

GO

GO — VFR trip with ample fuel, light winds, and only moderate airport-equipment cautions for the night arrival

VFR · KTOL → KFDY → KDAY via KFDY

Aircraft: N6729S · CESSNA 150H · 1 engine, fixed wing single-engine, reciprocating (piston)

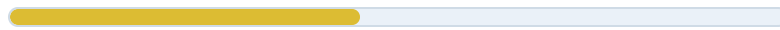
Registration: Valid registration

Generated 9/28/2026, 10:49:02 PM · openai/gpt-5.4-mini

Weather, NOTAM, terrain, performance, convective, and celestial products were retrieved around 2026-09-28T22:48:41Z to 2026-09-28T22:48:42Z. Planned departure 2026-09-29 02:00Z / 20:00 local; planned arrival 2026-09-29 03:19Z / 21:19 local.

HAZARD SNAPSHOT

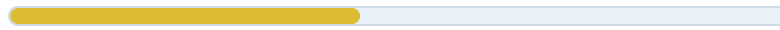
Terrain and obstacles



MODERATE

The corridor contains many towers and wires, including a 1,529 ft MSL tower on the WP1-to-destination segment, so obstacle awareness is still needed despite good cruise clearance.

Night / low light



MODERATE

The flight departs and arrives in FAA night, so runway/taxi lighting and visual cueing matter even though weather is VFR.

NOTAM impact



MODERATE

Both airports carry active runway, taxiway, lighting, and procedure NOTAMs that affect the departure and arrival environment, though none close the planned airport-to-airport trip outright.

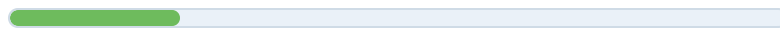
Navaid / equipment outages



MODERATE

Multiple ILS, OM, ALS, PAPI, and sign/light outages at KTOL and KDAY affect approach and airport guidance, especially at night.

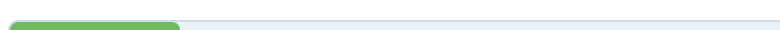
Surface winds



LOW

Light winds at KTOL and KDAY keep runway crosswind small and non-limiting.

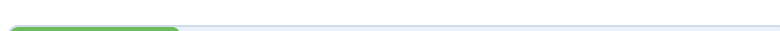
Circadian low / body-clock fatigue



LOW

The trip occurs in the evening body-clock period and does not enter the configured early-morning window; no time-zone crossing was involved.

Spatial disorientation / illusions



LOW

Night flight reduces outside visual references, but the route is VFR with good visibility and no obscuration or IMC transition threat.

Not a factor: Turbulence, Ceilings, Visibility, Wind shear, Icing, Convection, Fuel endurance, Pilot currency

Final Preflight Check

Review stage: Final Preflight Check.

This is a solid VFR go. Both ends of the route are VFR now and remain VFR through the planned window, with clear skies, 10+ SM at KTOL and KDAY, and no convective track impact. Winds are light, terrain clearance is comfortable at the planned 4,000 ft cruise, and the fuel margin is ample for the trip plus the required night reserve.

The main things that matter

- **KTOL departure:** METAR 2152Z showed wind 360° at 4 kt, 10+ SM, CLR. The TAF stays VFR through the departure window.
- **KDAY arrival:** METAR 2156Z showed wind 040° at 5 kt, 10+ SM, FEW045. The TAF stays VFR through the arrival window.
- **Route/weather:** No AIRMET/SIGMET/CWA factors were active on the corridor, and the convective and icing picture is quiet.
- **Fuel:** 4.08 hours endurance against a 45-minute VFR night reserve leaves **2.07 hours of margin beyond required reserve.**

Airport and route factors

KTOL departure notes

FAA registry status is valid, so registration is not a concern here. The only departure-side issues are operational: runway 07/25 arresting-system notes, runway 16 end-ident light out, ILS/OM outages on RWY 07, faded taxiway markings, and a tower-light outage 4 NM southwest of TOL. None of that blocks a VFR departure, but it does argue for a normal, careful runway/taxi brief.

