

Don't Pop Your Plugs!

VFR / IFR Flight Planning and Preflight Preparation:

Things You Need to Know as a Pilot During Planning and Preflight For a VFR / IFR Flight

Presented to: FAA Safety Seminar Attendees

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Federal Aviation
Administration



How to Download this Presentation

- You can download this presentation at the link below.
 - The link is case-sensitive.
 - It is available in both PPT and PDF formats.
 - The PPT format is password-protected. Click the read-only button on the right.
- http://williamjdoylejr.net/FAAST/FlightPlanning/Pre-Flight_Planning_Cessna182T.ppt



Presentation Agenda

- A Pre-Flight Mishap
- FARs 91.3 and 91.103
- NTSB Pre-Flight Planning Accident Trends
- Planning a Proficiency Flight
- How to Query the NTSB Database
- Credits and Reference Information



A Pre-Flight Mishap



The Mishap

- A pilot holding an FAA Commercial certificate with an instrument rating is conducting a pre-flight inspection in a Cessna 182T
 - The pilot gets distracted and forgets to remove the cowl plugs
 - The pilot starts the engine with the cowl plugs in place
 - What are the risks?
- Could this happen to you?
 - If yes, why?
 - If no, why not?
- How do you prevent it from happening to you?
 - See the rest of this presentation for prevention techniques

This Could Happen to You

- A pilot holding an FAA Commercial certificate with Instrument rating as well as a CFI A&I flies a Cessna 172 from Trenton to the Flying W for a multi-engine lesson in a Beech Duchess.
 - The lesson is one of those lessons where everything that could possibly go wrong, does.
 - The pilot is dejected and distracted due to what he feels is really poor performance on his part.
 - When doing the pre-flight on the Cessna 172 for the return flight to Trenton, the pilot forgets to remove the cowl plugs
 - The pilot starts the engine with the cowl plugs in place, taxis out, and departs the Flying W
 - A week later the mechanic at TTN shows the pilot the “chewed up” cowl plugs.
- Any lessons learned here?



***Two FARs
You Really Need
to Understand***



14 CFR 91.3

- Responsibility and authority of the pilot in command.
 - a) The pilot in command of an aircraft is directly responsible for, and is the **final authority** as to, the operation of that aircraft.
 - b) In an **in-flight emergency requiring immediate action**, the pilot in command **may deviate from any rule of this part to the extent required to meet that emergency**.
 - c) Each pilot in command who deviates from a rule under paragraph (b) of this section shall, **upon the request of the Administrator**, send a written report of that deviation to the Administrator.
- **What Do You Do If You Start Engine with chocks, pitot tube cover, or cowl plugs in place?**
 - **Shut down immediately!**
 - **Report to your flying organization, flying club, FBO, or mechanic.**



14 CFR 91.103 – Preflight Action

- Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include—
 - a) For a flight under IFR or a flight not in the vicinity of an airport, **weather reports and forecasts**, fuel requirements, **alternatives available if the planned flight cannot be completed**, and any known traffic delays of which the pilot in command has been advised by ATC;
 - b) For any flight, **runway lengths at airports of intended use**, and the following takeoff and landing distance information:
 - 1) For civil aircraft for which an approved Airplane or Rotorcraft Flight Manual containing takeoff and landing distance data is required, the takeoff and landing distance data contained therein; and
 - 2) For civil aircraft other than those specified in paragraph (b)(1) of this section, other reliable information appropriate to the aircraft, relating to aircraft performance under expected values of airport elevation and runway slope, aircraft gross weight, and wind and temperature.



**NTSB Statistics
on
Pre-Flight Planning
General Aviation Accidents
in the
United States
from 1/1/2000 to 07/31/2013**



NTSB Pre-Flight Planning Accident Trends

U.S. – 1/1/2000 – 7/31/2013

Pre-Flight Planning Accidents from 01/01/2000 to 07/31/2013

U.S.	Fatal	Non-Fatal	Fatalities	Serious	Minor	Uninjured	Total
388	91	297	172	92	167	368	799

Year	Fatal	Non-Fatal	Total
2000	13	40	53
2001	5	27	32
2002	13	22	35
2003	5	32	37
2004	10	33	43
2005	6	33	39
2006	9	26	35
2007	13	18	31
2008	1	22	23
2009	7	12	19
2010	4	12	16
2011	5	13	18
2012	0	6	6
2013	0	1	1
Total	91	297	388

PIC Certificate	Fatal	Non-Fatal	Total
ATP	10	30	40
Commercial	15	94	109
Private	64	163	227
Sport	0	1	1
Student	2	7	9
Non-certificated	0	2	2
Total	91	297	388

PIC Age	
Average	49
Median	51
Mode	56
High	84
Low	17

NTSB Pre-Flight Planning Accident Trends

U.S. – 1/1/2000 – 7/31/2013

Purpose of Flight

U. S.	Instructional	Personal	Business	Executive/ Corporate	Aerial Observation	Banner Tow	Ferry	Flight Test	Glider Tow	Positioning	Public Use	Skydi ving	Other Work Use
Fatal	6	70	10	0	0	0	1	0	0	3	0	0	0
Non-Fatal	26	231	13	5	2	1	1	1	1	5	1	2	7
Total	32	301	23	5	2	1	2	1	1	8	1	2	7

Weather Conditions of Flight

U. S.	VMC	IMC
Fatal	54	34
Non-Fatal	285	12
Total	339	46

Broad Phase of Flight

U. S.	Taxi	Takeoff	Climb	Cruise	Descent	Approach	Maneuvering	Landing	Go- Around	Standing
Fatal	2	18	6	24	3	14	12	2	2	0
Non-Fatal	6	85	6	81	18	43	12	26	3	2
Total	8	103	12	105	21	57	24	28	5	2

NTSB Pre-Flight Planning Accident Trends

U.S. – 1/1/2000 – 7/31/2013

Probable Cause	Fatal	Non-Fatal	Total	Percent
Airspeed	1	3	4	1.0%
Airworthiness	3	2	5	1.3%
Approach to Landing	0	4	4	1.0%
Carburetor Ice	0	5	5	1.3%
CFIT	7	15	22	5.7%
Closed Airport	0	2	2	0.5%
CRM	1	0	1	0.3%
Crosswind	0	8	8	2.1%
Fatigue	1	0	1	0.3%
Forecast Weather	1	0	1	0.3%
Fuel Contamination	0	4	4	1.0%
Fuel Management	18	155	173	44.6%
Hand Propping	1	1	2	0.5%
HAZMAT	0	1	1	0.3%
Icing	5	1	6	1.5%
Landing Flare	0	5	5	1.3%
Loss of Control	1	7	8	2.1%
Mechanical Failure	0	1	1	0.3%
Mixture Leaning	1	3	4	1.0%
Night	1	1	2	0.5%
Obstacle Clearance	0	2	2	0.5%
Runway Excursion	2	19	21	5.4%
Takeoff Performance	7	34	41	10.6%
Thunderstorm	1	1	2	0.5%
VFR into IMC	24	5	29	7.5%
Visual Separation	5	4	9	2.3%
Weight & Balance	11	13	24	6.2%
Windshear	0	1	1	0.3%
Total	91	297	388	



Planning a Proficiency Flight

This will take you through the steps of pre-flight preparation



Planning The Proficiency Flight

- You and another pilot intend to fly from Doylestown Airport (KDYL), PA to Cape May County Airport (KWWD), NJ for proficiency
- What are you flying?
 - 2005 Cessna 182T – Skylane
- How will you plan the flight?
 - Your currency
 - Airplane's currency
 - Weight & Balance
 - Route
 - Airspace
 - Weather
 - TFRs
 - IMSAFE



Pilot and Passenger – Are They Good to Go ?

- **The Pilot – Are You Current?**

- Do you have a current medical certificate? –
 - 14 CFR 61.23 Medical Certificates: Requirement and Duration
- Do you have a current flight review?
 - 14 CFR 61.56 Flight Review
- Are you current with flight experience?
 - 14 CFR 61.57 Recent flight Experience: Pilot in Command
 - General Experience – 90 days, 3 take-offs and landings
 - Night Experience – 90 days, 3 take-offs and landings to a full stop
 - Instrument Experience – 6 months, 6 approaches, airway tracking, holds

- **The Passenger**

- What can your passenger do to help with Crew Resource Management (CRM)?
- Is your passenger a pilot? If so, don't waste his/her skills/knowledge!



Hypothetical Pilot – Are You Current?

- **The Pilot**
 - Private Pilot Certificate
 - ASEL
 - Instrument Airplane
 - 1,000 hours total time
 - Currency
 - Medical - current
 - Flight Review - current
 - General Experience – current
 - Night Experience - current
 - Instrument Experience - current



Your Passenger – Can S/He Help with CRM?

- **The Passenger**

- Commercial Pilot Certificate & Flight Instructor Certificate
 - ASEL and AMEL
 - Instrument Airplane
 - 3,000 hours total time
- Currency
 - Medical – not current
 - Flight Review – not current
 - General Experience – not current
 - Night Experience – not current
 - Instrument Experience – not current
 - CFI A&I – current



IMSAFE – Well Are You?

