

## IFR NORDO?

Each IFR flight should be planned and executed in anticipation of a two-way radio failure. At any given point, the pilot must know exactly what route to fly, what altitude to fly and when to continue beyond a clearance limit.

That's not what we say: Instead, that's what is in FAR 91.185, "IFR operations: Two-way radio communications failure:" the procedures to be followed. If operating in visual conditions at the time of the failure, the pilot should continue the flight under VFR and land as soon as practicable. If the failure occurs in IFR conditions, or if VFR conditions cannot be maintained, the pilot must continue the flight:

## SYSTEMS ISSUES

In many airplanes, communicating after an electrical failure is one thing. Getting the airplane configured for a normal landing also can be problematic. As the sidebar on the following page highlights, many pilots create more problems for themselves than "just" a relatively benign electrical system failure. Failure to understand which of the aircraft's other systems are affected by an electrical failure is, well a failure, also.

In addition to communications and landing gear systems, consider wing flaps, lighting, autopilot/flight director, de- and anti-icing systems, pressurization and, of course, glass-panel failures when the electrons stop flowing. Knowing the systems, what you'll lose and the workarounds just might get you home on dark, stormy night.

