



Log Scan Pro Go/No-Go Report

Final Preflight Check

CAUTION

CAUTION — Convective activity near the Bowling Green leg requires a fresh pre-launch decision

VFR · KLEX → KBWG → KBNA · Alt KBWG via KBWG

Aircraft: N306FD · BELL TEXTRON CANADA LTD 505 · 1 engine, 6, 3 Reg: V

Generated 8/26/2026, 10:02:27 AM · openai/gpt-5.6-terra

Analysis generated 2026-08-26T14:00:26Z. Airport weather and NOTAM products were retrieved about 14:00Z; KLEX METAR is from 1254Z and KBNA METAR from 1353Z. Convective SIGMET 70C was issued at 1355Z and valid until 1555Z, earlier than the planned 1730Z departure.

HAZARD SNAPSHOT

Thunderstorms / convection		SIGNIFICANT
Convective SIGMET 70C is an area of thunderstorms 8 NM from and closing on the planned track, with estimated route closure in 4 minutes.		
Terrain and obstacles		SIGNIFICANT
A 1,129-ft AGL tower is 0.8 NM from route and exceeds the stated 1,000-ft AGL operating altitude.		
Low-level wind shear		MODERATE
No airport LLWS is forecast, but nearby convective activity closing on the route warrants an outflow/shear recheck before launch.		
Pilot currency and aircraft recency		MODERATE
Passenger currency is current, but only 3.2 logged hours in one flight are recorded in this aircraft.		
Turbulence		NO DATA
The advisory scan was incomplete, although available PIREPs report turbulence only at high altitude.		
Icing		NO DATA
Freezing-level data could not be retrieved, so altitude exposure was not evaluated.		
NOTAM / airspace impact		NO DATA
Coverage is airport-based only for KLEX and KBNA, so route-area NOTAM hazards may not be represented.		
Fuel endurance / reserve		NO DATA
Entered endurance is 5.0 hours, but no cruise speed or wind-corrected reserve calculation was available.		
Ceilings		LOW
KLEX is clear and KBNA is forecast BKN 9,000 ft during the planned arrival window.		
Visibility		

Edit with Lovable ×

Surface winds		LOW
Current observations are 10+ SM and both airport TAFs forecast P6SM.		
Night / low light		LOW
Current winds are calm and forecast winds are generally 5–6 kt.		
Circadian low / body-clock fatigue		LOW
Endpoint sun-altitude calculations indicate daylight, though route exposure flags that the broader trip touches FAA night.		
Navaid / lighting outages		LOW
The planned schedule has no estimated exposure to the 0200–0600 body-clock window; pilot home time zone was unavailable.		
BNA VOR and temporary TACAN outages do not limit the planned VFR flight, but remove navigation backups.		

Not a factor: Spatial disorientation / illusions

CAUTION — do not treat this as a routine VFR launch

Review stage: Final Preflight Check. The primary concern is current convective activity near the planned KLEX → KBWG → KBNA track. Convective SIGMET 70C is an **area of thunderstorms** with tops above FL450. At retrieval it was about **8 NM from the planned track**, moving toward it from 290° at **25 kt**, with an estimated route closure in **about 4 minutes**. The aircraft cannot top this activity (assumed service ceiling 12,000 ft).

The SIGMET is valid only until 1555Z, before the planned 1730Z departure; therefore it does not by itself establish conditions at launch. It does establish that the route environment is actively changing, and model instability data were unavailable. **Do not launch on the present package alone.** Obtain a fresh radar view, Convective SIGMET update, and enroute weather immediately before departure; defer or reroute if cells, outflow, or the advisory area remain on or are moving toward the KBWG leg.

Weather at the planned endpoints

- **KLEX current observation, 1254Z:** calm, 10+ SM, clear, 19°C/16°C — VFR.
- **KLEX forecast for the departure period:** VRB 3 kt, P6SM, FEW 25,000 ft; becoming 230° at 6 kt after 1500Z. NWS forecast remains partly sunny with about 5–6 mph southwest wind and only 1–2% precipitation probability through the late morning/early afternoon.
- **KBNA current observation, 1353Z:** calm, 10+ SM, FEW 10,000 ft, BKN 20,000 ft, 26°C/17°C — VFR.
- **KBNA forecast for the arrival period:** 180° at 5 kt, P6SM, BKN 9,000 ft. NWS point forecast near the planned 1400 CDT arrival calls for mostly sunny skies, southwest wind about 5 mph, and 8% precipitation probability. It introduces a slight thunderstorm chance later, after the planned arrival window.