- | | | |
|----------|-------------------|--|
| I | Illness | Do I have an illness or any symptoms of an illness? |
| M | Medication | Have I been taking prescription or over-the-counter drugs? |
| S | Stress | Am I under psychological pressure from the job? Worried about financial matters, health problems or family discord? |
| A | Alcohol | Have I been drinking within eight hours? Within 24 hours? |
| F | Fatigue | Am I tired and not adequately rested? |
| E | Eating | Am I adequately nourished? |



About The Hypothetical Airplane

- Cessna 182T Skylane
 - 2005 model with G1000 and KAP 140 Autopilot
 - 6 cylinder, 235 HP Lycoming engine, 140 knot cruise speed



The Hypothetical Airplane – Is It Good to Go ?

- **The Airplane's Navigation Systems – Are They Current?**
 - If your airplane has a GPS
 - Is the database(s) current?
 - Are your charts (paper or electronic) current?
 - Are your Sectional charts current?
 - New York? Washington? Detroit?
 - Are your TAC charts current?
 - Philadelphia? New York? Baltimore?
 - Are your approach plates current?
 - Do you use an Electronic Flight Bag (EFB)?
 - Is your OS/IOS current?
 - Are your Apps current?
 - Have you downloaded the most current charts and approach plates?
 - Is your battery at full charge?
 - Did you pre-flight your EFB the night before your flight?



The Hypothetical Airplane – Is It Good to Go?

- **The Airplane – Is It Current? – How Do You Know?**
 - Current annual inspection?
 - Every 12 months – 14 CFR 91.409(a)(1)
 - Current ELT inspection?
 - Every 12 calendar months – 14 CFR 91.207
 - Current Mode C Transponder inspection?
 - Every 24 months – 14 CFR 91.413
 - Current Pitot-Static System inspection?
 - Every 24 months – 14 CFR 91.411
 - Current VOR check?
 - Every 30 days – 14 CFR 91.171
 - Current 100 hour inspection?
 - 14 CFR 91.409(b)
 - Compliance with Airworthiness Directives and Service Bulletins
 - Use the Kinds of Operational Equipment List (KOEL) – see POH
 - Did you check log for squawks from recent flights?



Know Your Airplane – KOEL

Cirrus Design
SR20

Section 2
Limitations

System, Instrument, and/or Equipment	Kinds of Operation				Remarks, Notes, and/or Exceptions
	VFR Day	VFR Nt.	IFR Day	IFR Nt.	
Lights					
Anticollision Lights	2	2	2	2	
Flight Controls					
Stall Warning System	1	1	1	1	

Cirrus Design
SR22

Section 2
Limitations

System, Instrument, and/or Equipment	Kinds of Operation				Remarks, Notes, and/or Exceptions
	VFR Day	VFR Nt.	IFR Day	IFR Nt.	
Lights					
Anticollision Lights	2	2	2	2	
Flight Controls					
Stall Warning System	1	1	1	1	

Cessna 182T – G1000 and KAP 140 Autopilot



Planning the Flight – Weight & Balance

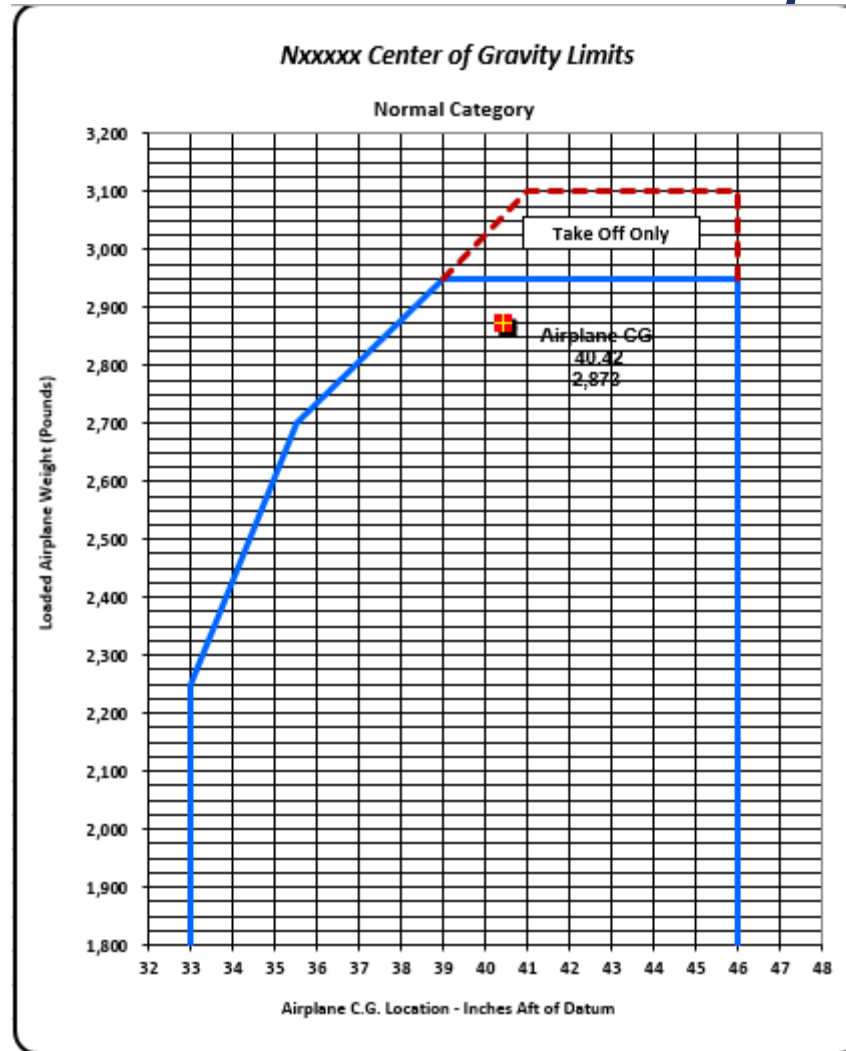
- 2005 Cessna 182T Weight Limitations – Is the crew good to go?
 - Gross Takeoff Weight = 3,100 pounds
 - Basic Empty Weight = 2,060 pounds
 - Maximum Useful Load = 1,040 pounds
 - Crew, Fuel, and Flight Kits
 - Pilot (left front) – 200 pounds
 - Passenger (right front) – 260 pounds
 - Pilot Flight Kit (left rear) – 10 pounds
 - Passenger Flight Kit (right rear) – 10 pounds
 - Baggage – 30 pounds
 - Fuel (55 gallons) – 330 pounds
- See weight & balance spreadsheet on next two slides



About Your Airplane's Weight & Balance – Is it within the Weight Envelope?

2005 C182T Skylane Weight & Balance				
NXXXX	Input Data	Weight	Arm	Moment
Basic Empty Weight	2,060	2,060	39.49	81.34
Crew: Pilot	200	200	37.00	7.40
Co-pilot	260	260	37.00	9.62
Passengers: Left Rear	0	0	74.00	0.00
Right Rear	0	0	74.00	0.00
Baggage	30	30	97.00	2.91
Rear Baggage Area	0	0	116.00	0.00
Fuel in gallons (Max 87 gallons)	55	330	46.00	15.18
Total Ramp Weight		2,880	40.44	116.45
Minus Runup Fuel		-7	46.00	-0.32
Total Take Off Weight		2,873	40.42	116.13
Maximum Gross Weight	3,100	Ok		
Maximum Useful Load	1040.2			
Useful Load on this Flight	813.2			
Available Useful Load	227			

About Your Airplane's Weight & Balance – Is it within the CG Envelope?



Take Off Weight:	2873	Arm:	40.42
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Planning the Route of Flight

- Route of Flight (VFR)
 - KDYL → KPNE → KVAAY → VCN → KWWD
- Planned Altitude = 2,500 feet MSL
 - The crew has been flying this route for years
 - Any issues?
 - Weather?
 - TFRs?
 - Airspace?
- Is the flight good to go?

Weather Forecast

- Weather
 - For flight down FA, TAF, and METAR showed
 - Cloud ceilings in Pennsylvania: forecast for 10,000 feet broken
 - Cloud ceilings in New Jersey: forecast for 15,000 feet broken.
 - Is this a factor?
 - For flight back FA, TAF, and METAR showed
 - Cloud ceilings in PA and NJ: forecast for 5,000 feet overcast.
 - Is this a factor?
- Is the flight good to go?