KDAY arrival notes

KDAY is also VFR, but several airport NOTAMs affect the arrival environment: runway 18/36 is closed, ILS RWY 06L components are out of service, RWY 36 PAPI/end-ident light are out, runway 18 ALS is out, and there are multiple taxiway/sign/light outages plus apron closures. For a VFR arrival, the practical issue is runway and taxi routing, not weather.

Terrain and obstacles

The route is not low-level, and the sampled terrain/obstacle picture supports the planned cruise. The highest sampled terrain along the corridor is 1,184 ft MSL, which leaves 2,816 ft of clearance at the planned 4,000 ft cruise. The tallest obstacle found in the scanned corridor is a 1,529 ft MSL tower on the WP1-to-destination segment, leaving 2,529 ft of vertical room at cruise. There are wires and towers near the track, so obstacle awareness still matters, but nothing in the scan makes the chosen cruise altitude marginal.

Night / body-clock context

This flight touches FAA night at both ends: departure at 20:00 local (0200Z) and arrival at 21:19 local (0319Z) are both after sunset. The circadian window does **not** intersect the trip, so this is only a light advisory consideration, not a limiting factor.

Conclusion

Proceed. This is a daylight-visual-quality weather window being flown at night, but with excellent visibility, no convective or icing threat, light winds, ample fuel, and no route obstacle issue that changes the plan. The only meaningful caution is airport-equipment complexity at both ends, especially the KDAY runway/taxiway NOTAM picture.

💡 AIRMANSHIP NOTES

NIGHT ARRIVAL WITH AIRPORT LIGHTING OUTAGES

Treat the arrival as a dark-field airport problem, not just a weather problem. If the runway lighting, PAPIs, or taxi signs are not where you expect them to be, slow the pace, brief the taxi plan, and be ready to go around rather than force a rushed setup.

Convective activity

NO IMPACT

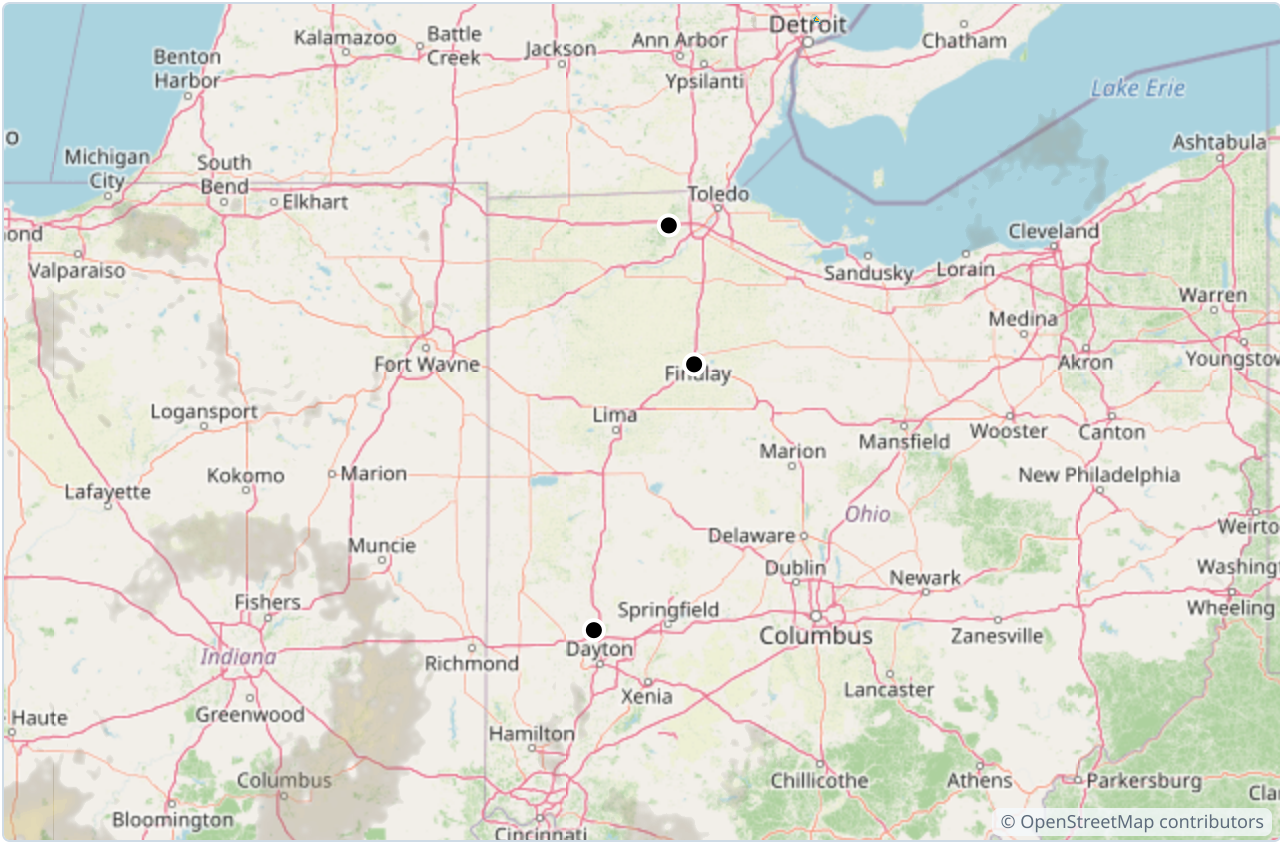
No convective impact expected on this route during your flight window.

