls" and then I will say "your controls". This way we always know who's flying the airplane.

## **Before Maneuvers**

- C - Clearing Turns (2-90degree turns or 1-180 degree turn)
- H - Heading (bug heading or make note)
- A - Altitude (Ensure proper altitude, per ACS and safety)
- P - Position (make a position report)
- S - Set Up (Lights on, mixture one knuckle from rich)

## **Engine Failures**

- A - Airspeed. Immediately pitch for best glide 75mph. Use trim to maintain
- B - Best landing Spot. Find the best area to land. Note that the runway may or may not be an option and might be behind you. Farm areas (land with the "grain") are likely your best options. Note that roads may have power lines but wide highways might be an option.
- C - Checklists. Run your flow. "Floor to door" then verify with checklist
- D - Declare the emergency. 121.5, squawk 7700. If on ATC/tower/approach frequency (like KTWF, KBOI) declare with them. If not, 121.5. Say "mayday, mayday, mayday". Say what's going on, tell them what you need. You will hear the questions souls and fuel on board. Say how many people are on board.
- E - Execute forced landing, remind passenger about opening door before touchdown

## **Takeoff Callouts**

- "Takeoff power set" (confirm 2700rpm & full throttle)
- "Engine Instruments in the green" (verify)
- "Airspeed alive" (when airspeed numbers come up)
- "60 Rotate" (upon reaching Vr)
  
- "Reject" (\*only if rejecting takeoff\*)

## **Stall Call Outs**

Stall horn sounds: "Stall horn"

Buffet is felt: "Buffet"

Stall happens: "UPSET!"

"Push" – Break the stall by pushing the yoke forward (not too far forward, typically to just a degree or two below the horizon)

"Roll" – If you drifted off heading, roll the airplane to the proper heading, not drastically.

"Thrust" – Add full power

"Stabilize" – begin to stabilize the airplane by bringing flaps up and returning to assigned altitude, and bring airspeed back to cruise setting once there