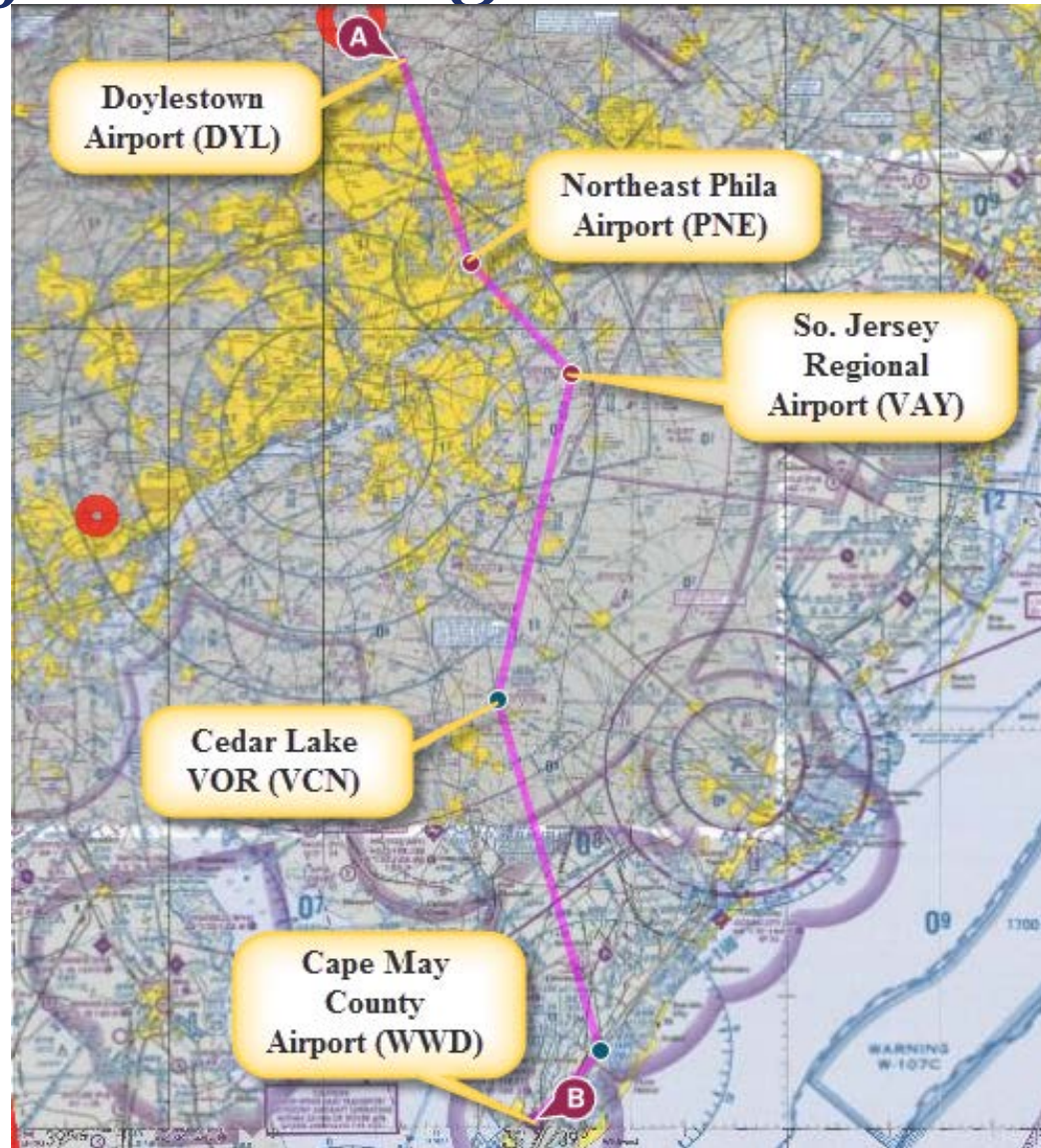
TFRs

- TFRs
 - Vice-Presidential TFR near DQO VORTAC
 - None reported or expected for the route of flight
- Is the flight good to go?

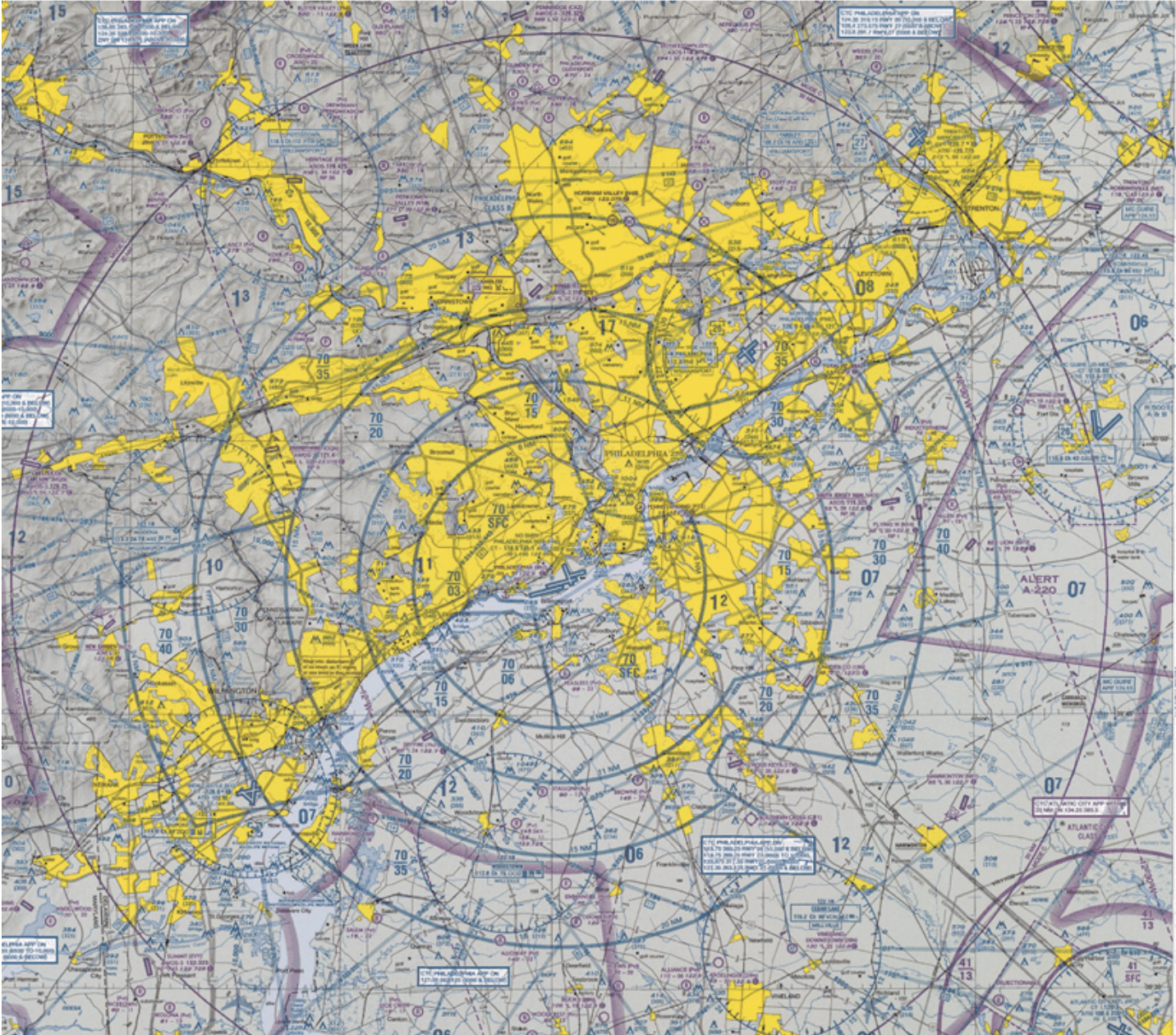


Airspace for the Flight

- Note changes to PHL Class B Airspace effective 07/25/2013
 - If flying VFR, pilot needs to fly at 2,500 feet MSL to remain beneath the floor of the PHL Class B Airspace



*PHL Class
B Airspace
effective
07/25/2013*

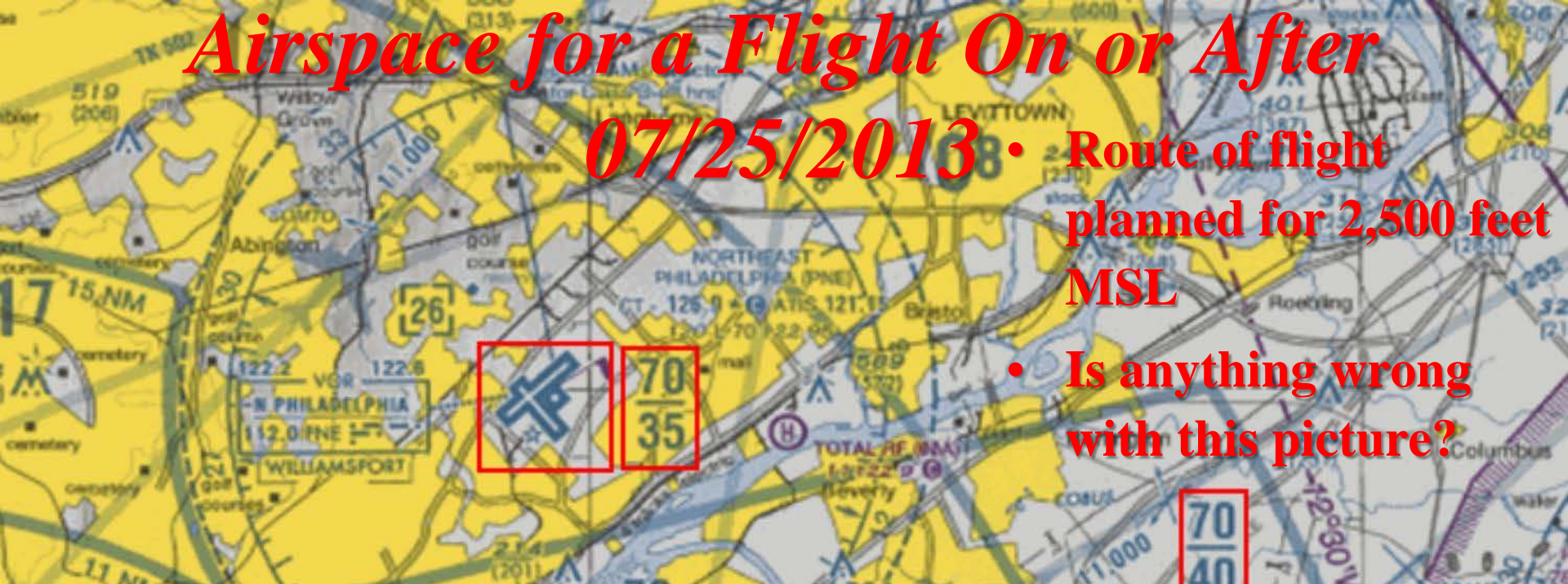


Airspace for a Flight On or After

07/25/2013

• Route of flight planned for 2,500 feet MSL

• Is anything wrong with this picture?



