

Passenger Flight Safety Information

EMERGENCY INFORMATION IS ON THE REVERSE SIDE

Please read the following before flight

Warning	Be advised that you are in an amateur-built, experimental aircraft.
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 are required to wear seatbelts during the takeoff and landing phases of flight. However, it is advised that you wear your seatbelt throughout the entire flight. Please ask the pilot if you have any concerns about the use of the seatbelts, shoulder harness, or crotch belt in the aircraft.
Medical Factors	If at any time during the flight you feel nauseous, light headed, dizzy, faint, numb, motion sick, too hot or too cold, 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.
Exiting the Aircraft	Please take a moment to familiarize yourself with the use of the canopy on the aircraft. Do not hesitate to ask the pilot if you have any concerns.
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 wind and your pilot should have a fair idea of how much turbulence (if any) is expected during the flight. If you have concerns about turbulence, be sure to ask the pilot.
Headset	If you have likely been given a headset or headphones to wear while in flight, in general, you will hear the same air traffic communications that the pilot does. If your headset has a microphone, your voice will not leave the aircraft. The pilot has a special button that he presses when he wants his voice to be transmitted from the aircraft to the outside. However, as the pilot may be listening to air traffic control information, it is imperative that you do not speak when such information is being received.

You are 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 and be sure not to be sitting in such a manner that prevents the pilot from being able to access the full range of motion of the flight controls. Time and workload permitting, the pilot may be able to answer any questions regarding the controls and instruments that you may have.

N12VD

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General emergency information

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 and others to concentrate on fixing the problem.
- **STAY QUIET.** The pilot has a lot to do during an emergency, and will let you know if you can help.
- In the unlikely event of a **fire in the cabin**, there is a fire extinguisher between your seat and the pilot's seat. Please re-familiarize yourself with how to unlatch and use the fire extinguisher, as the pilot may ask you to assist.
- In the unlikely event that the plane is to be landed in a place other than an airport, take a moment to re-familiarize yourself with the use of the aircraft canopy and be prepared to exit the aircraft in a quick, efficient manner. During particularly rough off-airport landings, it may be advisable to assume a brace position, such as by bending over at the waist and covering your head, face, and upper body with a jacket or pillow if possible.

Pilot incapacitation

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 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 frequency is selected. Remember to press the transmit button on the front of your stick grip to talk to the outside world. Remember to let go of the button when you are done speaking. Speak slowly and clearly and don't panic. There are professionals at the other end who can help you. Start your transmissions with the word "MAYDAY" and the aircraft identification, N12VD.
- If you are familiar with the **TRANSPONDER**, tune it to the DISTRESS SETTING of **7700** and make sure it is in the 'alt' position. This action alone will trigger alarms at appropriate facilities that can help you.
- If the aircraft is on the ground and the pilot is incapacitated, cut off (full lean) the fuel mixture by pulling the large red knob all the way out, and turn off the battery and alternator to prevent fire by switching the leftmost switches on the panel (in front of the pilot) all the way down.

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