Endpoint ceilings, visibility, and surface winds support VFR, but they do not resolve the active convective hazard near the intermediate KBWG routing.

Low-altitude obstacle exposure

Edit with  Lovable ×

The proposed operation is at **1,000 ft AGL**, and the scanned 5-NM corridor contains **211 charted obstacles**, including **14 at or above the planned altitude reference**. The obstacle service returned its record limit, so shorter obstacles may not all be represented.

Most consequential: a **1,129-ft AGL / 2,049-ft MSL tower near Raywick, KY is 0.8 NM from the planned route**. Its top exceeds the stated 1,000-ft AGL operating altitude. The KLEX → KBWG segment has a calculated combined terrain/obstacle ceiling of **2,049 ft MSL** and a 3,049-ft MSL minimum-safe-altitude reference; actual clearance cannot be calculated because no cruise altitude in MSL was supplied. Maintain a route/altitude that positively clears this tower and other charted structures rather than relying on a nominal AGL target.

Terrain data were incomplete at 12 of 105 sampled points, and no cruise-level winds were available for mountain-wave assessment.

Pilot, aircraft, fuel, and airport considerations

- The pilot is current for day and night passenger carriage. IFR currency is not current, but this is planned VFR and endpoint forecasts are solidly VFR.
- Only **3.2 logged hours in one flight** are recorded in this Bell 505, with no logged time in this aircraft in the preceding 90 days. This does not establish a capability limit, but it adds workload margin concerns for a weather deviation or busy Class C arrival.
- Aircraft capability/status are distinct: the helicopter is listed as IFR-equipped but **not IFR-certified**. No IFR contingency should be assumed from that equipment listing.
- A fuel endurance of **5.0 hours** is entered, but no planning cruise speed or wind-corrected enroute time was available. The system could not verify the required VFR day reserve for the 160-NM routed distance. Confirm usable fuel, actual cruise fuel flow, expected groundspeed, and arrival reserve before departure.
- KLEX west-side 100LL is unavailable; this may be irrelevant to the turbine helicopter but should not be treated as a fuel option.
- At KBNA, **RWY 13/31 is closed 1200–2000Z**, covering the planned arrival. Numerous taxiway, marking, and construction NOTAMs are active. Obtain and follow the assigned arrival/ground routing. A flagged/lighted crane is 0.09 NM west of the RWY 20R approach end, and another crane is 0.8 NM NNE of the airport at 749 ft MSL/200 ft AGL.
- BNA VOR is out of service and BNA TACAN is out of service 1300–2200Z. These do not materially limit the planned VFR flight, but they remove those navigation backups.

Airport-based NOTAM coverage was obtained for KLEX and KBNA only. It was **not** a geographic route-area NOTAM search, so enroute hazards, airspace restrictions, or temporary obstacles away from those airports may not be represented. The airspace scan was also partial; independently verify active TFRs and airspace before launch.

Before taxi

1. Recheck radar, Convective SIGMET 70C or replacement advisories, and route weather specifically around KBWG; do not depart toward thunderstorm activity or an outflow boundary.
2. Set and verify an MSL altitude/route that clears the 2,049-ft MSL Raywick tower and

obstacles.

3. Complete a fuel/time/reserve calculation using actual expected groundspeed and fuel burn.
4. Obtain current KLEX/KBNA NOTAMs, TFR status, and KBNA arrival/ground-routing expectations.

Conclusion: CAUTION. The endpoint VFR weather is favorable, but active convection closing on the planned KBWG routing, a near-route tower higher than the planned 1,000-ft AGL altitude, and an unverified fuel-reserve calculation prevent a clean GO. Launch only after the updated convective picture is clearly clear of the route and the obstacle altitude and fuel reserve are positively resolved.

💡 AIRMANSHIP NOTES

CONVECTION NEAR THE KBWG LEG

An area of thunderstorms that is only 8 NM away and closing is not a feature to thread between. Get the next radar and SIGMET update before launch; if outflow or cells are moving onto the route, wait or choose a route that keeps real separation.

1,000-FT AGL OBSTACLE MARGIN

A nominal AGL altitude is not obstacle clearance. The Raywick tower is 1,129 ft AGL and only 0.8 NM off the planned track, so select a positive MSL altitude and route around it before departure.

LIMITED BELL 505 REGENCY

With one logged flight and 3.2 hours in this helicopter, avoid making this trip the place to combine a busy Class C arrival with weather deviations. Keep the weather decision conservative while the workload is still low.