12 convective areas exist in the wider scan, but none cross the planned track, none lie within 100 NM of it, and none can reach it during the flight. Little instability along the route (peak CAPE 0 J/kg). Airmass convection is not supported near the planned departure time.

What to do: No convective action is indicated for this flight. A normal preflight radar check before departure is sufficient.

12 other convective areas in the national picture are not a factor for this route.

RADAR AND PLANNED ROUTE



Valid 9/28/2026, 10:40:00 PM · composite reflectivity
Radar depicts precipitation already detected and is several minutes old. It is a hazard-avoidance picture, never a penetration tool.

Vertical Weather Profile

DRAWN FROM THE OBSERVATION FROZEN WITH THIS REPORT

Departure · KTOL



Scale and wind levels are sized to an assumed service ceiling of 14,000 ft (piston single).
Cloud layers were not reported in this observation.
METAR KTOL 282152Z 36004KT 10SM CLR 24/09 A3000
RMK A02 SLP157 T02390094

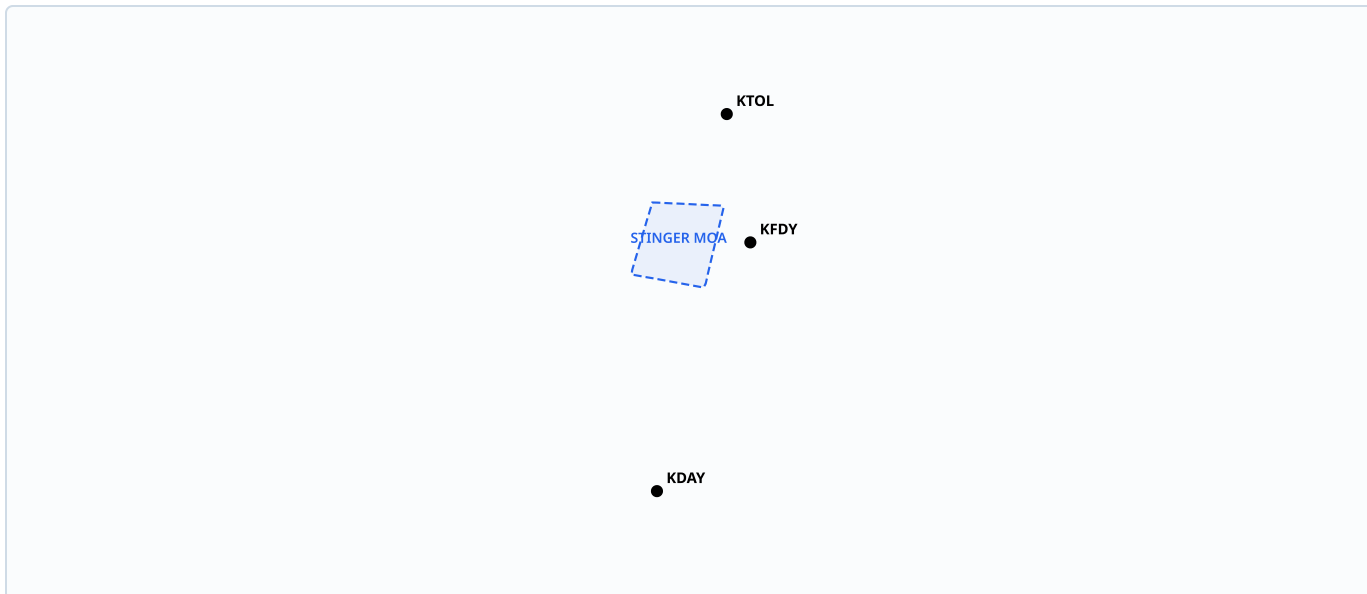
Destination · KDAY



Scale and wind levels are sized to an assumed service ceiling of 14,000 ft (piston single).
METAR KDAY 282156Z 04005KT 10SM FEW045 22/09 A3001
RMK A02 SLP160 T02220089

Airspace along the route

Simplified planning graphic — boundaries approximate and not for navigation. Confirm status and activation times with Flight Service or the controlling agency.



 MOA

STINGER MOA: published use INTERMITTENT BY NOTAM, SUNRISE - SUNSET

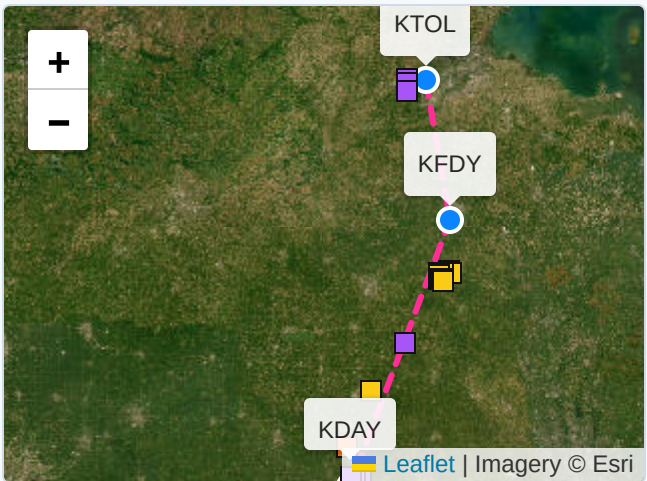
