

# ARMSTRONG PULSAR PASSENGER BRIEFING

## ATTIRE:

- Hat, sunglasses

## ABOUT AIRPLANES:

- Lift created by air moving faster over top of wings
- Demo
- Controls
  - Throttle – Thrust, forward
  - Stick – Up, down, left, right
  - Rudder – Keeps things straight

## PULSAR

- Low wing, bubble canopy
- Small, tight fit
- Controls are sensitive
  - If I let you put hand on controls
    - Gently grasp stick, no need to grab & pull it!
    - Sensitive control
    - I will have my hand on stick also
- Entry
  - Canopy slides forward, do not grab for entry/exit
  - Approx 1 sq ft step area on wing forward of flap (do not step on flap)
  - Step up, over rail and onto seat
  - Grab back of airframe bulkhead behind seat for support
  - Slide into seat, lifting butt away from back cushion slightly
  - Strap in with shoulder and lap belts; shoulder straps insert in lap belt attachment
  - Don headset
  - Auto squelch intercom – need to speak deliberately
  - I fly with my shoes off, not necessary for you
- Exit
  - Remove headset, undo lap/shoulder belts
  - Use left elbow on seat back to help lift up
  - Step on seat, wing and out
  - Do not grab canopy

## EXPERIMENTAL AIRCRAFT WARNING:

- Amateur-built, does not comply with FAA safety requirements for “standard aircraft”
- You may opt-out at any time with no misgivings!

## PLANNED FLIGHT PROFILE & MANEUVERS:

- Map: orientation, altitudes
- Pattern flow box
- Lazy eight maneuvers

## COURTESY

- Quiet during radio calls (incoming/outgoing – immediately stop talking)
- Quiet during final approach and landing

## DEBRIEF PLAN:

- Post flight: secure aircraft
- Meet in briefing room, discuss & answer questions

## EMERGENCIES, CONTINGENCIES:

- Stay calm!
- Malfunctions versus emergencies
- Keep quiet during emergency
- Engine: forced landing, tighten straps, rough, but not catastrophic
- Electrical: talk loud through headsets

## AIRSICKNESS:

- Rough air, not used to it – it happens
- Use bag in side pocket!
- Do not try to be tough – admit it and be ready, it will happen regardless.

## SAFETY:

- Never approach running aircraft from front!