



Log Scan Pro Go/No-Go Report

Final Preflight Check

CAUTION

CAUTION — KLEX → KBNA VFR requires a refreshed convective and NOTAM decision before launch

VFR · KLEX → KBWG → KBNA via KBWG

Aircraft: N6729S · CESSNA 150H · 1 engine, 4, 1 Reg: V

Generated 8/26/2026, 9:55:59 AM · openai/gpt-5.6-terra

Analysis generated 2026-08-26 1355Z. Current KLEX and KBNA METARs were observed near 1300Z; airport TAFs were issued 1120Z; route hazard, convective, obstacle, and airspace scans were retrieved approximately 1355Z. Convective SIGMET 66C is valid 1255Z–1455Z and therefore requires a fresh check for the planned departure period.

HAZARD SNAPSHOT

Convection		SIGNIFICANT
Convective SIGMET 66C is 6 NM from and closing on the route at 25 kt, with an estimated route arrival in 3 minutes.		
Terrain and obstacles		MODERATE
A 2,049-ft MSL tower lies 0.8 NM from the first leg, while terrain sampling and precise cruise-altitude clearance are incomplete.		
Fuel endurance		MODERATE
No-wind time is 2.05 hours against 3.83 hours endurance, but winds aloft and wind-corrected reserve were not calculated.		
Pilot currency and experience fit		MODERATE
The pilot is day-passenger current but has 7.3 hours in this aircraft across three flights.		
Low-level wind shear		NO DATA
No cruise-level wind data were retrieved, so enroute wind-gradient and shear exposure cannot be fully rated.		
Icing		NO DATA
Freezing-level retrieval failed, so icing altitude exposure was not evaluated.		
NOTAMs, TFRs, and procedures		NO DATA
Airport-based NOTAM coverage for KLEX and KBNA was attempted but unavailable because FAA-system access failed.		
Navaid and airport-equipment outages		NO DATA
NOTAM retrieval failed, so applicable navaid, lighting, GPS, and airport-equipment outages are unknown.		
Turbulence		LOW
No low-level turbulence is reported; available PIREPs concern mainly flight		

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Ceilings

planned VFR operation.

Current and forecast KLEX/KBNA ceilings are VFR, with KBNA forecast BKN 9,000 ft.

LOW

Visibility

Both current observations are 10+ SM and both TAFs forecast greater than 6 SM.

LOW

Surface winds

Observed winds are calm and TAF winds are only 5–6 kt, though runway-specific components were unavailable.

LOW

Not a factor: Night / low light, Circadian low / body-clock fatigue, Spatial disorientation / illusions

CAUTION — do not launch on this final-preflight review until the convective picture, NOTAMs, and cruise-wind/fuel margin are refreshed. The planned VFR weather at both airports is favorable, but an active convective SIGMET is closing on the route and NOTAM retrieval was unavailable.

Review stage: Final Preflight Check.

Primary concern: convection near the route

Convective SIGMET 66C is currently valid through **1455Z** for an area of thunderstorms over TN/KY/IN/IL/MO/AR, tops above **FL450**, moving from 290° at **25 kt**. The analyzed area is presently about **6 NM** from the planned route, is closing, and is estimated to reach the route in about **3 minutes**. It does not currently intersect the route, but it is close enough and moving quickly enough that it cannot be treated as a distant advisory. The Cessna 150's assumed 14,000-ft service ceiling is far below the reported tops.

This SIGMET is a current condition rather than a forecast valid for the whole proposed flight: it expires before the planned departure window. However, its outlook calls for possible further convective-SIGMET issuances in the broader region after 1455Z. Radar is available but is several minutes old, and model instability data failed to retrieve. Obtain current radar, convective SIGMETs/Center Weather Advisories, and a route-specific weather briefing immediately before taxi. **Do not depart if cells, their outflow, or a convective area will require flying into, beneath, or through the route.**

Airport weather: VFR supports the plan

Current observations at 1300Z:

- **KLEX:** calm, 10+ SM, clear, 19°C.
- **KBNA:** calm, 10+ SM, FEW 5,500 ft and BKN 25,000 ft, 23°C.

Forecasts covering the daytime plan remain VFR:

- **KLEX TAF:** visibility greater than 6 SM, only high clouds; becoming 230° at 6 kt after 1500Z.
- **KBNA TAF:** 180° at 5 kt, greater than 6 SM, BKN 9,000 ft.
- **NWS hourly forecasts** show light winds and low precipitation probabilities through the intended arrival period; KBNA's thunderstorm chance does not begin until later in the afternoon.

No ceiling, visibility, LLWS, or gust issue is forecast at either airport in the stated window.

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operation; no low-light or visual-illusion concern is indicated.

