

KNOW YOUR SYSTEMS

If you're doing this right, you put in a lot of the effort involved in dealing with a systems failure under IFR before you even turned the key for this flight. Rather than let the failure totally disrupt the flight, you know how the primary and standby system, if any, work and can easily switch over to Plan B. In the case of an electrical failure, this means knowing what is and isn't powered by a standby bus, how to activate it and how long it's going to last.

The G1000 Skyhawk SP emergency bus schematic at right, for instance, is relatively simple but still requires arming, plus knowledge of what it powers. Since this is a battery-powered standby system, it has a finite life. Do you know how long it will power the panel? Do you know what systems are powered by the standby bus? Do you know how to test the system before takeoff? Some dark and stormy night isn't the time or place to figure it out the hard way.