Source: FAA Aeronautical Information Services, boundaries simplified for planning.

Obstacles and wires

COMPLETED

Route corridor: 5 NM either side of the departure-to-destination track, plus 6 NM around each airport.

Structures found	368
Wires / catenaries	50
Unlit or unmarked	259
Near planned altitude	0
Tallest	TOWER 506 ft AGL



under 500 ft 500-999 ft 1,000+ ft AGL
wire / catenary the notable obstructions listed in this report

- T-L TWR · 186 ft AGL · 1.3 NM from track
- T-L TWR · 175 ft AGL · 4.4 NM from track
- T-L TWR · 165 ft AGL · 4.6 NM from track
- T-L TWR · 161 ft AGL · 5.9 NM from track
- T-L TWR · 160 ft AGL · 0.1 NM from track
- T-L TWR · 160 ft AGL · 1.2 NM from track

2 obstacle NOTAM(s) found in the retrieved notices.

368 charted obstacle(s) fall inside the scanned geometry. No planned low-level AGL profile (such as a maneuvering, pattern or survey height above ground) was entered, so obstacle heights were not screened against a specific AGL operating altitude. Obstacle and terrain elevations are still compared against the planned cruise altitude elsewhere in this report.

Airspace and TFRs

COMPLETED

Controlled airspace	26
Special-use airspace	1
Defense TFR areas	0
TFR notices in NOTAM text	0

26 controlled airspace area(s), 1 special-use area(s) and 0 national defense TFR area(s) intersect the scanned corridor. 0 military training route(s) and 1 parachute jump area(s) lie within the corridor (FAA NASR 28-day subscription (cycle effective 2026-09-03)). Active TFRs must still be verified independently; only NOTAM text retrieved for this flight was scanned for temporary restrictions.

