QUICK REFERENCE CARD by WILLIAMS PONTEL FLIGHT INSTRUCTOR www.geocities.com/w_pontel

Required Documents
Airworthiness certificate
Registration licence
O POH of airplane
Weight & balance

Instrument required by VFR DAY
ATOM^2 ELFS
Airspeed Indicator
Altimeter
Tachometer
Temperature gauge x each fluid
Oil pressure
Oil temperature
Magnetic heading ind. (compass)
Manifold pressure
ELT
Landing gear position lights
Fuel gauge
Seat belts

Instrument required by VFR NIGHT
VFR DAY + FLAPS
Fuses (3 of each type/kind)
Landing lights
Anti collision beacon
Position light
Source of electrical energy

Instrument required by IFR
GRAB CARD
Generator
Radio (2-way)
Altimeter (sensitive)
Ball (slip-skid indicator)
Clock
Attitude indicator (gyroscopic)
Rate (turn coordinator)
Directional head. indicator (gyroscopic)

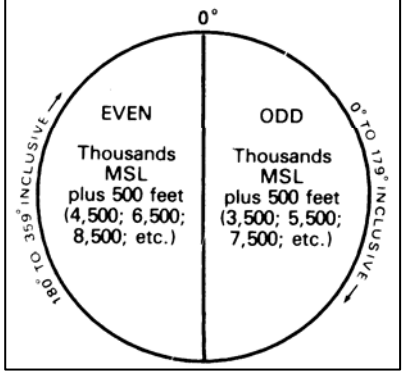
Prelanding checklist
GUMPPSS
G-AS (proper tank)
U-NDERCARRIAGE down
M-IXTURE rich
P-ROPELLER (high RPM in complex aircraft)
P-Fuel PUMP on (if any)
S-WITCHES (landing light)
S-EAT belts ON

RECOVER from a SPIN
P – Power off
A – Ailerons neutral
R – opposite Rudder
E – Elevator (push down the stick)

Find reciprocal heading:
[+2-2] example **34**0° → **3**-2=1 / **4**+2=6 → 160°

AV1ATE (required inspections)
A NNUAL inspection
V OR test, 30 days
1 00 hours, IF FOR HIRE
A LTIMETER/STATIC, 24 months
T RANSPONDER, 24 montsh
E LT, 12 months ELT Battery, ½ hour battery life or 1 hour of continuous use

VFR ALTITUDES/FLIGHT LEVELS CONTROLLED AND UNCONTROLED AIRSPACE
UNDER VFR – More than 3,000' above the surface. Below 18,000 feet



IN FLIGHT	Cleared to land	Return for landing(to be followed by steady green at proper time)	Give way to other aircraft and continue circling	Airport unsafe - do not land	(No Assigned Meaning)	General warning signal - Exercise extreme caution
ON THE GROUND	Clear for takeoff	Cleared to taxi	Stop	Taxi clear of landing area (runway) in use	Return to starting point on airport	
COLOR AND TYPE OF SIGNAL	Steady Green	Flashing Green	Steady Red	Flashing Red	Flashing White	Alternating Red and Green

RADIOTELEGRAPH CODE

A—ALPHA	·—	J—JULIETT	·———	S—SIERRA	···	0—ZERO	—————		
B—BRAVO	—···	K—KILO	—·—	T—TANGO	—	1—WUN	·————		
C—CHARLIE	—·—·	L—LIMA	·—··	U—UNIFORM	··—	2—TOO	··———		
D—DELTA	—··	M—MIKE	——	V—VICTOR	···—	3—TREE	···——		
E—ECHO	·	N—NOVEMBER	—·	W—WHISKEY	·——	4—FOW-er	····—		
F—FOXTROT	··—·	O—OSCAR	———	X—X-RAY	—··—	5—FIFE	·····		
G—GOLF	——·	P—PAPA	·——·	Y—YANKEE	—·——	6—SIX	—····		
H—HOTEL	····	Q—QUEBEC	——·—	Z—ZULU	——··	7—SEV-en	——···		
I—INDIA	··	R—ROMEO	·—·			8—AIT	———··		
						9—NIN-er	————·		

