

***Skywarrior, Inc.***  
4141 Jerry L. Maygarden Road  
Pensacola, Florida 32504



# ***Safety***

Welcome to Skywarrior. Your safety and the safety of all personnel at Skywarrior during your training is our first priority. Following the listed safety procedures and practices will help you and your fellow students develop a mindset that will always include safe practices during any aviation related operation.

This manual will be read and understood before flight training begins.

This safety manual complies with 14CFR §141.93(3)

**Skywarrior, Inc.**  
4141 Jerry L. Maygarden Road  
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## Revision Control Page

Revision	Date	Initials
Original	15 June 2009	LT
1	15 March 2010	LT
2	29 December 2014	WT
3	10 March 2016	WT
4	30 April 2016	WT
5	7 March 2016	DD
6	23 March 2016	DW
7	30 August 2016	GS

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## Safety Handout

List of Effective Pages

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## Weather Minimums

### **Dual Weather Minimums**

**IFS and Private Pilot-** All flights will be conducted in accordance with Basic VFR Weather Minimums as per FAR 91.155.

**Other** – For flights conducted in IFR conditions, the ceiling may be no lower than 200' above the DA/MDA for the instrument approach in use at the airport of intended landing.

### **Solo Weather Minimums**

All flights will be conducted in accordance with Basic VFR Weather Minimums as per FARs 61.89 and 91.155. However, good judgment will be used by students and instructors to plan flights and make the “go/no-go” decision based on current and forecast weather, the flight profile, and the solo pilot's level of proficiency. Solo cross country flights will require ceilings of at least 3000 feet and visibility of 5 statute miles visibility.

### **Wind Limits - Student Solo Flights**

Students will observe the limits for winds given on their endorsements (IFS crosswind limitation is 7 knots maximum crosswind- no exceptions).

If total wind exceeds authorized limits after a student pilot initiates solo flight in the local area, they shall terminate the flight as soon as practicable. If crosswinds exceed authorized limits after a student pilot initiates solo flight in the local area, they should land on a runway for which the crosswind is within authorized limits, or if this becomes impossible, on a runway most nearly aligned with the wind.

### **Wind Limits – Dual Flights**

Dual flights will comply with any limitations listed in the Pilot's Operating Handbook for their airplane. No flights shall be dispatched if total wind is sustained above 25 knots or if the crosswind component (Including gusts) exceeds the demonstrated crosswind component in the POH for that airplane.

### **Frost, Snow, and Ice**

Flight shall not be attempted with frost, snow, or ice on the airplane. Particular attention will be given to the wings, empennage, primary and secondary flight controls. Snow may be brushed off of airplane surfaces. Frost, frozen snow, and ice will not be removed by chipping or scraping methods which might damage painted or Plexiglas surfaces. Direct application of hot water shall not be used where ground or flight temperatures are freezing or lower, as the water may refreeze in control linkages. The preferred method for removal of frost, frozen snow, and ice is the placement of the airplane in the heated maintenance hangar or in direct sunlight until the surfaces are clear and control linkages dry.

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## Dispatching of Aircraft

Before departing for any flight, a Dispatch Form will be filled out entirely and left with the dispatch desk. Aircraft status shall be checked online at myflighttrain.com prior to each flight to ensure plane is in airworthy status and that no open discrepancies exist. All planes must be checked in and out by filling out the necessary information in full.

After completion of a flight during regular business hours, the flight will be closed out with the Dispatcher. If a flight departs and/or arrives after business hours, the Vice President of the Company, the Chief Flight Instructor or Director of Operations will be notified by phone call or text.

If a flight does not arrive within 30 minutes of proposed ETA, a phone search will be initiated. If the aircraft still cannot be located within 1 hour, the FAA (Flight Service Station) will be notified.