Changes to PHL Class B Airspace

State	Airport Designator	Underlying Airports	Class B Floor Pre 7/25/2013 (in Feet MSL)	Class B Floor Post 7/25/2013 (in Feet MSL)
PA	DYL	Doylestown	N/A	N/A
PA	PNE	Philadelphia Northeast	4000	3500
NJ	VAY	South Jersey Regional	N/A	3000

Airports for the Flight

- Doylestown Airport (DYL) Runways
 - Runways 5 – 23: 3,000 feet x 60 feet



Airports for the Flight

- Cape May County Airport (WWD) Runways
 - Runways 1 – 19: 5,003 feet x150 feet
 - Runways 10 – 28: 4,998 feet x150 feet



The Flight Down



The Pre-Flight Inspection – 1 of 2

- The tasks listed below are for the Cessna 182T and include checking fuel and oil, tie-downs, cowl plugs, pitot cover, and yoke gust lock.
- See the Pre-Flight Check List for details later in this presentation
 - Preflight Cabin – 31 inspection tasks
 - Preflight Empennage – 6 inspection tasks
 - Preflight Right Wing – 8 inspection tasks
 - Preflight Nose – 8 inspection tasks
 - **See step # 3 – Engine Cooling Outlets..... Clear**
 - Preflight Left Wing – 4 inspection tasks
 - Preflight Left Wing Leading Edge – 4 inspection tasks
 - Preflight Left Wing Trailing Edge – 2 inspection tasks
 - Before Starting Engine – 9 inspection tasks
 - Starting Engine using Battery – 24 inspection tasks

The Pre-Flight Inspection – 2 of 2

- See the Pre-Flight Check List for details later in this presentation
 - Taxi– 6 inspection tasks
 - Before Takeoff - Run-Up– 32 inspection tasks
 - Takeoff – 6 inspection tasks
 - Normal Climb – 6 inspection tasks
 - Cruise – 5 inspection tasks
 - Descent – 10 inspection tasks
 - Before Landing – 7 inspection tasks
 - Normal Landing – 7 inspection tasks
 - Balked Landing – 5 inspection tasks
 - After Landing (Clear of Runway) – 6 inspection tasks
 - Securing Aircraft – 15 inspection tasks

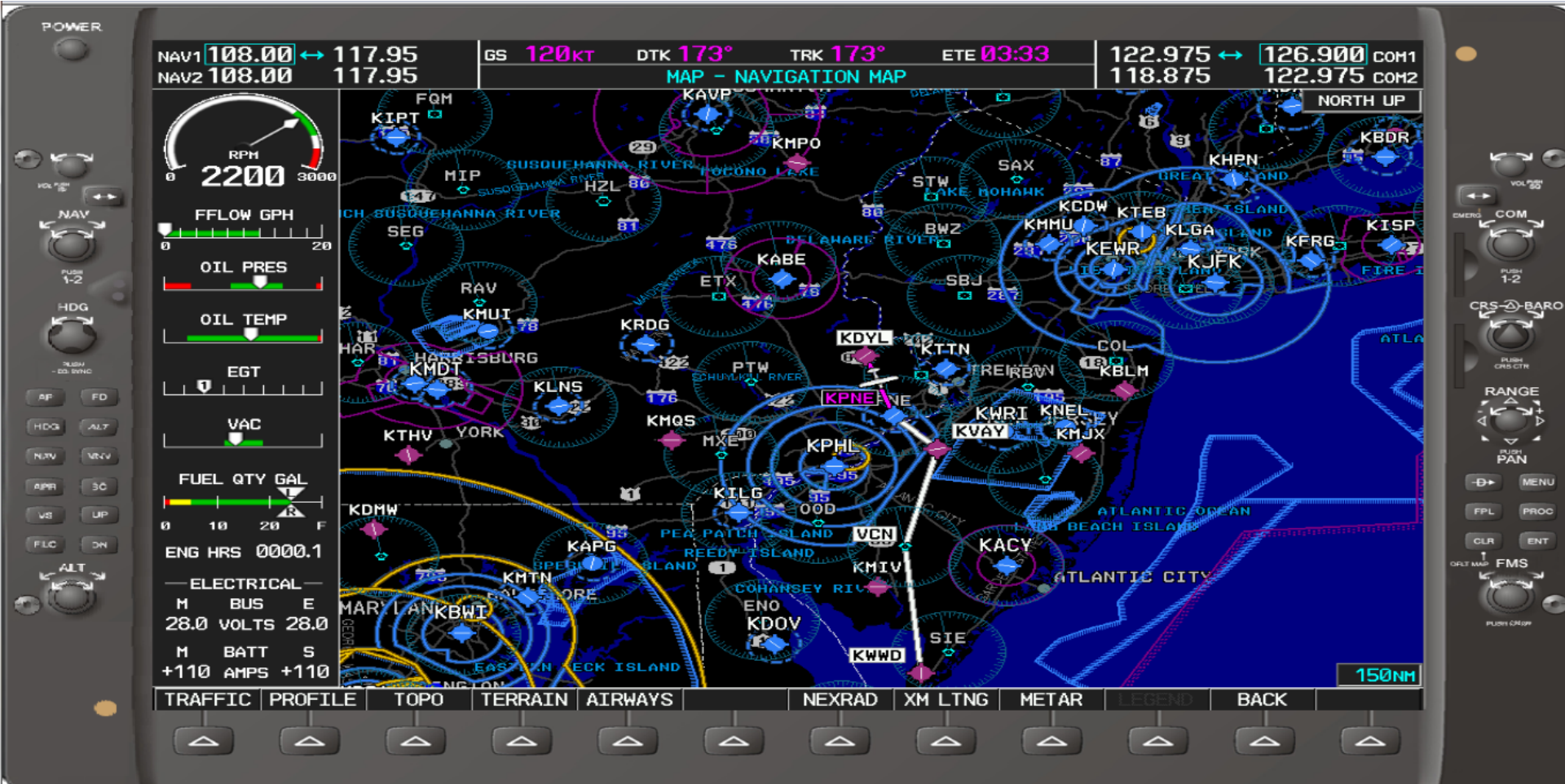


The Flight Down

- The Pilot did the following
 - Pre-takeoff run-up
 - Departed Doylestown Runway 5
 - Right turn-out on course and climbed to 2,500 feet MSL
- The Passenger did the following
 - Set the flight plan in the Garmin G1000
 - KDYL → KPNE → KVAI → VCN → KWWD
- The Pilot flew the GPS route at 2,500 feet MSL with the Flight Director (FD) engaged
 - FD allowed hand-flying but gave prompts for deviations
 - Descended to 1,500 feet about 10 nautical miles north of Cape May
 - Flew a visual approach into Cape May
 - Landed on Runway 19



G1000 MFD View of Flight Down



The Pre-Flight Check List



Pre-Flight 1 of 4

Civil Air Patrol

Cessna-182T Nav III – N355CP

Preflight Cabin

1. Pitot Tube Cover ..Remove. Check for blockage.
2. Hobbs Time Check.
3. POH Accessible to Pilot.
4. Garmin G1000™ Cockpit Reference Guide Accessible to Pilot.
5. Weight & Balance Checked.
6. Parking Brake Set.
7. Control Wheel Lock Remove.

WARNING

When the master switch is on, using an external power source, or manually rotating the propeller, treat the propeller as if the magnetos switch were on. Do not stand, nor allow anyone else to stand, within the arc of the propeller since a loose or broken wire, or a component malfunction could cause the engine to start.

8. MAGNETOS Switch.....Off.
9. AVN Switch (BUS 1&2).....Off.
10. MASTER Switch (BUS 1&2).....On.
11. Primary Flt Display Verify On.
12. FUEL QTY (L&R)Check/Reset Used.
13. Tach Time Check.
14. LOW FUEL L & R AnnunciatorsVerify Off.
15. OIL PRESS Annunciator Verify On.
16. LOW VOLTS Annunciator Verify On.
17. LOW VACUUM Annunciator..... Verify On.
18. AVIONICS Switch (BUS 1).....On.
19. Forward Avionics Fan.Check Audibly for Operation.
20. AVIONICS Switch (BUS 1).....Off.
21. AVIONICS Switch (BUS 2).....On.
22. Aft Avionics Fan..Check Audibly for Operation.
23. AVIONICS Switch (BUS 2).....Off.
24. PITOT HEAT Switch.....On/Check.
25. Stall Warning System Check.
26. PITOT HEAT Switch.....Off.