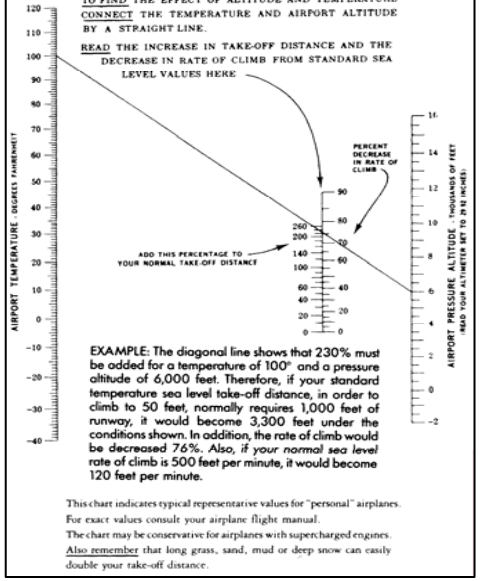
I'M SAFE (**Fitness before flight**)
ILLNESS, do I have any simptoms ?
MEDICATION, have I been taking prescription or over the counter drugs ?
STRESS, am I under psychological pressure ?
ALCOHOL, have I been drinking within 8 hours ?
FATIGUE, am I tired and not adequately rested ?
E ATING, am I adequa tely nourished ?

AWARE (**conditions before any flight**)
A irman (how do I feel)
W eather
A ircraft (how does it look ?)
R egulations (TFR-Notams)
E xperience

VOR CHECKS
VOT: ±4° 180°TO-360°FROM
VOR GROUND: ±4° on the radial
VOR Airborne: ±6° on the radial
DUAL VOR Airborne: ±4° between the 2 VORs

VOR CHECK RECORD
Signature **P**lace **E**rros **D**ate

THE KOCH CHART FOR ALTITUDE AND TEMPERATURE EFFECTS



FLIGHT PLAN

VFR CLOUD AND VISIBILITY REQUIREMENTS

<1,200 AGL	C	3-512
	NC Day	1-cc
	NC Nght	3-512
>1,200 AGL <10,000 MSL	C	3-512
	NC Day	1-512
	NC Nght	3-512
>10,000 MSL		5-111

Special VFR : 1-cc
Class B: cc
Class A: IFR only
C – controlled airspace
NC – non controlled airspace
BAH – Below Above Horizontal

MANEUVER CHECKLIST (1)
C LEARING turns
A LTITUDE, proper x maneuver
P ROPER power & entry to maneuver
E XECUTE maneuver
R ECOVER from maneuver

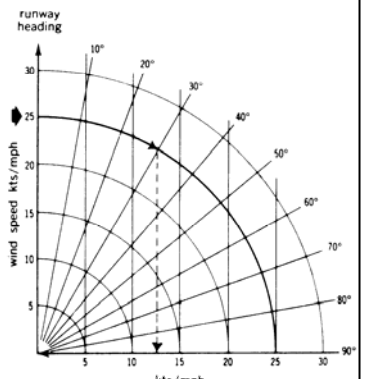
MANEUVER CHECKLIST (2)
C lear the area
H eading established & noted
A ltitude established
P osition near a suitable emergency landing area
S et power and acft configurat.

BEFORE TAKING OFF
LIGHTS-CAMERA-ACTION
LIGHTS : Strobes – navs – landing
CAMERA: Transponder ON
ACTION: Any other actions to be performed like boost pump on, controls check, flaps and trim set, etc…

STANDARD FREQUENCIES

Emergency	121.500
Unicom/Multicom	
Airports without an operating control tower	122.700 122.725 122.800 122.975 123.000 123.050 123.075
Airports with a control tower	122.950
Mulicom	
Airports with no tower, FSS, or UNICOM	122.900
Flight Service Stations	
Transmit to VOR	122.100
Flight Watch-Enroute Weather	122.000
All FSS (Non discrete freq.)	122.200
Raleigh Area FSS	122.650 122.450
Greensboro Area FSS	123.650
Hickory Area FSS	122.600
Charlotte Area FSS	122.400
Asheville Area FSS	122.300
Wilmington Area FSS	122.550
Hatteras Area FSS	122.300

CROSSWIND CHART



This crosswind component chart provides at a glance the effect current wind velocity and direction will have upon your take off. For example, a 25 knot wind at a 30 degree angle to either side of the runway heading has the same effect as a 13 knot crosswind. For more details on the effect of wind on your airplane at take off or landing, consult aircraft owner's manual.

example: 25 kt. wind 30° angle **result:** 13 kt. crosswind component

VFR TRANSPONDER CODES MODE A/3

	Operation	Code
1.	VFR	1200
2.	Radio Failure	7600
3.	EMERGENCY	7700
4.	AIR PIRACY	7500

NOTE: Refrain from switching through Code 7700, 7600, 7500.

DISTANCE TO DESCENT

1.	Take your **altitude** and multiply it by 3. That equals your distance in miles to begin your descent
2.	Now take half your ground speed. This is your rate of descent in hundreds of feet
Example	If you are flying at 12000ft at a ground speed of 150kts and you need to descend to 2000ft, the difference is 10000ft. Multiply 10*3=**30 miles out you must begin your descent**. Half your ground speed is 75, add a zero, and **750 ft per minute** is your rate of descent