Performance, winds and terrain

Departure KTOL

Field elevation	684 ft
Density altitude	1843 ft
Best runway / crosswind	16/34 · 1.2 kt

Destination KDAY

Field elevation	1009 ft
Density altitude	2030 ft
Best runway / crosswind	06L/24R · 1.8 kt

Winds aloft	30° / 7 kt (headwind -6.4 kt)
Wind-corrected time / reserve	1.26 h · reserve 2.82 h of 0.75 h required
Fuel on board / burn	24.5 gal at 6 gph · 16.9 gal on arrival
Terrain relief / mountain wave	551 ft · NONE
Max terrain MSL	1184 ft · 2816 ft clearance
Terrain sampling	72 pts · 5 NM interval · ±5 NM
USGS 3DEP spot-check	1185 ft

PER-SEGMENT TERRAIN & OBSTACLES

Leg	Max terrain	Clearance	Tallest obs.	Combined ceiling	MSA
Departure → WP1	807 ft	3193 ft	876 ft (3)	876 ft	1876 ft
WP1 → Destination	1184 ft	2816 ft	1529 ft (19)	1529 ft	2529 ft

Hazard weather

COMPLETED

AIRMET / SIGMET / CWA on route **0**
PIREPs near route **1**
Freezing level **13615 ft MSL**

0 in-flight advisory product(s) and 1 PIREP(s) fall within 50 NM of the planned track. A further 12 advisory product(s) were retrieved from the surrounding area but do not touch the route corridor and are not a factor for this flight.

Sun, moon and light

Departure (KTOL) **FAA night**
Sunrise / sunset **11:30Z / 23:22Z**
Civil dawn / dusk **11:03Z / 23:49Z**
Arrival (KDAY) **FAA night**
Sunrise / sunset **11:32Z / 23:24Z**
Civil dawn / dusk **11:05Z / 23:51Z**



Waning gibbous

93% illuminated

Moonrise / moonset

— / 14:59Z

Experience fit and personal minimums

COMPLETED

Hours in this aircraft **10.9**
Days since last flight **1**
Night landings, last 90 days **6**

Experience fit reflects only what is recorded in Log Scan Pro. Flying done before the logbook was started is represented only by the baseline totals, when present.

Data Coverage and Limitations

Coverage 100% · STRONG

This report ran 14 of 14 applicable analyses with live data. Anything not applicable to this flight, or unavailable at the time of the run, is listed below.

- ⊖ **Icing exposure** · Not applicable to this flight
The freezing level is near 13,615 ft MSL, well above the planned altitude, so in-flight structural icing is not a factor for this profile.
- ⊖ **Arrival approach charts** · Not applicable to this flight
This flight is planned in daytime visual conditions, so no instrument approach chart was attached.
- ✓ **Destination weather** · **Evaluated**
Observation and terminal forecast retrieved and analysed.
- ✓ **Wind at the planned altitude** · **Evaluated**
Taken from the constant-pressure level nearest 4,997 ft MSL.
- ✓ **Terrain clearance along the route** · **Evaluated**
Corridor elevations sampled along the planned track and compared against the planned altitude.
- ✓ **Airspace and special-use areas** · **Evaluated**
Controlled airspace, special-use airspace and defense TFR areas intersecting the corridor were retrieved. Military training routes (0) and parachute jump areas (1) near the track were checked against the FAA 28-day subscription.
- ✓ **AIRMETs, SIGMETs and PIREPs** · **Evaluated**
Advisory products and route PIREPs retrieved for turbulence, icing and IFR conditions.
- ✓ **Fuel and reserve check** · **Evaluated**
Wind-corrected time enroute checked against measured fuel on board and the applicable reserve rule.
- ✓ **Pilot experience fit** · **Evaluated**
This flight was compared against what the pilot has logged in Log Scan Pro and against their personal minimums.
- ⊖ **Supplemental oxygen requirement** · Not applicable to this flight
The planned altitude is below the 12,500 ft threshold in 14 CFR 91.211, so oxygen requirements do not apply.
- ✓ **Departure weather** · **Evaluated**
Observation and terminal forecast retrieved and analysed.
- ✓ **NOTAMs** · **Evaluated**
Airport NOTAMs for the searched fields.
- ✓ **Winds and temperatures aloft above the flight** · **Evaluated**
2 model levels above the planned altitude were retrieved.
- ✓ **Obstacles, towers and wires** · **Evaluated**
Digital Obstacle File structures scanned inside the planned corridor (368 found), plus obstacle NOTAMs. Source: FAA Digital Obstacle File (file dated 2026-09-01, held by Log Scan Pro).
- ✓ **Convective weather** · **Evaluated**
Convective SIGMETs, SIGMETs and CWAs tested against the planned track, with storm motion and timing.
- ✓ **Density altitude and runway wind components** · **Evaluated**
Density altitude computed from the observation, with runway length and wind components for the favoured runway. Runway data: FAA NASR 28-day subscription (cycle effective 2026-09-03).
- ✓ **Daylight, twilight and moon** · **Evaluated**
Sun and moon geometry, civil twilight and FAA night status computed for both ends of the flight.