27. MASTER Switch (ALT & BAT). Off.
28. Trim Controls Takeoff position.
29. FUEL SELECTOR Valve Both.
30. ALT STATIC AIR Valve..... Off.
31. Fire Extinguisher.....Verify green.

Preflight Empennage

1. Baggage Compartment Door CHECK latched, lock with key.
2. Rudder Gust LockRemove.
3. Tail Tie-Down Disconnect.
4. Control Surfaces..... Check.
5. Trim Tab..... Check for security.
6. Antennas Check.

Preflight Right Wing

1. Aileron Check.
2. Flap..... Check.
3. Wing Tie Down Disconnect.
4. Wing Tank Vent Opening Check.
5. Main Wheel Tire ...Check Condition

See Fuel Contamination Warning in the POH.

6. Fuel Tank Drain Valves.... Drain (5).
7. Fuel QuantityCheck Visually.
8. Fuel Filler Cap Secure and Vent Unobstructed.

Nose

1. Static Source Opening..... Check.
2. Fuel Drains Underside..... Drain(3).

See Fuel Contamination Warning in the POH.

3. Engine Cooling Outlets Clear.
4. Propeller & Spinner Check.
5. Air Filter Check.
6. Nosewheel Strut and Tire Check.
7. Engine Oil DipstickCheck oil level and secure. (4 qt min., 8 qt for extended flights)
8. Static Source Opening..... Check.

Preflight Left Wing

1. Main Wheel Tire ...Check Condition.

See Fuel Contamination Warning in the POH.

2. Fuel Tank Drain Valves.... Drain (5).
3. Fuel Quantity..... Visually Check.
4. Fuel Filler Cap..... Secure & Vent unobstructed.

Preflight Left Wing Leading Edge

1. Fuel Tank Vent Opening .. Check for blockage.
2. Stall Warning Opening Check for blockage.
3. Wing Tie Down..... Disconnect.
4. Landing/Taxi light(s)..... Check.

Preflight Left Wing Trailing Edge

1. Left Aileron..... Check.
2. Left Flap Check.

PASSENGER BRIEF

1. Seat Belts / Shoulder Harness
2. Personal Electronic Devices off
3. Air Vents / Comfort
4. Fire Extinguisher Location / Operation
5. Emergency Procedures & Exits

MISSION BRIEF

1. Mission Objective
2. Destination, WX, Route, Alt, ETE
3. NOTAMS
4. Crew Coordination & CRM
5. Sterile Cockpit Procedures
6. Cockpit Layout
7. Intercom & Radio Usage
8. Seats, Seatbelts, Doors
9. Emergency Action & Equipment

Before Starting Engine

1. Preflight Inspection..... Complete.
2. Passenger Brief Complete.
3. Seats / Belts / Shoulder HarnessAdjust and lock, check initial reel (front & rear).
4. Brakes.....Test & Set.
5. Circuit Breakers Check In.
6. Electrical Equipment Off.

Caution (See Complete Caution in POH)

The avionics switch (Bus 1 and 2) must be off during engine start....

7. Avionics Switch (Bus 1&2)..... Off.
8. Cowl Flaps Open.
9. Fuel Selector.....Both.

Starting Engine (Using Battery)

1. Throttle Control..... Open ¼ Inch.
2. Propeller Control.....High RPM.
3. Mixture ControlIdle Cut Off.
4. Stby Batt Switch.....Test/ (Hold for 20 seconds, verify that green test lamp does not go out), then ARM
5. Engine Indicating SystemCheck parameters, (verify no red X's through ENGINE page indicators).
6. Bus E VoltsVerify 24 volts min.
7. M Bus Volts Verify 0 volts.
8. Batt S Amps Verify Discharge (neg).
9. Stby Batt Annunciator Verify On.
10. Propeller Area Clear.
11. Master Switch (Alt and Bat)..... On.

Note

If engine is warm, omit priming procedure of steps 12, 13 and 14 below.

12. Fuel Pump Switch On.
13. Mixture Control..Advance to Full Rich, wait until fuel flow indication is stable, then return to idle cut off position.
14. Fuel Pump Switch Off.
15. Magnetos Switch..... Start.
16. Mixture Control..Advance to full rich when engine starts.

Note

If the engine floods, place the mixture control in the Idle Cut Off position, open the throttle control ¼ to full, and engage the starter motor (Start). When the engine starts, advance the mixture control to the Full Rich position and retard the throttle control promptly.

17. Oil PressureCheck.
18. Amps (M Batt & Batt S)Check charge (positive).
19. Low Volts Annunciator ... Verify Off.
20. Beacon Light Switch..... On as req.
21. Nav Lights Switch..... On as req.
22. Avionics Switch (Bus1&2) On.
23. Check MFD for correct A/C type and Jeppesen expiration dates, then press ENT.
24. ATIS / AWOS..... Copy.



Pre-Flight 2 of 4

Taxi

1. Mixture Control...Lean as required.
2. Brakes.....Test.
3. Heat / Vents / Defrost..As Required.
4. Attitude Indicator Verify Proper Ops.
5. Turn Coordinator.....Verify Ops.
6. H.I. & Compass..Verify Proper Ops.

Before Takeoff - Run-Up

1. Parking Brake Set.
2. Passenger Seat Backs...Most upright position.
3. Seats and Seat Belts..Check Secure.
4. Cabin Doors.....Closed and Locked.
5. Flight Controls.....Free & Correct.
6. Flight Instruments..Check no red Xs.
7. Altimeter:
 - PDF (Baro).....Set.
 - Standby Altimeter.....Set.
 - KAP 140 Autopilot (Baro)..Set.
8. G1000 Alt Sel.....Set.
9. KAP 140 Altitude Preselect.....Set.

Note

There is no connection between the G1000 Alt Sel feature and the KAP 140 autopilot altitude pre-select or altitude hold functions. G1000 and KAP 140 altitudes are set independently.

10. Standby Flight Instruments. Check.
11. Fuel Quantity.....Check.

Note

Flight is not recommended when both fuel quantity indicators are in the yellow arc range.

12. Mixture control.....Rich.
13. Fuel Selector Valve..Recheck Both.
14. Elevator & Rudder Trim..Set for Take Off.
15. Manual Electric Trim (MET) Check.
16. Throttle Control.....1800 RPM.
 - Magnetos Switch. Check (RPM drop 175 or 50 differential between magnetos.)
 - Prop Control..Cycle from high to low RPM, return to high RPM (full in).
 - VAC Indicators.....Check.
 - Engine Indicators.....Check.
 - Ammeters & Voltmeters.Check.
17. Annunciators Check none illuminated.

18. Throttle Control.....Check Idle.
19. Throttle Control 1000 RPM or less.
20. Throttle Friction Lock.....Adjust.
21. Com Frequency(s).....Set.
22. Nav Frequency(s).....Set.
23. FMS/GPS Flight Plan..As Desired.

Note
Check GPS 2 avail. on Aux Status page.

24. XPDR.....Set.
25. CDI Softkey.....Select NAV source.

Caution (See Full Caution in POH)
The G1000 HSI does not provide a warning "Flags". The missing D-Bar is considered to be the warning flag.

WARNING
(See Full Warning in POH)
Interruption of NAV signal to the autopilot will cause autopilot to revert to ROL mode with NO warning chime or PFD annunciation.

26. Autopilot.....Check then Off.
27. Wing Flaps..0°-20° (10° preferred).
28. Cowl Flaps.....Open.
29. Cabin Windows..Closed & Locked.
30. Time.....Record.
31. Strobe/Pulse Lights Switch.....On.
32. Brakes.....Release.

Takeoff

1. Flaps.....0°-20° (10° preferred).
2. Throttle Control.....Full.
3. Propeller Control.....2400 RPM.
4. Mixture Control...Full Rich, above 5000 ft. alt., lean for max. RPM.
5. Rotate.....50-60 KIAS.
6. Normal Climb Speed.....80 KIAS.
 - Short Field T.O..20° Flaps / 58 KIAS Until Clear.
 - Soft Field T.O..20° Flaps / Ground Effect ASAP.
8. Wing Flaps .Retract at safe altitude.

Normal Climb

1. Airspeed.....85-95 KIAS.
2. Throttle..23 Inches or Full (if less than 23 in. Hg.).
3. Propeller Control.....2400 RPM.
4. Mixture.....15 GPH or Full Rich (if less than 15 GPH).

5. Fuel Selector.....Both.
6. Cowl Flaps.....Open as required.

Cruise

1. Power15-23 In. & 2000-2400 RPM (no more than 80%).
2. Elevator & Rudder Trim.....Adjust.
3. Mixture.....Lean.
4. Cowl Flaps...Closed or as required.
5. FMS/GPS.....Review & Brief.