SKY WARRIOR FLIGHT TRAINING DISPATCH FORM							
TYPE IFR <input type="checkbox"/> VFR <input type="checkbox"/> DVFR <input type="checkbox"/>	Aircraft ID	Aircraft Type/Equipment	Departure Point	Departure Time	Destination	Arrival Time	Fuel On Board  Hours ____ Min ____
Route of Flight				Alternate Airports		NO. Aboard	Aircraft Color
Pilot/Student Name, Telephone Number		Instructor Name  On Board <input type="checkbox"/> Yes <input type="checkbox"/> No		Discrepancies Checked: Yes <input type="checkbox"/> No <input type="checkbox"/> Tach Times Checked: Yes <input type="checkbox"/> No <input type="checkbox"/> PIC Signature: _____			
<ol style="list-style-type: none"><li>1. During business hours this form shall be given to the Dispatcher prior to departing.</li><li>2. Any VFR X-Country flight MUST file and activate a VFR FLIGHT PLAN.</li><li>3. All flights terminating at KPNS during business hours shall be closed with SkyWarrior Dispatch.</li><li>4. Any flight departing and/or arriving after business hours must contact by phone or text one of the following:<ul style="list-style-type: none"><li>• Vice President, Greg Sigler at 646-584-5837</li><li>• Chief Flight Instructor, Doug Dobson at 850-982-4408</li><li>• Director of Maintenance, Ronald Dunn at 205-461-4701</li></ul></li></ol> <p>NOTE: Failure to comply may result in suspension of any further flight training or rental agreements.</p>							

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## Starting & Taxiing Airplane

### **Preflight**

Fuel that is sumped from the aircraft shall not be thrown on the ground. Uncontaminated fuel may be poured back into the tank; contaminated fuel shall be poured into the fuel containers located adjacent to the maintenance hangar.

After preflight, if the aircraft is not to be immediately flown, insure that chocks are in place and that the control lock is reinstalled. The doors should be closed to prevent objects from falling out of the plane. In gusty conditions, leave the aircraft tied down and retract the flaps.

### **Engine Start**

The airplane shall be positioned for start so that the prop blast is directed away from other airplanes, open hangars, and persons on the ramp.

Ensure chocks and tie-down lines are removed prior to entering the airplane for engine start.

All radios and avionics shall be turned off for engine start, either individually or with the avionics master switch, if installed. Always visually clear the propeller area and loudly call “**Clear Prop**” prior to engaging the starter.

Turn on the beacon, anti-collision lights or strobes in the Seminoles prior to engine start as an additional visual safety warning of a turning propeller.

Prime the engine as needed prior to attempting to start. If you are unsure of how to properly prime the engine, ask for assistance from an instructor. If the engine does not fire within TEN seconds, discontinue the start and reattempt after allowing the starter to cool for at least 30 seconds. Verify switches, status of prime, flooding, ignition, etc. prior to engaging the starter again. Avoid the use of excessive throttle on engine start. The tachometer should not exceed 1000 revolutions per minute (rpm) on a normal start, both to avoid excessive engine wear and to keep prop blast to a minimum. If no oil pressure is indicated within 30 seconds, shut down the engine and consult the dispatch desk.

### **Ground Operations**

To preclude landing light damage or premature burnout, landing/taxi light(s) shall not be turned on during daytime ground operations, except when visibility is less than or equal to 3 sm. Any Approved Flight Manual (AFM) or Pilot's Operating Handbook (POH)/Information Manual limits on landing light ground operation shall be observed.

Prior to taxi, obtain current conditions from UNICOM, ASOS, AWOS, or ATIS, if available.

A brake check shall be accomplished within the first few feet of initial airplane movement. Do not ride the brakes during taxi; use power reduction to control taxi speed, using the brakes if necessary only after the power has been reduced to idle.

Controls shall be positioned as appropriate for existing wind.

Taxi speed on the ramp and in any congested area shall be no faster than a person walking (approximately 3-5 mph), slower if necessary. On the ground it is the pilot's responsibility to ensure that he/she has adequate wing tip clearance in which to maneuver his/her airplane. Do not exceed 1500 rpm in other than designated run-up areas.

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For run-up, position the airplane with the prop blast directed off the taxiway into the grass or as directed by the Airport Facilities Directory, and away from other airplanes behind you. Use the toe brakes for the run-up regardless of the parking brake setting and continuously clear the area for traffic. Refer to the airplane's POH/AFM for run-up checklist to ensure all items have been accomplished.