Convective activity

PARTIAL

9 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
8 NM	25 kt toward 110°	45,000 ft	4 min

Closest approach to the planned track is about 8 NM. It is moving toward the route and reaches it in roughly 4 minutes at the reported speed. Tops near 45,000 ft exceed this aircraft's assumed ceiling of 12,000 ft — it cannot be topped.

```
WSUS32 KPCI 261355
SIGC
CONVECTIVE SIGMET 70C
VALID UNTIL 1555Z
TN KY IN IL MO AR
FROM 20NNW PXV-20W BWG-30SW DYP-50NNW ARG-20NNW PXV
AREA TC MWL FROM 3000FT TO 45000 FT
```

NEAR ROUTE SIGMET · area

Edit with  Lovable ×

Closest approach	Movement	Tops	Reaches route in
246 NM	10 kt toward 60°	45,000 ft	651 min

Closest approach to the planned track is about 246 NM. It is moving toward the route and reaches it in roughly 651 minutes at the reported speed. Tops near 45,000 ft exceed this aircraft's assumed ceiling of 12,000 ft — it cannot be topped.

WSUS31 KPCI 261355
SIGE
CONVECTIVE SIGMET 61E
VALID UNTIL 1555Z
SC GA AND NC FL SC GA CSTL WTRS
FROM 150SE ECG-110E PBI-30N PBI-30S SAV-30N CHS-150SE ECG
AREA TO NOW FROM 3400KT TOPS ADV FL 450

NEAR ROUTE SIGMET · area

Closest approach	Movement	Tops	Reaches route in
272 NM	30 kt toward 70°	43,000 ft	—

Closest approach to the planned track is about 272 NM. Its reported motion carries it away from the route. Tops near 43,000 ft exceed this aircraft's assumed ceiling of 12,000 ft — it cannot be topped.

WSUS31 KPCI 261355
SIGE
CONVECTIVE SIGMET 64E
VALID UNTIL 1555Z
MI LH LS LM
FROM 60NW SSM-60NE ASP-20W FNT-20WNW PMM-40W MKG-60NW SSM
AREA TO NOW FROM 3500KT TOPS TO FL 430

NEAR ROUTE SIGMET · line

Closest approach	Movement	Tops	Reaches route in
324 NM	10 kt toward 80°	45,000 ft	—

Closest approach to the planned track is about 324 NM. Its reported motion carries it away from the route. Tops near 45,000 ft exceed this aircraft's assumed ceiling of 12,000 ft — it cannot be topped.

WSUS31 KPCI 261355
SIGE
CONVECTIVE SIGMET 65E
VALID UNTIL 1555Z
GA
FROM 40W SAV-20WSW AMG
LINE TO 35 NM WISE NOW FROM 3600KT TOPS ADV FL 450

NEAR ROUTE SIGMET · area

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

Closest approach to the planned track is about 363 NM. No storm motion was published in the product text. Tops near 45,000 ft exceed this aircraft's assumed ceiling of 12,000 ft — it cannot be topped.

WSUS31 KPCI 261355
SIGE
CONVECTIVE SIGMET 62E
VALID UNTIL 1555Z
FL AND FL AL CSTL WTRS
FROM 40N CTY-50NNE PIE-130SSE SJI-50SSE SJI-40N CTY
AREA TO NOW UNTL TOPS ADV FL 450