Fuel, altitude, and route clearance

The routed distance via KBWG is **159.7 NM**. At the planning speed of 78 kt, no-wind enroute time is **2.05 hours** against **3.83 hours** of endurance from 23 usable gallons at 6 gph. Nominal endurance appears adequate, but winds aloft were not retrieved because no specific cruise altitude was available; therefore, wind-corrected groundspeed, arrival fuel, and regulatory reserve margin were **not calculated**.

Enter a specific cruise altitude and obtain winds aloft before departure. The route scan found a **2,049-ft MSL / 1,129-ft AGL** tower near Raywick, KY, only **0.8 NM** from the first leg. The segment combined ceiling is 2,049 ft MSL and its calculated minimum safe altitude is **3,049 ft MSL**. The KBWG–KBNA segment has a 1,304-ft MSL combined ceiling and a 2,304-ft MSL calculated minimum safe altitude. Terrain sampling was incomplete at 12 of 105 points, so these are not a complete terrain-clearance guarantee.

Density altitude is benign: **1,543 ft at KLEX** and **1,586 ft at KBNA**. Reported winds are calm, but runway-specific wind components were unavailable because runway data were not retrieved.

Experience and operational items

The pilot is day-passenger current. Recent experience includes 5.4 hours and three flights in this Cessna 150 in the last 90 days; total time in this aircraft is 7.3 hours. This is not a first flight in type, but the limited recent time in this specific aircraft supports a conservative margin if convective avoidance or an unplanned diversion becomes necessary.

The aircraft is VFR planned and does not need current instrument currency for the forecast VFR operation. It is not IFR certified, so do not allow weather deterioration or a diversion to turn this into an IFR-contingency plan.

Must resolve before taxi

1. **Obtain an independent official NOTAM briefing.** Airport and weather lookup succeeded, but the FAA NOTAM interfaces rejected the system credentials. NOTAM coverage is unavailable; this is not evidence that KLEX or KBNA has no NOTAMs. Verify runway/taxiway status, lighting, navaid/GPS outages, airspace restrictions, and active TFRs.
2. **Refresh convection immediately before launch.** Confirm whether SIGMET 66C, its outflow, or any successor advisory affects the KLEX–KBWG–KBNA corridor during the actual departure and arrival times.
3. **Set a precise cruise altitude and recalculate wind-corrected fuel.** Confirm obstacle/terrain clearance and retain at least the required VFR day reserve after accounting for forecast winds and any diversion.
4. Coordinate Class C services at both KLEX and KBNA; the route scan also intersects multiple controlled-airspace areas. The airspace scan was partial, and active TFR status still requires independent verification.

Conclusion: Airport weather supports a VFR flight, but this is **CAUTION, not an unconditional GO**. Launch only after an independent NOTAM/TFR briefing and a current convective check show a clear, practical route with adequate fuel margin at the selected cruise altitude. If the nearby convective area or its outflow is on the route, delay or cancel rather than attempting to thread around it in the Cessna 150.

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AIRMANSHIP NOTES

CLOSING CONVECTIVE AREA

A SIGMET boundary is not a safe edge to shave. With the area only 6 NM away and closing at 25 kt, make the go/no-go decision from current radar and advisories before engine start; do not let a tempting visual gap turn into a penetration or outflow encounter.

TOWER NEAR FIRST LEG

The Raywick tower is 1,129 ft AGL and only 0.8 NM from the first leg. Put the selected altitude and obstacle clearance in the plan before departure rather than assuming the entered AGL band will provide the needed margin.

Convective activity

PARTIAL

8 convective product(s) were found near the corridor, none currently crossing the planned track. Model convective parameters were not retrieved (HTTP 429), so airmass instability was not evaluated.

NEAR ROUTE SIGMET · area

Closest approach	Movement	Tops	Reaches route in
6 NM	25 kt toward 110°	45,000 ft	3 min

Closest approach to the planned track is about 6 NM. It is moving toward the route and reaches it in roughly 3 minutes at the reported speed. Tops near 45,000 ft exceed this aircraft's assumed ceiling of 14,000 ft — it cannot be topped.

```
WSUS32 KPCI 261255
SIGC
CONVECTIVE SIGMET 66C
VALID UNTIL 1455Z
TN KY IN IL MO AR
FROM 40NW PXV-20NW BWG-10WNW DYR-70NNW ARG-40NW PXV
AREA TC MOV FROM 35000FT TOPS 45000 FT
```

NEAR ROUTE SIGMET · area

Closest approach	Movement	Tops	Reaches route in
269 NM	30 kt toward 70°	45,000 ft	—

