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| |  | | --- | | **PASSENGER FLIGHT SAFETY INFORMATION** | | **EMERGENCY INFORMATION** | | For All passengers | | All certified pilots are trained and tested for a multitude of emergency situations. In the unlikely event of an emergency, please remember the following:   * **STAY CALM**. This allows the pilot to concentrate on the problem. * In the unlikely event that the plane is to be landed somewhere other than an airport, take a moment to re-familiarize yourself with the use of the **AIRCRAFT EXIT** on the right side of the aircraft and be prepared to exit the aircraft in a quick, efficient manner. You must unlatch the top latch by moving the handle forward and pull up on the lower handle to exit. * During particularly rough off-airport landings, it may be advisable to **ASSUME A BRACE POSITION**, such as by bending over at the waist, putting your head between your knees, and covering your head, face, and upper body with a jacket. * There is an **EMERGENCY KIT** located in the rear of the airplane which contains some basic first aid and survival gear. The kit is red with a white cross patch on the front. | | For Passengers Seated at a Pilot Position | | In the **EXTREMELY** unlikely event of pilot incapacitation, a passenger sitting in a pilot position can take the following steps:   * **STAY CALM** – this will allow you to concentrate on solving the problem. * **FLY THE AIRPLANE**. At no point should you get so concerned with instruments or attending to other issues that you lose track of where the aircraft is heading. * **Transmit a MAYDAY call** on the **distress frequency** of **121.5**. Tune the radio to this frequency and make sure the radio is selected on the COM panel (top of the radio stack, radios are marked “COM1” and “COM2,” push button corresponding to the radio you wish to use). Remember to press the transmit button (red button on the yoke) to talk to the outside world, and release the button to listen. **Speak slowly and clearly – don’t panic.** There are trained professionals at the other end who can help you. Start your transmissions with the word “MAYDAY” and the aircraft identification (**N7331W**). * If you are familiar with the **TRANSPONDER** (right side of the dashboard, rectangular box with a green display), set the **DISTRESS CODE** of **7700** by pressing the corresponding numbers on the front. This will trigger the alarms of all local ATC facilities and alert them of the situation. * If the aircraft is on the ground and the pilot is incapacitated, **shut off the engine by pulling the red “mixture control” knob all the way towards you**. Push the button on the top of the control to move it. You can also turn off the master power switch located on the far left side of the panel near the pilot’s left knee. | | **Piper PA-28-180 / Nick Leghorn** | |  | |  |  | | --- | --- | | **PASSENGER FLIGHT SAFETY INFORMATION** | | | **EMERGENCY INFORMATION IS ON THE REVERSE SIDE** | | | Please Read the Following Before Flight | | | Before Flight | Please be sure to use the restroom before boarding the aircraft. It is recommended that you drink some water before the flight as well. | | Seatbelts | All passengers and crew are required to wear their seatbelts for taxi, takeoff, and landing. However it is recommended that you keep your seatbelt fastened for the entire journey. Please ask your pilot if you are not familiar with the way your seatbelt functions or have any concerns. | | Medical Factors | If at any time during the flight you feel nauseous, light headed, dizzy, faint, numb, motion sick, too cold or too hot, or in any other way physically ill or uncomfortable, please let the pilot know. Do not be embarrassed or timid – it may only make things worse. Please take a moment to familiarize yourself with the airsickness bags before flight. | | Exiting the Aircraft | Please take a moment to familiarize yourself with the use of the doors / exits on this aircraft. **DO NOT STEP ON THE FLAP!** | | Turbulence | Be advised that the aircraft may be subject to turbulence – a bumpy roughness that may be uncomfortable or unpleasant at times. Turbulence is mostly a factor of atmospheric conditions such as the wind. Aircraft such as this one are certified to be able to withstand significant turbulence. If you have concerns about turbulence, ask your pilot. | | Communications | You have been provided with a headset to wear during this flight. You will hear the same air traffic radio communications that the pilot does as well as everyone else in the aircraft. Your voice will not leave the aircraft unless one of the front seat occupants presses and holds the red “TRANSMIT” button located on one of the aircraft yokes, so don’t be afraid to speak up. However, during takeoff and landing it is important to remain quiet so that the pilot can concentrate. | | For All Passengers | | | There will be multiple other airplanes sharing the skies with us today. In order to make the flight as safe as possible please keep watch out the windows for other planes and **ALERT THE PILOT IF YOU SEE ANOTHER AIRPLANE FLYING IN THE AREA.** | | | For Passengers Seated at a Pilot Position | | | Passengers seated in a pilot seat are asked not to touch the controls or instruments without authorization from the pilot. Specifically, take care not to step on or interfere with the pedals on the floor at your feet or the yoke in front of you. | | | Smoking | | | Smoking is not permitted within the aircraft and only in designated locations. | | | **Piper PA-28-180 / Nick Leghorn** | | |