NEAR ROUTE SIGMET · area

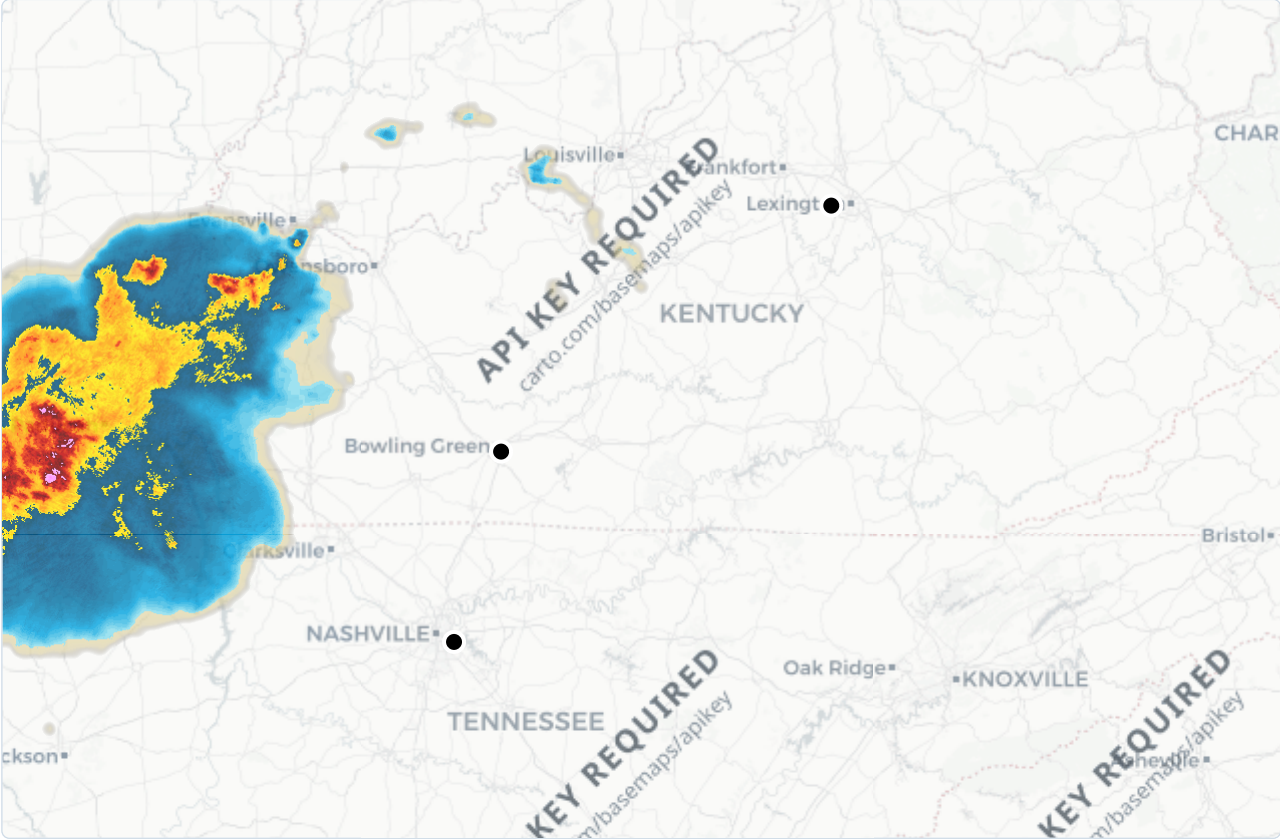
Edit with  Lovable ×

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

Closest approach to the planned track is about 376 NM. No storm motion was published in the product text. Tops near 45,000 ft exceed this aircraft's assumed ceiling of 12,000 ft — it cannot be topped.

WSUS32 KPCI 261355
SIGC
CONVECTIVE SIGMET 68C
VALID UNTIL 1555Z
AL MS LA CSTL WTRS
FROM 50SSE SJI-130SSE SJI-120SE LEV-80SSE LEV-50SSE SJI
AREA TC MOV LFL TOPS ADV FL 450

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

Edit with Lovable ×

Departure · KLEX

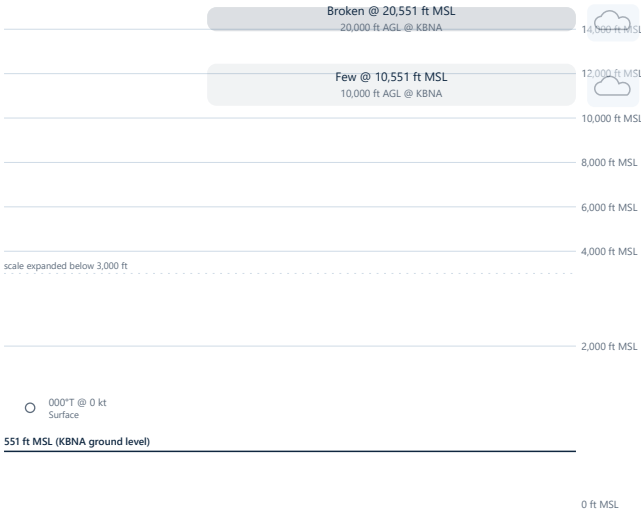


Scale and wind levels are sized to an assumed service ceiling of 12,000 ft (rotorcraft).

Cloud layers were not reported in this observation.

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

Destination · KBNA



Scale and wind levels are sized to an assumed service ceiling of 12,000 ft (rotorcraft).

METAR KBNA 261353Z 00000KT 10SM FEW100 BKN200 26/17 A3004 RMK A02 SLP166 T02560167

Terms used in this briefing

Plain-language definitions for the less common words above.

Mountain wave: Standing waves of rising and sinking air set up when strong wind blows across a ridge. Expect strong up- and downdrafts, turbulence, and altitude loss on the downwind side.

Outflow boundary: The remaining edge of a thunderstorm's cold outflow after the storm has weakened. It can trigger new storms and produce sharp low-level wind shifts.