## Fire Precautions & Procedures

### **Fire precautions and procedures**

Fire in an airplane is an extremely dangerous situation and one that requires immediate action. The checklist provided for each airplane covers procedures for fires. Familiarize yourself with these procedures prior to beginning your flight training. After the appropriate procedure, evacuate the airplane and **do not attempt to fight the fire. If able, contact ATC or Advise the Dispatch Desk to call 911.**

## Un-programmed Landing Procedures

### **Re-dispatch Procedures after un-programmed landings, on and off airports**

In the event of a hard landing or a landing causing damage, the aircraft shall not be flown without maintenance approval. In the event of an off-airport landing or a landing at an unapproved airport, the aircraft **SHALL NOT BE FLOWN WITHOUT SPECIFIC AUTHORIZATION FROM THE CHIEF FLIGHT INSTRUCTOR OR VICE PRESIDENT OF SKYWARRIOR.** The dispatch desk phone number is **(850) 433-6115.**

Report the event, pilot/passenger status, airplane status and location to one of the following:

Vice President, Greg Sigler at **(646)-584-5837**  
Director of Maintenance Ronald Dunn **(205) 461-4701**  
The Chief Flight Instructor Doug Dobson **(850)-982-4408**

The above personnel will coordinate with Maintenance personnel @ **(850) 433-6116** to safely recover the airplane and pilots/passengers.

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## MAINTENANCE PROCEDURES

### **Maintenance Record Keeping and Return to Service**

All aircraft maintenance actions shall be recorded in the permanent aircraft logs IAW Federal Aviation Regulations. The aircraft permanent logbooks are kept in the office of the Director of Maintenance in Pensacola, FL. Aircraft maintenance log entries into the permanent aircraft logs constitutes "Return-To-Service" for all scheduled (100 Hour Inspections / Annual Inspections) and unscheduled maintenance. The Return-to-Service determination for the aircraft will be made by the Director of Maintenance. A "Return-To-Service" entry will also be made in Myflighttrain to reflect the current aircraft status.

### **Discrepancies**

It is the Pilot in Command (PIC) responsibility to complete a thorough pre & post flight of the aircraft. In the event a discrepancy is discovered before, during or after a flight the PIC will complete in its entirety an "Aircraft Maintenance Discrepancy Form". Once the form has been completed it shall be given to the dispatcher for entry into Myflighttime.com, who will also notify the Director of Maintenance (DOM). If the discrepancy is a downing discrepancy (IAW FAR 91.205) the dispatcher shall retain the aircraft can log, keys and put both in the Open Discrepancy wire basket at the dispatcher counter. In the event the dispatcher is unavailable the form shall be given to the Director of Maintenance or his delegate who will enter it into Myflighttrain.com and if need be retain the aircraft can log and keys. In the event neither the dispatcher nor DOM is available the aircraft shall not be operated, the "Aircraft Maintenance Discrepancy Form" shall be completed, and left in the aircraft can log and shall be left in the black wire basket on the counter of the dispatcher.

If a discrepancy is discovered while off station the PIC shall notify the dispatcher. The dispatcher shall enter the discrepancy into Myflighttrain.com and notify DOM of discrepancy and notify Director of Operations (DOO) there is a crew stranded off station. The DOM & DOO will decide if the discrepancy prevents continued operations IAW FAR 91.205 and then take appropriate actions to either have the aircraft fly directly back to home station or coordinate efforts to recover both aircraft and crew. In the event the dispatcher is unavailable then the PIC shall contact the DOO or his delegate. The DOO will notify the DOM and the two will coordinate efforts to recover both aircraft and crew. In the event neither the DOM nor DOO are available then the dispatcher shall coordinate efforts to recover the crew only and ensuring the aircraft can log and keys are returned with the crew.

### **Satellite Operation (Enterprise Alabama)**

If a discrepancy is discovered the PIC will notify the DOM directly via phone (850) 433-6116. The PIC will then send an email ([Ron@Skywarriorinc.com](mailto:Ron@Skywarriorinc.com)) detailing the discrepancy. This email shall contain the following information:

- N# of aircraft
- Tach time

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- Name and title of individual reporting discrepancy
- The discrepancy

This information will serve in place of a completed "Aircraft Maintenance Discrepancy Form" and the DOM or delegate shall enter the discrepancy into Myflighttrain.com. The DOM will inform the DOO of the discrepancy then coordinate sending a maintenance crew to Enterprise or flying the aircraft back to Pensacola within the limitations of FAR 91.205 or applying for a ferry permit if need be. Once discrepancies are corrected at a satellite facility the DOM will make the appropriate entries on Myflighttrain and in the permanent logs as well as advise the satellite manager via email and/or telephone that the aircraft has been returned to service.