Closest approach to the planned track is about 269 NM. Its reported motion carries it away from the route. Tops near 45,000 ft exceed this aircraft's assumed ceiling of 14,000 ft — it cannot be topped.

```
WSUS31 KPCI 261255
SIGE
CONVECTIVE SIGMET 60E
VALID UNTIL 1455Z
MI LH LS LM
FROM 70WNW SSM-70NNE ASP-20S GRR-20SW MKG-50SE SAW-70WNW SSM
AREA TC MOV FROM 35000FT TOPS 45000 FT
```

NEAR ROUTE SIGMET · area

Closest approach	Movement	Tops	Reaches route in
345 NM	Not published	45,000 ft	—

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Closest approach to the planned track is about 345 NM. No storm motion was published in the product text. Tops near 45,000 ft exceed this aircraft's assumed ceiling of 14,000 ft — it cannot be topped.

WSUS31 KPCI 261255
SIGE
CONVECTIVE SIGMET 58E
VALID UNTIL 1455Z
FL AND FL AL CSTL WTRS
FROM 30SSE CEW-40NNW CTY-50SE CTY-110W PIE-140SSE SJI-30SSE CEW
AREA TO NOW LTL TOPS ADV FL 450

NEAR ROUTE SIGMET · area

Closest approach	Movement	Tops	Reaches route in
378 NM	Not published	45,000 ft	—

Closest approach to the planned track is about 378 NM. No storm motion was published in the product text. Tops near 45,000 ft exceed this aircraft's assumed ceiling of 14,000 ft — it cannot be topped.

WSUS31 KPCI 261255
SIGE
CONVECTIVE SIGMET 57E
VALID UNTIL 1455Z
FL AND NC FL SC GA CSTL WTRS
FROM 50E ILM-180SE ECG-70ESE PBI-40E ORL-20SSE SAV-50E ILM
AREA TO NOW LTL TOPS ADV FL 450

NEAR ROUTE SIGMET · area

Closest approach	Movement	Tops	Reaches route in
427 NM	Not published	45,000 ft	—

Closest approach to the planned track is about 427 NM. No storm motion was published in the product text. Tops near 45,000 ft exceed this aircraft's assumed ceiling of 14,000 ft — it cannot be topped.

WSUS32 KPCI 261255
SIGC
CONVECTIVE SIGMET 64C
VALID UNTIL 1455Z
AL MS LA CSTL WTRS
FROM 80E LEV-110SSE SJI-120SE LEV-80SE LEV-80E LEV
AREA TO NOW LTL TOPS ADV FL 450

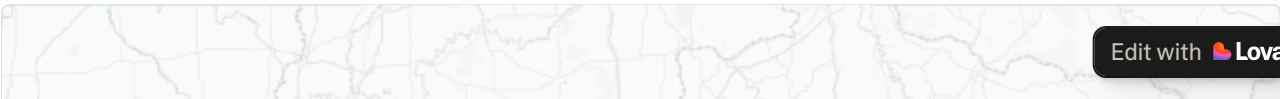
NEAR ROUTE SIGMET · area

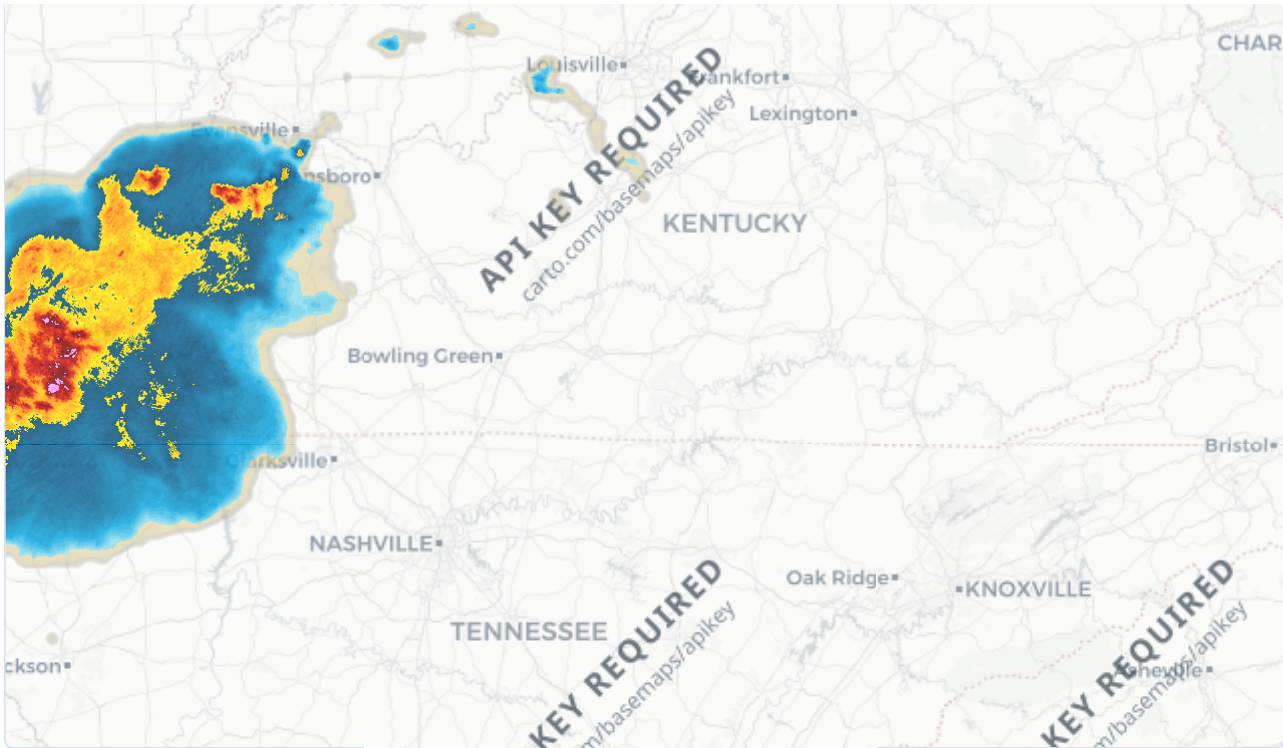
Closest approach	Movement	Tops	Reaches route in
490 NM	10 kt toward 210°	39,000 ft	—

