

## Amended Challenge and Response/Callouts

Reference: Doss LFP Appendix C & D

**CHALLENGE AND RESPONSE** (Items highlighted in yellow on the Check List (CL) up to Before Engine Start). The Pilot Flying (you) will initiate the “challenge” and the Pilot Not Flying (IP) will give the “response.”

### **Before Engine Start**

(1)CHALLENGE: “Rudder pedals adjusted, safety belts fastened and adjusted. How about you?”

(2)RESPONSE: “Rudder pedals adjusted, safety belts fastened and adjusted.”

### **Before Engine Start**

(1)CHALLENGE: “Canopy Closed and locked.”

(2)RESPONSE: “Closed and locked.”

- Note – Challenge and Responses start again on the Run-up CL, but this is all we want you start working on before your arrival.

**CALLOUTS** (These are done automatically by you while running the Checklists.

(a) Before closing the canopy, visually check that both canopy rails are clear and say, “**RAIL CLEAR.**” The other pilot is not required to repeat this callout.

*(Before Engine Start CL after item 4.)*

(b) Before accomplishing line 6 of the Engine Start procedure, visually identify the nearest fire bottle and confirm that the propeller area is clear. Say, “**FIRE BOTTLE, PROP CLEAR**” before turning the key.

NOTE: this call is separate from yelling “clear” out the window a few seconds earlier (Before Engine Start procedure) as a warning to ground personnel who may be near the aircraft or walking toward it. *(Engine Start CL after item 5.)*

(c) Check the Pitot-static instruments before taxi: “**AIRSPEED, ALTIMETER, VSI-CHECK.**” The airspeed indicator should read zero. The altimeter should read within 75 feet of known elevation. The VSI should read zero, but may read slightly off zero, in which case reference that reading as “zero” during flight. *(Before Taxi CL after item 5)*

- Note – This will take you up to the Taxi CL. There are more Callouts but this is all we want you to start working on before your arrival.