



# PIRATE FLYER

Jordan | Beat the Heat | 4H - High, Hot, Heavy, Humid

## HU Captain's Culture

### THE SAFETY TRAIL

**Trust** - Safe, Valued, Respect

**Report** - Proactive, Accessible

**Adapt** - Flexible, Innovative

**Inform** - Sharing, Transparent

**Learn** - Share Safety Intel

**Name The Newest  
Private Pilot**



### Safety Reporting



## Stay Cool, Stay Smart

### Hot Safety Topics for Summer Flying

1. Density Altitude Hot temperatures = Reduced aircraft performance, Longer takeoff rolls and Lower climb rates. Calculate density altitude before every flight.
2. Thunderstorm Avoidance = Summer convective weather can develop rapidly. Avoid cells, squall lines, microbursts, and lightning. Use weather tools early and maintain large separation.
3. Pilot Heat Stress & Hydration Early signs = Headache, fatigue, cramps, dizziness. Heat degrades decision-making and performance. Hydrate before and during flight operations.

[FMI: Wings Program courses at [faasafety.gov](https://faasafety.gov)]

Bring a friend to share the workload...  
but not all in the same airplane :)



## High, Hot, Heavy and Humid

This AOPA Air Safety Institute video (~4 min) explains how high altitude, hot temperature, heavy loads and high humidity combine to raise density altitude and degrade aircraft performance; it shows a Cessna 172 losing roughly a third of its sea-level thrust at 8,000–9,000 feet density altitude, and recommends flying light, leaning the mixture properly, using long runways, watching indicated airspeed and deceleration trends, and anticipating slower acceleration, climb, and longer takeoff/landing distances on hot, high, heavy, humid days.

[https://youtu.be/5yFIRHvoy4k?si=ugNQHLc7n\\_QPXor3](https://youtu.be/5yFIRHvoy4k?si=ugNQHLc7n_QPXor3)



Editor's Note: Been There, Done That...It's even more fun in a helicopter.

### Tips to Live By

- 1) Use POH and flight computer to calculate performance
- 2) Fly Light
- 3) Fly Early
- 4) Pick longer runways if winds permit
- 5) Lean mixture properly, full rich may not be needed on takeoff or go around.
- 6) Fly the indicated airspeeds, remember that ground speed will be faster, which means more runway needed. See Note 1
- 7) Plan several days ahead if heading towards higher elevation airport, expand the Decision Making team to gather local knowledge from the hills.

### Fly Smart