Descent

1. Power.....As Desired.
 2. Mixture.....Enrich as required.
 3. Cowl Flaps.....Closed.
 4. Altimeters:
 - PDF (Baro).....Set.
 - Standby Altimeter.....Set.
 - KAP 140 Autopilot (Baro) Set.
 5. G1000 Alt Sel.....Set.
 6. KAP 140 Altitude Preselect.....Set.
- Note
See note 1 under Before Takeoff – Run-Up.
7. CDI Softkey....Select NAV source.
 8. FMS/GPS.....Review & Brief.

See Caution in Before Takeoff Run-up.

See Warning in Before Takeoff-Run-up.

9. Fuel Selector valve.....Both.
10. Wing Flaps.....As Desired.

Before Landing

1. Pilot and Passenger Seat Backs Most Upright Position.
2. Seats & Seat Belts..Secured & Lock.
3. Fuel Selector.....Both.
4. Mixture Control.....Rich.
5. Propeller Control.....High RPM.
6. Landing & Taxi Light Switches On.
7. Autopilot.....Off.

Normal Landing

1. Airspeed...70-80 KIAS (Flaps Up).
2. Wing Flaps.....As Desired.
3. Airspeed..60-70 KIAS (Full Flaps).
4. Trim.....Adjust.
5. Touchdown.....Main Wheel First.
6. Landing Roll.....Lower Nosewheel.

7. Braking.....As Required.

Balked Landing

1. Power... Full Throttle & 2400 RPM.
2. Wing Flaps.....Retract to 20°.
3. Climb Speed.....55 KIAS.
4. Flaps..Retract Slowly (above 70 KIAS).
5. Cowl Flaps.....Open.

After Landing (Clear of Runway)

1. Wing Flaps.....Up.
2. Cowl Flaps.....Open.
3. Lights.....As Required.
4. Transponder..GND/STBY & 1200.
5. Mixture.....Lean.
6. Pitot Heat.....Off.

Securing Aircraft

1. Parking Brake.....Set.
2. Throttle Control.....Idle.
3. Electrical Equipment.....Off.
4. Avionics Switch (Bus 1&2).....Off.
5. Magnetos.....Check for Ground.
6. Mixture.....Idle Cut Off.
7. Magneto & Master Switch.....Off.
8. Tach Time.....Check/Record.
9. Stby Batt Switch.....Off.
10. Control/Avionics Lock.....Install.
11. Parking Brake.....Off.
12. Cowl Flaps.....Closed.
13. Fuel Selector.....Right.
14. Aircraft.....Secured & Locked.
15. Flight Plan.....Closed.

This checklist is a guide to coordinate Pilot Operating Handbook and STC data applicable to this particular aircraft only. The applicable Pilot Operating Handbook and STC installations remain the official documentation for this aircraft. The pilot in command is responsible for complying with all items in the Pilot Operating Handbook and applicable STCs.

Reviewed by:

Wing Director of Maintenance _____ Date _____

Pre-Flight 3 of 4

EMERGENCY PROCEDURES

C-182T N355CP

Engine Failure During Takeoff Roll

1. Throttle Control.....Idle.
2. Brakes.....Apply.
3. Wing Flaps.....Retract.
4. Mixture Control... Idle Cut-Off.
5. Magnetos Switch.....Off.
6. Stby Batt Switch.....Off.
7. Master Switch (Alt & Bat). Off.

Engine Failure Immediately After Takeoff

1. Airspeed
75 KIAS (Flaps Up).
70 KIAS (Flaps Down).
2. Mixture Control... Idle Cut-Off.
3. Fuel shutoff valve.....Off.
4. Magnetos Switch.....Off.
5. Wing Flaps.....As req. (Full Recommended)
6. Stby Batt Switch.....Off.
7. Master Switch (Alt & Bat). Off.
8. Cabin Door.....Unlatch.
9. Land..... Straight Ahead.

Engine Failure During Flight (Restart Procedures)

1. Airspeed 75 KIAS
(best glide speed).
2. Fuel Selector Valve.....Both.
3. Fuel Pump Switch..... On
4. Mixture.....Rich
5. Magnetos Switch..... Both
(or Start if propeller is stopped)

Note

If propeller is windmilling, engine will restart automatically within a few seconds. If propeller has stopped (possible at low

speeds), turn Magnetos switch to Start, advance throttle slowly from idle, and lean the mixture from full rich, as required to obtain smooth operation.

6. Fuel Pump Switch Off
Note
If the indicated fuel flow (FFLOW GPH) immediately drops to zero, a sign of failure of the engine-driven fuel pump, return the Fuel Pump switch to the On Position.

Emergency Landing Without Engine Power

1. Passenger Seat Back Most Upright Position.
2. Seats and Seat Belts .. Secure
3. Airspeed
75 KIAS (Flaps Up).
70 KIAS (Flaps Down).
4. Mixture Control ... Idle Cut-Off.
5. Fuel Selector Valve.....Off.
6. Magnetos Switch.....Off.
7. Wing Flaps.....As req. (Full Recommended)
8. Stby Batt Switch.....Off.
9. Master Switch (Alt & Bat) ...Off (when landing is assured).
10. Doors Unlatched Prior To Touchdown.
11. Touchdown Slightly Tail Low.
12. Brakes Apply Heavily.

Precautionary Landing With Engine Power

1. Passenger Seats ... Most Upright Position.
2. Seats and Seat Belts Secure.
3. Airspeed 75 KIAS.
4. Wing Flaps.....20°.

5. Selected Field....Fly Over, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed.

6. Avionics Switch (Bus1 & 2) ...Off.
7. Electrical Equip. Switches.....Off.
8. Wing Flaps Full (on final approach).
9. Airspeed70 KIAS.
9. Stby Batt Switch Off.
10. Master Switch (Alt and Bat) Off.
11. Doors.....Unlatch Prior To Touchdown.
12. Touchdown.... Slightly Tail Low.
13. Mixture Control Idle Cut Off.
14. Magnetos SwitchOff.
15. Brakes..... Apply Heavily.

Ditching

1. Radio..... Transmit Mayday on 121.5, giving location and intentions and Squawk 7700.
2. Heavy Objects (in baggage area) Secure Or Jettison (if possible).
3. Passenger Seat Backs Most Upright Position.
4. Seats and Seat Belts..... Secure.
5. Wing Flaps20° to Full.
6. PowerEstablish 300 Ft/Min descent at 65 KIAS.

Note

If no power is available, approach at 70 KIAS with flaps up or at 65 KIAS with 10° of Flaps.

7. Approach
High winds, Heavy Seas Into the Wind.
Light winds, Heavy Swells..... Parallel to Swells.
8. Cabin DoorsUnlatch.
9. Touchdown.....Level Attitude At Established Rate-Of-Descent.

10. Face..... Cushion at touchdown with folded coat.

11. ELT Activate.
12. Airplane..... Evacuate through cabin doors. If necessary, open window and flood cabin to equalize pressure so doors can be opened.
13. Life Vests and Raft..... Inflate When Clear Of Airplane.

Fire During Start On Ground

1. Magnetos Switch..... Start (continue cranking to start engine).
If Engine Starts:

2. Power..... 1700 RPM for a few minutes.
3. Engine....Shut Down and inspect for damage.

If Engine Fails To Start:

2. Throttle Control.....Full Open.
3. Mixture ControlIdle Cut-Off.
4. Magnetos Switch..... Start (continue cranking).
5. Fuel Selector Valve Push Down and Rotate Off.
6. Fuel Pump Switch.....Off.
7. Magnetos Switch..... Off.
8. Stby Batt Switch.....Off.
9. Master Switch (Alt & Bat) ..Off.
10. Engine..... Secure.
11. Parking Brake Release.
12. Fire Extinguisher Obtain.
13. Airplane..... Evacuate.
14. Fire Extinguish using fire extinguisher, wool blanket, or dirt.
15. Fire Damage Inspect...

Pre-Flight 4 of 4

Engine Fire in Flight

1. Mixture Control....Idle Cut-Off.
2. Fuel Selector Valve Push Down and Rotate to Off.
3. Fuel Pump Switch Off.
4. Stby Batt Switch..... Off.
5. Master Switch (Alt & Bat)..Off.
6. Cabin Heat and Air Off (except overhead vents).
7. Airspeed..... 100 KIAS. (If fire is not extinguished, increase glide speed to find an airspeed, within airspeed limitations, which will provide an incombustible mixture).
8. Forced Landing Execute. Refer to Emergency Landing Without Power.

Electrical Fire in Flight

1. Stby Batt Switch..... Off.
2. Master Switch (Alt & Bat)..Off.
- 3.Vents/Cabin Air/Heat... Closed.
4. Fire Extinguisher Activate.
5. Avionics Switch (Bus 1 & 2). Off.
6. All Other Switches (except magnetos switch) Off.

Warning
After The Fire Extinguisher Has Been Used, Make Sure That The Fire Is Extinguished Before Exterior Air Is Used To Remove Smoke From Cabin.

7. Vents/Cabin Air/Heat..... Open when it is ascertained that fire is completely extinguished. If fire has been extinguished and electrical power is necessary for continued flight to nearest

8. Circuit Breaker..Check for Open circuit(s), do not reset.
9. Master Switch (Alt & Bat) On.
10. Avionics Switch (Bus 1)..... On.
11. Avionics Switch (Bus 2)..... On.