In the event an PIC off station experiences a discrepancy after normal business hours of 0800 – 1700 shall contact Greg Sigler at 646-584-5837. In the event he is unavailable then the PIC should contact the DOO.

## **Deferred Discrepancies**

Deferred discrepancies not requiring parts shall be cleared within 7 normal duty days of original entry into Myflighttrain.com. Discrepancies requiring parts shall be noted in Myflighttrain.com as follows:

- Part on order
- Date part was ordered
- Vendor part has been ordered from
- Tracking number of shipment from vendor

Deferred discrepancies requiring parts shall be cleared within 7 normal duty days of part arrival on station.

## **Securing of Airplane**

### **Parking/Securing Airplanes**

Park in designated airplane parking areas only. Additionally, no airplane shall be parked unattended on any active taxiway or movement area. Aircraft will not be maneuvered between other parked aircraft unless being marshalled or the aircraft can be pulled straight in (no weaving between parked aircraft). Aircraft that cannot be taxied straight in will be parked in front of the space and pushed back using a tiller bar. The airplane must be chocked with the control/gust lock in place (if no gust lock is available, place the lap belt over the yoke and fasten to secure). After every flight, the airplane should be tied down. The sunscreen and pitot tube cover should be installed (if available). All doors, windows and vents shall be closed and secured. Seatbelts shall be placed over seat cushion and fastened to prevent web deterioration and/or cuts which result from leaving the belts being left on the floor or across the seat tracks. Rudder gust locks should be installed if high winds are experienced or expected.

If severe weather (i.e. tornado, microburst, hail or ice pellets, or winds exceeding 30 knots) is approaching, the airplane shall be hangared if space is available.

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After each flight the aircraft binder shall be returned to the Dispatch desk and the ignition key returned to the status board. Give the closed SkyWarrior Flight Training Dispatch Form to the Dispatch desk personnel. After recording the tach and hobbs times in Myflighttrain.com, the aircraft binder will be returned to the Dispatch desk and stored in a secure area within Operations.

## **Minimum Fuel Reserves**

### **Fuel Reserve**

A pilot shall not begin a flight unless there is sufficient fuel to complete the planned flight profile to the first point of intended landing, fly from that airport to an alternate (if an alternate is required), and then fly after that for at least one hour at normal cruise consumption, applying forecast winds and temperatures for the intended altitude and route.

For flight planning purposes, fuel computations will be based on consumption figures from the airplane manufacturer's best power cruise performance chart or the engine manufacture's data, whichever yields higher fuel consumption rates. Engine start, taxi, run-up, and takeoff fuel usage will be included.

## **Avoidance of other Aircraft**

### **Avoidance of other aircraft on the ground and in flight**

It is the pilot's responsibility to ensure that he/she has adequate clearance to taxi his or her airplane. "See and avoid" applies for both ground and air operation. It is essential that pilots be alert and look for other traffic and when approaching, departing or taxiing at any airport.

At uncontrolled airports, the CTAF shall be used by all Skywarrior flights to announce position and intentions during ground and air operations. Be aware that not all aircraft have communication capability, or pilots may not communicate their presence or intentions so there is no substitute for visual scanning and situational awareness. A majority of midair collisions occur within five miles of an airport during daylight hours, and in VFR conditions. It is important that the pilot's eyes not become fixated inside the cockpit but be kept outside the cockpit.

## **Minimum Altitude Limitations**

### **Flight Altitude Minimums**

All flights will be conducted in accordance with the Minimum Safe Altitudes as per FAR 91.119. When flying maneuvers, reference the Practical Test Standards for the appropriate minimum altitudes.

## **Approved Airports/Takeoff and Landing Restrictions**

A pilot shall not take off or land on any runway less than 2500 feet long or the sum of the takeoff roll and landing roll, whichever is greater. A pilot shall not take off or land on any runway less than 40 feet wide or on an unpaved airport. A pilot shall only land SWI airplane at airports listed in the Airport/Facility Directory that comply with these restrictions. The SWI Chief Flight Instructor may approve exceptions on an individual basis. When such an exception is approved, the PIC shall be an approved SWI Flight Instructor.