Closest approach to the planned track is about 490 NM. Its reported motion carries it away from the route. Tops near 39,000 ft exceed this aircraft's assumed ceiling of 14,000 ft — it cannot be topped.

WSUS32 KPCI 261255
SIGC
CONVECTIVE SIGMET 65C
VALID UNTIL 1455Z
LA CSTL WTRS
FROM 80SE LCH-70SSW LEV-120SSW LEV-140SW LEV-80SE LCH
ENCL AREA TO NOW FROM 02010KT TOPS TO FL 300

RADAR AND PLANNED ROUTE





Valid 8/26/2026, 9:50:00 AM · composite reflectivity

Radar depicts precipitation already detected and is several minutes old. It is a hazard-avoidance picture, never a penetration tool.

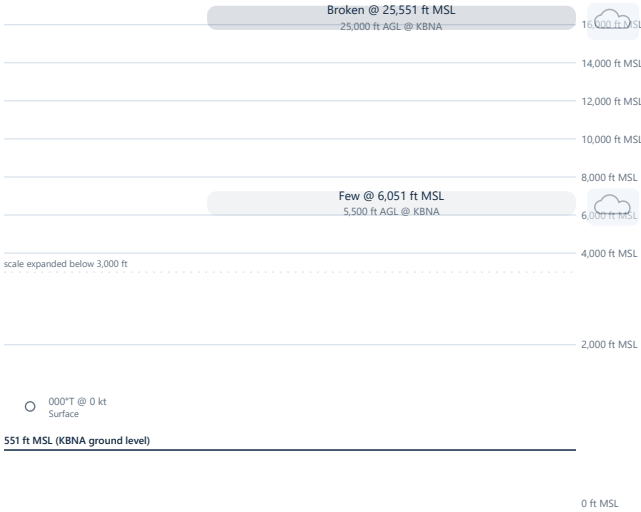
Model convective parameters: HTTP 429

Vertical Weather Profile

DRAWN FROM THE OBSERVATION FROZEN WITH THIS REPORT

Departure · KLEX

Destination · KBNA



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 KLEX 261254Z 00000KT 10SM CLR 19/16 A3006 RMK A02 SLP171 T01890156 \$

Scale and wind levels are sized to an assumed service ceiling of 14,000 ft (piston single).

METAR KBNA 261253Z 00000KT 10SM FEW055 BKN250 23/18 A3004 RMK A02 SLP167 T02330178

Terms used in this briefing

Plain-language definitions for the less common words above.

Density altitude: Pressure altitude corrected for temperature: the altitude the aircraft's wings and engine actually feel. High density altitude lengthens takeoff rolls and cuts climb performance.

Minimum safe altitude (MSA): The lowest altitude that keeps a defined clearance above the tallest terrain and obstacles in a given area or route segment.

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,"

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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.

Official Briefings and Operator Requirements

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.

User Supplied Information

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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To the fullest extent permitted by applicable law, LSP and its owners, officers, employees, contractors, data providers, and service providers shall not be liable for any decision, act, omission, delay, rerouting, cancellation, flight operation, accident, incident, injury, death, property damage, economic loss, or consequential loss arising from or related to the use of, inability to use, or reliance upon this report, except to the extent liability cannot lawfully be excluded.

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.