Cabin Fire

1. Stby Batt Switch Off.
2. Master Switch (Alt & Bat) . Off.
3. Vents/Cabin Air/Heat ... Closed (to avoid drafts).
4. Fire Extinguisher Activate.

See Warning Under Electrical Fire in Flight.

5. Vents/Cabin Air/Heat Open when it is sure that fire is completely extinguished.
6. Land the airplane as soon as possible to inspect for damage.

Wing Fire

1. Land & Taxi Light Switches...Off.
2. Nav Light Switch Off.
3. Anticollision Strobe Light Switch Off.
4. Pitot Heat Switch Off.

Note

Perform a sideslip to keep the flames away from the fuel tank and cabin. Land as soon as possible using flaps only as required for final approach and touchdown.

High Main Battery Charge Current (M Bat Amps More Than 40)

1. Master Switch (ALT) Off.
2. Nonessential Elect. Equip. Off.
3. Avionics Switch (Bus 1&2) ...Off.
4. Flight..... Terminate as soon as practical.

Air Data

Red X – PFD Airspeed Indicator

1. ADC/AHRS Circuit Breakers Check In (ESS Bus and AVN Bus 1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Airspeed Indicator..Use for airspeed information.

Red X – PFD Altitude Indicator

1. ADC/AHRS Circuit Breakers... Check In (ESS BUS and AVN Bus 1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Altimeter Check current barometric pressure Set. Use for Altitude Information.

Attitude And Heading Reference System (AHRS) Failure

Red X – PFD Attitude Indicator

1. ADC/AHRS Circuit Breakers... Check In (ESS BUS and AVN Bus 1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Attitude Indicator ...Use for attitude information.

Red X – Horizontal Situation Indicator (HSI)

1. ADC/AHRS Circuit Breakers... Check In (ESS BUS and AVN Bus 1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Non-Stabilized Magnetic Compass Use for heading information.

PFD1 Cooling or MFD1 Cooling Annunciator(s)

1. Cabin Heat.....Reduce to min.
2. Forward Avionics Fan Check (feel for airflow from screen on glareshield). If Forward Avionics Fan Has Failed
3. Stby Batt Switch..... Off (unless needed for emergency power). If PFD1 Cooling or MFD1 Cooling Annunciator Does Not Go Off Within 3 Minutes Or If Both PFD1 Cooling And MFD1 Cooling Annunciators Come On
3. Stby Batt Switch.....Off (Land as soon as practical).

Vacuum System Failure

Low Vacuum Annunciator Comes On

Caution

If Vacuum Pointer Is Out Of The Green ARC During Flight Or The Gyro Flag Is Shown On The Standby Attitude Indicator, The Standby Attitude indicator Must Not Be Used For Attitude Information.

1. Vacuum Indicator (VAC)... Check EIS System page to make sure vacuum pointer is in the green arc limits.

For all other Emergency/Abnormal Procedures. See the POH – Section 3.

Reviewed by:

Wing Director of Maintenance
Date:



How to Query the NTSB Database



Accessing the NTSB Database

- Use your web browser to access the NTSB Database
 - <http://www.nts.gov/aviationquery/index.aspx>



The NTSB aviation accident database contains information from 1962 and later about civil aviation *accidents* and selected *incidents* within the United States, its territories and possessions, and in international waters. Generally, a **preliminary** report is available online within a few days of an accident. **Factual** information is added when available, and when the investigation is completed, the preliminary report is replaced with a **final** description of the accident and its probable cause. Full narrative descriptions may not be available for dates before 1993, cases under revision, or where NTSB did not have primary investigative responsibility.

- [Monthly lists](#) - accidents sorted by date, updated daily.
- [Investigations Nearing Completion](#) - List of investigations with estimated dates of publishing probable cause.
- [Downloadable datasets](#) - one complete dataset for each year beginning from 1982, updated monthly in Microsoft Access 2000 MDB format; this site also provides weekly "change" updates and complete documentation.
- [GILS record](#) - complete description of the accident database, including definition of "accident" and "incident".
- [FAA incident database](#) - complete information about incidents, including those not investigated by NTSB, is provided by the Federal Aviation Administration.
- [Data & Information Products](#) - lists other sources of information about aviation accidents, including publications, dockets, and press releases

This interactive search capability for the NTSB database, updated daily; see the and [data dictionary](#) before using the form for the first time.



Accessing the NTSB Database

Accident/Incident Information

Event Start Date (mm/dd/yyyy)

1/1/2000

Event End Date (mm/dd/yyyy)

12/31/2012

Month

All

City

State

Anywhere

Country

United States

Investigation Type

All

Injury Severity

All

Aircraft

Category

Airplane

Amateur Built

No

Make

Cirrus

Model

Registration

Damage**

All

Number of Engines**

Engine Type**

All

Operation

Operation

Part 91:General Aviation

Purpose of Flight**

All

Schedule

All

Air Carrier

Creating an NTSB Database Query

NTSB Status

Accident Number

Report Status

All ▼

Probable Cause Issue Start Date (mm/dd/yyyy)

Probable Cause Issue End Date (mm/dd/yyyy)

Event Details

Airport Name**

Airport Code**

Weather Condition**

None ▼

Broad Phase of Flight**

All ▼

Enter your word string below: (Searches both synopsis and full narrative; will slow the query performance)

Location information available for most cases in the United States since 2002. Refer to query help for limitations of location information.

Latitude**

Longitude**

Click this if you want an XML file to open in Excel for statistical analysis

Submit Query

Download XML

Download Delimited Text

Reset

Click this if you want a list of accidents with links to PDF files of Preliminary Reports, Factual Reports, and Probable Cause.

Database Query Results (Partial)

179 records meet your search criteria.

A docket of supporting materials may exist for factual and probable cause reports. Please contact Records Management Division. Dockets are not available for preliminary reports.

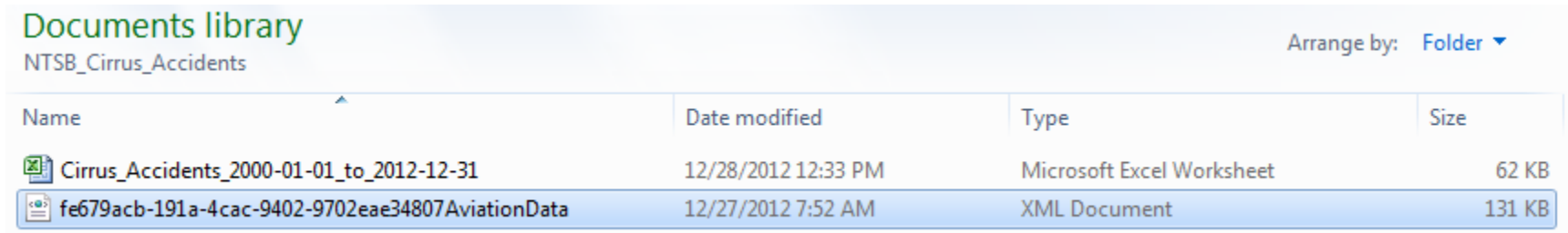
[Accident Database & Synopses](#) [Download XML](#) [Download Delimited Text](#)

Current Synopsis	PDF Report(s) (Published)	Event Date	Estimated Release	Location	Make/Model	Regist. Number	NTSB No.	Event Severity
Preliminary	Preliminary (11/20/2012)	11/16/2012		Show Low, AZ	CIRRUS SR22	N800RW	WPR13LA043	Nonfatal
Preliminary	Preliminary (11/13/2012)	10/21/2012		Pahokee, FL	CIRRUS DESIGN CORP SR22	N6839R	ERA13LA048	Nonfatal
Preliminary	Preliminary (10/31/2012)	10/15/2012		Parker, AZ	CIRRUS DESIGN CORP SR20	N499SF	WPR13LA011	Nonfatal
Preliminary	Preliminary (10/16/2012)	10/6/2012		Birmingham, AL	CIRRUS DESIGN CORP SR22	N80KW	ERA13LA012	Nonfatal
Preliminary	Preliminary (10/11/2012)	10/3/2012		Gary, IN	CIRRUS DESIGN CORP SR22	N308PJ	CEN13FA002	Fatal(2)
Probable Cause	Factual (11/01/2012) Probable Cause (12/19/2012)	10/2/2012	12/19/2012	Eden Prairie, MN	CIRRUS DESIGN CORP SR20	N750SR	CEN13CA007	Nonfatal
Preliminary	Preliminary (09/20/2012)	9/15/2012		Willard, MO	CIRRUS DESIGN CORP SR22	N436KS	CEN12FA633	Fatal(5)
Preliminary	Preliminary (09/12/2012)	9/1/2012		Falmouth, MA	CIRRUS DESIGN CORP SR22	N221DV	ERA12FA540	Fatal(1)