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## Simulated Emergency Landings

Minimum safe altitudes will be observed in accordance with FAR 91.119. Simulated emergency landings should be terminated no lower than an altitude which permits a safe landing should the engine fail when over a runway, or no lower than 500AGL otherwise. When safety and time considerations permit, simulating emergency landings over airports and flying the simulated emergency through to landing is permitted if the runway is acceptable and authorized for use. Care should be taken to ensure the engine does not suffer any adverse effects from cooling during prolonged descents. Clearing the engine periodically (500 foot intervals recommended) should ensure that the engine will perform well once the throttle is reapplied. Do not reapply throttle too quickly when terminating the simulated emergency. Smoothly open the throttle from idle to full (or as required) over the course of approximately 2 seconds.

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## Practice Areas

The following ground references may be used to define the borders of practice areas:

### Northwest

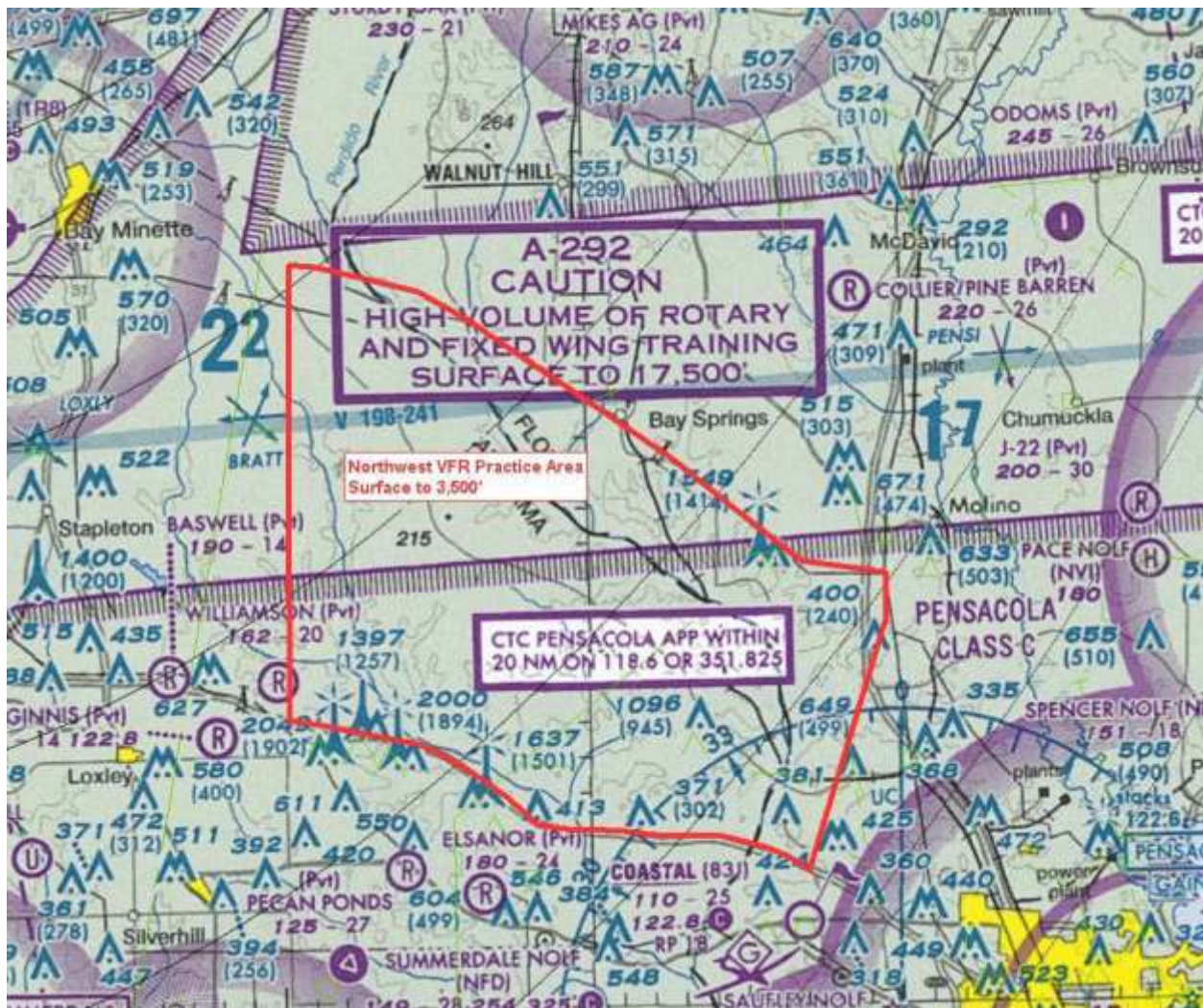
North – Power lines/Plant

South – Interstate 10

East – Highway 29/Site 8A

West – Eastern Antennae Cluster

Altitude: Surface to 3500' MSL





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**Beach** (Note: practice area CTAF is 123.3)

North – Highway 98

South – 3 miles or gliding distance from shore (closer of two)

East – Navarre Bridge

West – Midway Antennas

Altitude: Surface to 3000' MSL



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## Choctaw

North – Yellow River

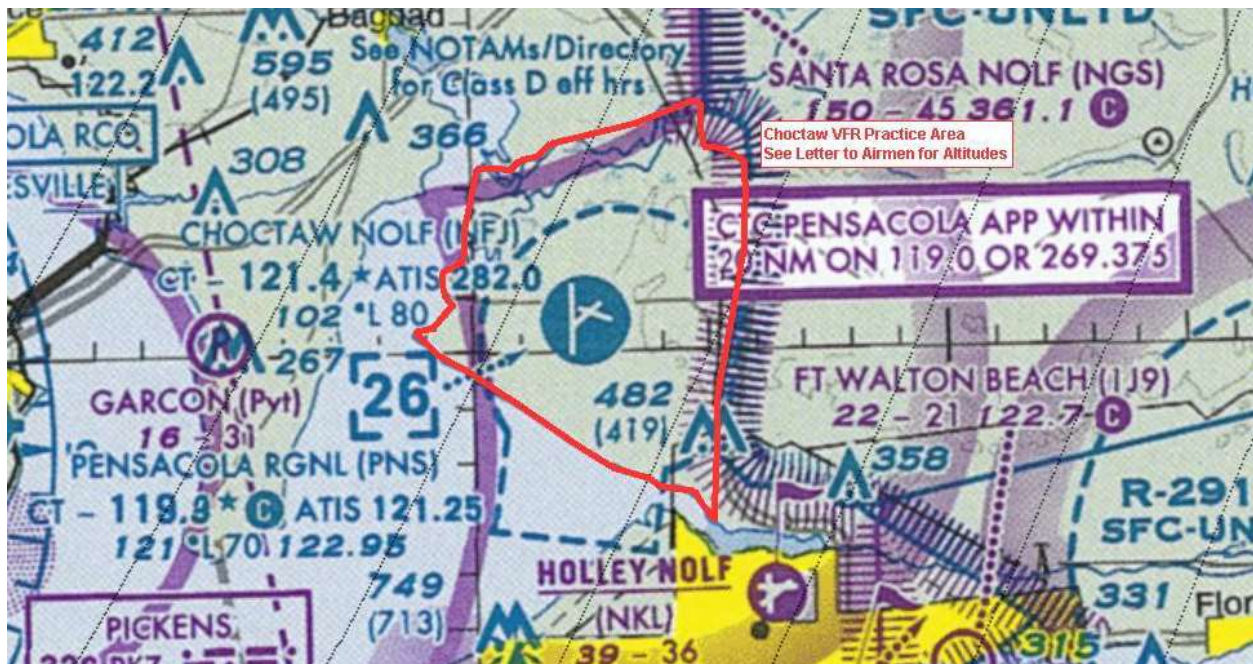
South – Northern Shore of East Bay

East – Highway 87

West – Eastern Shore of Blackwater Bay to Escribano Point

Altitude: Surface to 5000MSL when Choctaw tower is closed

2700MSL - 5000MSL when Choctaw tower is open



**NOTE: When military aircraft are conducting Simulated Flame Out (SFO) maneuvers over Choctaw, the Choctaw VFR Practice Area will not be available.**



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## Enterprise

North – Spring Hill

South – Diagonally Southwest from N31° 30' W086° 00' to just NW of 79J

East – W86° 00'

West – W86° 25'

Altitude: Surface to 5000MSL