Terms used in this briefing

Plain-language definitions for the less common words above.

Obscuration: Fog, smoke, haze or precipitation that hides the sky rather than forming a normal cloud layer, so the ceiling is reported as vertical visibility.

Purpose of Report

This Go/No Go Report is an informational decision support tool generated from information entered by the user, information maintained within Log Scan Pro, and aviation data obtained from third party sources available when the report is generated.

The report is intended to help organize and identify factors that a pilot may consider during flight planning. It does not direct, authorize, approve, release, dispatch, or prohibit any flight.

Pilot in Command Responsibility

The pilot in command is directly responsible for and is the final authority concerning the operation of the aircraft. Nothing in this report transfers, reduces, or replaces that responsibility.

The pilot in command remains responsible for determining whether the proposed flight may be conducted safely and in accordance with all applicable regulations, aircraft limitations, operating procedures, certificates, ratings, endorsements, medical requirements, currency requirements, and personal minimums.

Preflight Planning

This report does not replace the pilot's responsibility to become familiar with all available information concerning the flight.

The pilot must independently obtain and evaluate current information appropriate to the proposed operation, including weather reports and forecasts, NOTAMs, temporary flight restrictions, airport and runway conditions, fuel requirements, aircraft performance, weight and balance, route conditions, alternatives, traffic delays, terrain, airspace, and any other information relevant to the flight.

Weather and Aeronautical Information

Weather, NOTAM, airport, aircraft, pilot, and route information may change after this report is generated. Data received from government, commercial, or other third party sources may be delayed, incomplete, unavailable, incorrectly transmitted, or subsequently revised.

This report reflects only the information available to LSP at the recorded generation time. It has no continuing period of validity. The pilot must verify material information using current and appropriate aviation sources before departure and during flight when conditions warrant.

Artificial Intelligence Analysis

Portions of this report may be created or assisted by artificial intelligence. Artificial intelligence may omit information, misunderstand data, make incorrect associations, or produce inaccurate conclusions.

The pilot must independently evaluate every material statement, caution, recommendation, and conclusion. If this report conflicts with a regulation, official publication, approved aircraft document, current aviation source, operator procedure, or instruction from an authorized aviation authority, the controlling source shall govern.

Meaning of Go and No Go Language

Any risk level, caution, recommendation, or use of the terms "Go," "No Go," "Proceed," "Delay," "Divert," or similar language represents informational analysis only.

A favorable report does not establish that a flight is safe, lawful, advisable, or free from risk. An unfavorable report does not exercise operational control or independently prohibit a flight.

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This report is not represented as a regulatory compliant preflight briefing, flight release, dispatch release, airworthiness determination, maintenance release, operational control authorization, or substitute for any procedure required by an operator's certificate, operations specifications, general operations manual, flight operations manual, training program, insurance policy, or FBO policy.

Pilots and operators must follow all requirements applicable to their particular operation.

No Professional Instruction

This report does not constitute flight instruction, ground instruction, air traffic control instruction, meteorological advice from a qualified weather briefer, legal advice, maintenance approval, or an endorsement by a certificated flight instructor, dispatcher, mechanic, inspector, examiner, insurer, or governmental authority.

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The quality of the report depends upon the completeness and accuracy of the information supplied to LSP. The user is responsible for verifying pilot information, aircraft information, route information, departure time, fuel information, passenger information, equipment information, and all other submitted data.

LSP is not responsible for conclusions affected by inaccurate, incomplete, outdated, or omitted user information.

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User Acknowledgment

By submitting a Go/No Go request, viewing the resulting report, or using information contained in the report, the user acknowledges that the report is a supplemental decision support tool and that the pilot in command retains sole responsibility and final authority for the proposed flight.