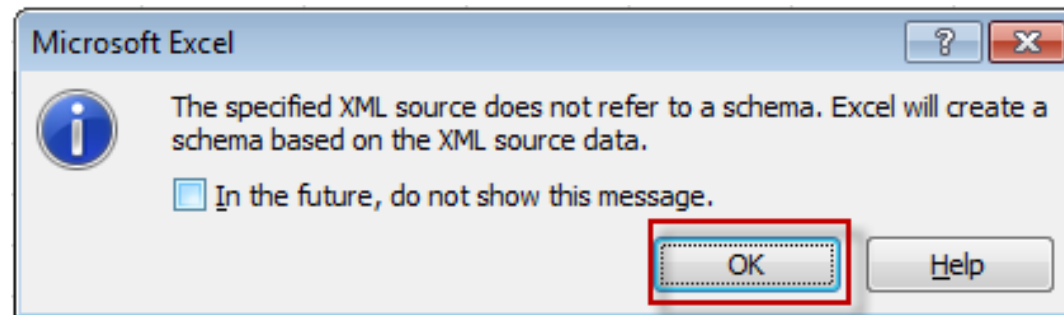
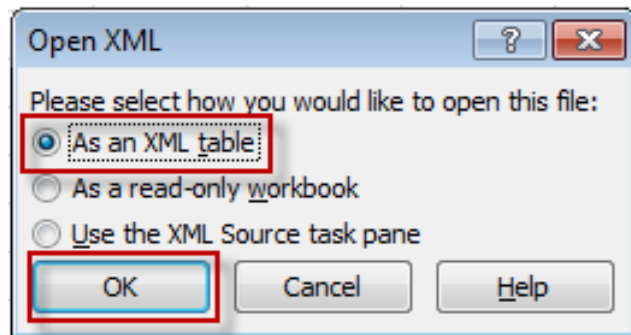


Download of Cirrus Accidents in XML Format (1 of 2)

- Download the XML file



- After you download the XML file, launch Excel and open the XML file



Download of Cirrus Accidents in XML Format (2 of 2)

- Your XML file will look similar to the screen shown below.
- You can save your XML file as an Excel workbook.

	A	B	C	D	E	F	G	H	I	J	K	L
1	EventId	InvestigationType	AccidentNumber	EventDate	Location	Country	Latitude	Longitude	AirportCode	AirportName	InjurySeverity	AircraftDamage
2	20121116X62231	Accident	WPR13LA043	11/16/2012	Show Low, AZ	United States	34.218889	-109.873889			Non-Fatal	Substantial
3	20121106X04117	Accident	ERA13LA048	10/21/2012	Pahokee, FL	United States	26.784444	-80.689444	PHK	Palm Beach County Glades Airpo	Non-Fatal	Substantial
4	20121015X75934	Accident	WPR13LA011	10/15/2012	Parker, AZ	United States	34.110556	-114.627500	P20	Parker	Non-Fatal	Substantial
5	20121007X94725	Accident	ERA13LA012	10/06/2012	Birmingham, AL	United States	33.563889	-86.752222	BHM	Birmingham International	Non-Fatal	Substantial
6	20121003X24635	Accident	CEN13FA002	10/03/2012	Gary, IN	United States	41.616111	-87.412778	KGYG	Gary/Chicago Int'l Arp	Fatal(2)	Substantial
7	20121007X75550	Accident	CEN13CA007	10/02/2012	Eden Prairie, MN	United States	44.823056	-93.455278	KFCM	Flying Cloud	Non-Fatal	Substantial
8	20120915X35028	Accident	CEN12FA633	09/15/2012	Willard, MO	United States	37.305278	-93.428334	SGF	Springfield-Branson National	Fatal(5)	Substantial
9	20120901X42234	Accident	ERA12FA540	09/01/2012	Falmouth, MA	United States	41.584722	-70.542777	5B6	Falmouth Airpark	Fatal(1)	Substantial
10	20120828X83828	Accident	CEN12CA576	08/25/2012	Watkins, CO	United States	39.766667	-104.525000	KFTG	Front Range Airport	Non-Fatal	Substantial
11	20120731X35733	Accident	CEN12LA495	07/29/2012	Lakeview, AR	United States			3MO	Gastons Airport	Non-Fatal	Substantial
12	20120723X43615	Accident	ERA12LA473	07/22/2012	Pickens, SC	United States	34.810000	-82.702778			Non-Fatal	Substantial
13	20120715X25131	Accident	WPR12FA305	07/14/2012	Salina, UT	United States	38.819723	-111.432223			Fatal(2)	Substantial
14	20120711X12055	Accident	ERA12FA438	07/11/2012	Moscow, TN	United States	35.056389	-89.386389			Fatal(1)	Substantial
15	20120706X65711	Incident	WPR12IA296	06/17/2012	Deer Valley, AZ	United States	33.686111	-112.076111	DVT	Deer Valley	Incident	Minor
16	20120530X50747	Accident	WPR12FA235	05/29/2012	Duck Creek Village, UT	United States	37.435000	-112.765000			Fatal(4)	Substantial
17	20120427X35846	Accident	ERA12FA303	04/27/2012	Anderson, SC	United States	34.493889	-82.707778	KAND	Anderson Regional Airport	Fatal(1)	Substantial





Parting Thoughts





Just a Real Nice Picture of a Cessna 172S





The Three Most Useless Things to a Pilot

- **The runway behind you**
 - **Moral:** know your aircraft's take-off minimums and calculate the weight and balance for your flight, your airport's runway length, density altitude, any obstacles to be cleared
- **The altitude above you**
 - **Moral:** know your aircraft's power settings for climb, cruise, and descent
- **The fuel on the ground below you**
 - **Moral:** know your aircraft's fuel capacity, fuel system, GPH burn rate, and winds aloft for the route of flight.
- **Utilize superior judgment to avoid needing to use superior skill**
 - **Moral:** know your aircraft's systems and how to use them



Credits and Information



CAP References and Information

- **Some CAP Cessna 182T-specific references**
 - http://williamjdoylejr.net/G1000_2013/N355CP/N355CP_Check_List.pdf - Checklist for N355CP
 - http://williamjdoylejr.net/G1000_2013/N355CP/POH_182T.pdf - Cessna 182T Airplane Information Manual (G1000 and KAP 140 Autopilot)
 - http://williamjdoylejr.net/G1000_2013/N355CP/n355cp_w&b.xls - N355CP weight and balance
- **CAP Ground Handling Video**
 - <https://www.capnhq.gov/CAP.eServices.Web/default.aspx?ReturnUrl=https://www.capnhq.gov/CAP.MultiMedia.Web/Video.aspx>
- **CAPR 60-1 – CAP Flight Management**
 - http://www.capmembers.com/media/cms/R060_001_E70E3BAE1C0D4.pdf
- **CAPR 62-1 – CAP Safety Responsibilities and Procedures**
 - http://www.capmembers.com/media/cms/R062_002_211E97E99C6A4.pdf
- **CAPR 62-2 – Mishap Reporting and Review**
 - http://www.capmembers.com/media/cms/R062_002_211E97E99C6A4.pdf



References and Information

- **Author of Presentation**

- William J. Doyle, Jr., CFI A&I, AGI, IGI, Cessna CFAI
 - FAA FAAST Team Representative, PHL FSDO

- **Downloading This Presentation**

- Uses PowerPoint 2003 and later
- Password-protected, so click on the “Read Only” button
- <http://williamjdoylejr.net/FAAST> - all of my FAAST Team presentations
- http://williamjdoylejr.net/FAAST/FlightPlanning/Pre-Flight_Planning_Cessna182T.ppt
- http://williamjdoylejr.net/FAAST/What_IF/Airplane_Performance/What_If_Airplane_Performance_ADM.ppt
- http://williamjdoylejr.net/FAAST/What_IF/What_If_VFR_into_IMC.ppt
- http://williamjdoylejr.net/FAAST/Cirrus/Cirrus_SR20_and_SR22.ppt
- http://williamjdoylejr.net/FAAST/W&B/Weight_&Balance_Cirrus_SR20.xls
- http://williamjdoylejr.net/FAAST/Cessna/Cessna_172_182_and_206.ppt
- http://williamjdoylejr.net/FAAST/W&B/Weight_and_Balance.ppt



References and Information

- **NTSB Accident Database**
 - <http://www.nts.gov/aviationquery/index.aspx>
- **Electronic Code of Federal Regulations – Title 14 Aeronautics and Space**
 - http://www.ecfr.gov/cgi-bin/text-idx?sid=fd0d4ed9821626f95caf8cad8372ce03&c=ecfr&tpl=/ecfrbrowse/Title14/14tab_02.tpl
- **Electronic Code of Federal Regulations – Title 14 Chapter I-- Federal Aviation Administration, Department of Transportation, Subchapter D – Airmen**
 - http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?sid=fd0d4ed9821626f95caf8cad8372ce03&c=ecfr&tpl=/ecfrbrowse/Title14/14cfrv2_02.tpl

Just a Real Nice Picture of a Cessna 182T





FAASTeam

on

Don't Pop Your Plugs!

**VFR / IFR Flight Planning and Preflight
Preparation:**

**Things You Need to Know as a Pilot During
Planning and Preflight For a VFR / IFR Flight**

Questions?

Comments?

Ideas?





This Completes Don't Pop Your Plugs!

VFR / IFR Flight Planning and Preflight Preparation: Things You Need to Know as a Pilot During Planning and Preflight For a VFR / IFR Flight

Be sure to sign in so your attendance is record validated!

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**PHL FSDO FAAST Program Manager – Eileen Iandola
Eileen.J.Iandola@FAA.gov**

