Advance Organizer: Narrative
Version 1.0

Overview: This document provides an advance organizer (AO) of the procedural steps of the exterior preflight inspection task for a commercial aircraft as outlined in the Flight Procedures Experimental Training (FlightPET) simulation testbed.

As Captain Reynolds walked out to the aircraft, the early morning sun cast long shadows across the tarmac. He took a deep breath, savoring the crisp air, and began his thorough preflight inspection, a ritual as familiar to him as his morning coffee. With over twenty years of experience, Reynolds knew that this routine was crucial to ensuring the airplane was in satisfactory condition for flight. Any discrepancies would be reported immediately to maintenance.

Nose Section. After meticulously checking the left forward fuselage, Reynolds moved to the nose of the aircraft. He inspected the radome, making sure it was free from any damage. The diverter strips were secure, the windshield wipers and the windshield itself were intact, and the nose wheel spin brake was in place. He moved methodically, his practiced eye catching any anomalies.

Nose Landing Gear and Wheel Well. Next, he crouched down to examine the nose landing gear and wheel well. He checked the tires and wheels, gear doors, and the nose gear strut and steering assembly. The hydraulic lines and electrical wires were secure and undamaged, and the exterior lights were operational. Reynolds ensured the gear pin was removed and the nose gear steering lockout pin was set as required.

Right Forward Fuselage. Reynolds continued to the right forward fuselage, meticulously checking probes, sensors, ports, vents, and drains. Each item was a critical part of the aircraft's systems, and he made sure they were all clear and functioning properly. He latched the doors and access panels that were not in use, a small but crucial step to ensure nothing would disrupt the aerodynamics of the flight.

As Reynolds approached the pitot tube, a crucial instrument for measuring airspeed, he noticed something concerning. The pitot tube seemed partially obstructed. A wave of worry crossed his mind. An obstructed pitot tube could lead to inaccurate airspeed readings, posing a serious safety risk.

Immediately, Reynolds reached for his radio. "Maintenance, this is Captain Reynolds. I've found an obstruction in the pitot tube on the right forward fuselage. Please send a technician over for further inspection."

Within minutes, a maintenance technician arrived, tools in hand. Together, they examined the pitot tube more closely. The technician nodded, "Good catch, Captain. This obstruction needs to be cleared before the flight. We'll get it sorted right away." As the ground crew worked on the pitot tube, Reynolds continued with his inspection, ensuring everything else was in order.

Engine. He moved to the right inboard wing and lower fuselage, checking the pack inlet, fuel sticks, and the extended ram air deflector door. The leading edge flaps were inspected, and the number 2 engine was thoroughly examined, including the fan blades, spinner, and thrust reverser.

Right Wing and Leading Edge. Reynolds continued his inspection along the right wing and leading edge, ensuring all doors and access panels were latched, and probes, sensors, ports, and vents were clear. The leading edge slats were checked, and the fuel sticks were secure. At the right wing tip and trailing edge, he checked the static discharge wicks and control surfaces, ensuring the flaps and fairings were in good condition. The exterior lights here were also functioning correctly.

Right Landing Gear and Wheel Well. The right landing gear and wheel well inspection involved checking the tires, brakes, wheels, gear strut actuators, and doors. Reynolds noted the hydraulic lines and electrical wires were secure, the APU FIRE CONTROL handle was up, and the gear pin was removed.

Right Aft Fuselage. He moved to the right aft fuselage, ensuring all doors and access panels were latched. The outflow valve, negative pressure relief doors, and upper wing surface condition were checked.

Tail Section. Reynolds then inspected the tail section, checking the vertical stabilizer, rudder, horizontal stabilizer, and elevator. The static discharge wicks and exterior lights were inspected, and he checked for any evidence of tail strike damage.

As he completed his circuit around the aircraft, Reynolds thought back to the time he first learned these procedures. His instructor had emphasized the importance of attention to detail and thoroughness, lessons that had stayed with him throughout his career. Reynolds completed his inspection of the left aft fuselage and continued a meticulous check of each component along the port side of the aircraft. He smiled, remembering the satisfaction of mastering each step and the confidence it brought.

With the pitot tube cleared and all systems checked, Captain Reynolds took one last look around the aircraft, satisfied that everything was in order. This thorough inspection was not just a procedure; it was a commitment to safety, a testament to the meticulous attention to detail that every pilot must have. With the exterior inspection complete, Reynolds was ready to proceed with the preflight checklist inside the cockpit, confident in the aircraft’s readiness for the upcoming flight.