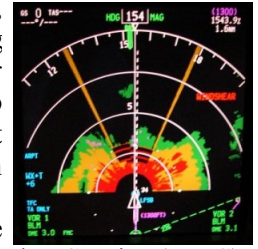

PILOT REPORTS – PIREPS – IMPORTANT

and may save you from an FAA penalty

In an article by AOPA's Kathy Yodice she stresses the importance of pilot reports – PIREPs. She writes that even though there are automatic systems reporting the weather as well as radar depictions on many devices, pilots are a very important source of pertinent weather information both for pre-flight and ongoing flights. According to the [Aeronautical Information Manual](#) – the AIM, a pilot weather report or PIREP is a report of meteorological phenomena encountered by aircraft in flight. Pilots are urged to cooperate and volunteer reports to ATC, especially when such reports are solicited by ATC, so that those reports can be used to expedite the safe flow of air traffic and so that real-time information can be shared with other pilots flying in the vicinity of the report. According to the FAA “The FSS uses the reports to brief other pilots, to provide inflight advisories, and weather avoidance information to en route aircraft.” But it is not only Flight Services that uses them. The National Weather Service (NWS) “uses the reports to verify or amend conditions contained in aviation forecast and advisories. In some cases, pilot reports of hazardous conditions are the triggering mechanism for the issuance of advisories.” Yodice states that in at least one case, the FAA used the fact that PIREPs could be heard over the radio in the same sector as evidence that the airman should have known of the adverse weather conditions affecting his flight.

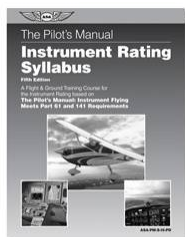


A blogger in [foreflight.com](#) writes that your conversation is not just for ATC or other pilots but for the world. “PIREPs are not only consumed by fellow pilots, but they are essential to many other stakeholders in aviation. This includes air traffic controllers, dispatchers and weather forecasters.” NASA also strongly encourages PIREPs “Pilot reports (PIREPs) offer current weather conditions as reported by pilots who have just recently flown through an area. Pilots are encouraged to make these reports as they keep weather information updated and assist in warning pilots in preflight of potential weather hazards along their planned route. This report usually includes such information as height of cloud layers, in-flight visibility, icing conditions and turbulence which sometimes confirms what is already know, but can also inform about newly developed conditions.” In [navyaircrew.com](#) a blogger is adamant about using PIREPs about weather conditions:

Pilots are encouraged to provide pilot reports (PIREP) on what their ride condition is to air traffic control to assist with other aircraft who will follow behind. PIREPs are always provided with the following information such as location (nearest VOR or point), time (in Zulu) and when observed, altitude, type of aircraft, temperature, precipitation, etc. **PIREPs are so important that pilots are required to report conditions they experience that are different than forecasted.**

So, pilots, help others, not only fellow pilots but anyone affected by the weather, and make those pilot reports!
(Information adapted from AOPA ePilot 05/15/15 [PIREPs Info](#), FAA→[AIM 7-1-19 PIREPs](#), [foreflight.com](#) → [pireps-not-just-for-pilots](#), NASA→ [PIREPs](#), [navyaircrew.com](#) →[PIREPs](#))

Fifth edition of Instrument Rating Syllabus is now available as a free download



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From General Aviation News: The fifth edition of The Pilot's Manual: Instrument Rating Syllabus is now available as a [free download](#). The syllabus is based on the The Pilot's Manual: Instrument Flying textbook, this syllabus contains a flight and ground training course for obtaining an instrument rating, and meets both Part 61 and 141 requirements. The flight training program available in this syllabus presents the ability for schools, instructors, and students to supplement the program with additional text, video, and other resources.

A Basic ATD syllabus is included, as well as instructor endorsements, stage exams, an airman certificate rating application, and checkride checklist.

(Information from General Aviation News Staff 05/11/15 →[Free Syllabus](#))

FOR SALE:
Members' Items for Sale

FOR SALE: iFly 720 GPS for Aviation

EAA 172 member Don Bush has obtained a more advanced GPS unit and wishes to sell this one. The 720 when last available was \$699. Some few "re-certified" (refurbs) are \$599.

Includes all accessories (DC plug, AC power supply, remote control, suction mount) plus 1" Ram ball-mount and screen protector, all in great shape.

ONLY \$500 cash or a USPS postal money order

FOR FURTHER INFORMATION CONTACT DON BUSH 706-554-5618

Or EMAIL AT donr.bush@yahoo.com

The iFly 720 GPS Info

- Sunlight Readability
- Simple Wi-Fi Updating
- iFly Streets is Optional
- Faster Processor
- and much more...



Club Member Aaron Ramsey still has this aircraft for sale.

Quicksilver MX Sprint

Single place – high wing – Single Engine

Wing Span 18'- 1"

Empty Weight 250 lbs. (true ultralight!)

Gross Weight 525 lbs.

Useful load: 275 lbs.

Engine: Rotax 447

Fuel capacity: 5 U.S. gallons

Takeoff distance 50' obstacle: 200 feet

Rate of climb: 900 ft/min

Landing distance: 200 feet

Maximum level speed: 54 mph

Also included with sale is a Rotax 503 engine that needs servicing/rebuilding.

Located at a private airstrip near Blythe, Georgia in a covered hangar.

For the full version of this ad with much more information click on: For Sale: [Quicksilver MX Sprint](#)

ASKING: \$4,500 OBO

This ad was NEW 01/27/14

Contact Aaron Ramsey

e-mail: veryhappyhouse@bellsouth.net

Phone number: Cell: 803-292-2235

