



Sports Flying Academy -0800-001-931

Passenger Brief- To be completed prior to passenger embarking.

S – Seat Belts

Please can you ensure that your seatbelts are securely fastened and remain so throughout the duration of the flight. Demo procedure.

E – Emergency exits

If we need to exit the aircraft in an emergency we exit via the cockpit canopy. In an emergency I will unlatch the canopy however I will now demonstrate how to unlatch it yourself.

S – Smoking

You are bound by law to not smoke on the apron, during take-off and landing, during refueling or inside the hangar. Furthermore I request that you refrain from smoking throughout the duration of the flight.

L- Luggage

Your luggage can be stowed behind the seats and I can assist you with that.

A – Air vents

Please let me know if you require air and I will help you with these.

L – Lifejackets.

Please ensure that you wear your lifejacket for the duration of the flight. To inflate the lifejacket simply pull down on the inflation tab here. (Show where tag is.) Please only inflate the lifejacket when you are outside of the aircraft.

E – Emergency equipment.

This aircraft is fitted with a Personal locator beacon and that can be found between the seats. In an emergency please take the beacon before departing the aircraft. To operate open the flap and extend the antenna. Give it a clear view of the sky and follow the instructions contained within to switch on. If you leave the aircraft please take the beacon with you. This will contact a satellite and request emergency search and rescue. We also have a satellite tracking system called Spidertracks on board the aircraft. This will actively monitor our entire flight and automatically request emergency assistance should it detect a problem. There is also a fire extinguisher and first aid kit behind your seat.

C – Controls

Please ensure that your feet are well away from the rudder pedals at all times. Also ensure that you do not touch the control column or any other controls at any time.

S – Silence

Whilst I am departing and arriving from the airport I need you to be as quiet as possible so that I can listen to the radio and talk with air traffic control. Please let me know if you have a question or you wish to report something to me.

Other than that, please relax and enjoy your flight. If I can be of any assistance please do not hesitate to ask.



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Take off safety brief. (This briefing to be read to yourself before takeoff.)

In the event of an engine failure or malfunction whilst on the runway I will reject the take off, close the throttle, gently brake and exit the runway as soon as practical.

In the event of an engine failure or malfunction after take off but with runway remaining, I will lower the nose, close the throttle, select full flap as appropriate and land straight ahead, gently braking and exiting the runway as soon as possible.

In the event of engine failure or malfunction after take off but with no runway remaining I will lower the nose for the best glide speed -65 KIAS, find a suitable landing field within 30 degrees of the aircraft center line, close the throttle, fuel off and land straight ahead with flap as required. Master off for landing and open doors.

At or above 300 ft I will adopt the best glide speed and check the following:

- Fuel on.
- Fuel pump on.
- Fuel pressure checked
- Oil pressure checked.
- Switches checked. Ensure mags on and masters on
- Throttle set for restart.
- Attempt restart
- Mayday call if I have time.

If the problem is not solved I will continue as already planned.

Threat and Error departure briefing. (TEM.)

Threats – Identified and managed. (Traffic, birds, sun, parachutes, Air New Zealand traffic etc.)

Weather – (Wind, Turbulence, cloud, visibility, icing etc.)

Operational – (Aircraft defects, windscreen, EFATO, fuel.)

Pilot – I'm Safe. Illness, medication, stress, alcohol and drugs, fatigue, eating and hydration.

Performance – Decision point, temperature, density altitude, runway distance, altitude, climb above/turn away from terrain.