

Example of a Captain's VFR Brief: Cessna 172N

"This shall be a Standard Company Max Power VFR Brake Release (On the Roll) Takeoff from Runway ____ at _____ above all Landing Minimums. If we have any Un-Briefed Anomalies Prior to Liftoff (V1) We Shall Reject the Takeoff. For An Engine Failure, Catastrophic Loss of Directional Control or a Wildlife Strike that results in a Catastrophic Loss of Directional Control; below 500 ft. (AGL); _____ MSL; We Shall Land Straight Ahead +/- Thirty (30) Degrees Maintaining Best Glide Speed of **65** KIAS until the Wheels Squeak. If we are VFR and above 500 ft (AGL); _____ (MSL) and Any of the Preceding Occurs or We have a **FIRE**; We shall make a 210 Degree Turn to the (left or right) into the wind at a Thirty Five (35) Degrees Angle of Bank, maintaining Best Glide Speed of **65** KIAS, for a Return to Runway _____, or Anywhere on the Airport Environment. If we have no issues our Clearance is Runway Heading in the Heading Mode to 400 ft (AGL); _____ (MSL) complete the 400 ft Checklist; engage the A/P (if applicable) and proceed via our Clearance/Flight Plan Route to _____ and Climb as Cleared /Instructed To _____. Do you have any questions or suggestions?"

NOTE: 65 KIAS until the WHEELS SQUEAK