LEA Acronyms, Mnemonics and Flow Checks

The four major factors to be considered when preparing for a flight.
P- Pilot
A- Aircraft
V- Environment
E- External Pressures

Evaluation checklist used to determine mental and physical fitness before flight.
I- Illness
M- Medication
S- Stress
A- Alcohol
F- Fatigue
E- Eating/Emotions

Certificates and documents required to be on board the airplane.
A- Airworthiness certificate
R- Registration Certificate
(R) - Radio Operators License
O- Operators Handbook (POH)
W- Weight and Balance information

Instrument and Equipment requirements FAR 91.205.

Day VFR FAR 91.205(b)
A- Altimeter
T- Tachometer
O- Oil Pressure Gauge
M- Manifold Pressure Gauge Each Engine
A- Airspeed Indicator
T- Temp Gauge (if engine is liquid cooled)
O- Oil Temp Gauge
F- Fuel Gauge for Each Tank
L- Landing Gear Position Indicator
A- Anti-Collision Lights
M- Magnetic Compass
E- Emergency Locator Transmitter
S- Safety Belts

Night VFR FAR 91.205(c)
Equipment specified for Day VFR plus:
F- Fuses
L- Landing light (if operated for hire)
A - Anti Collision Lights
P- Position Lights
S- Source of Electrical Power

IFR Instruments and Equipment FAR 91.205(d).
G- Generator / Alternator
R- Radios
A- Altimeter (pressure sensitive)
B- Ball (Turn coordinator)
C- Clock
A- Attitude Indicator
R- Rate of turn (Turn coordinator)
D- Directional Gyro
**LEA Acronyms, Mnemonics and Flow Checks**

**Compass errors associated with Accelerating/Decelerating on an East/West heading.**
- **A** - Accelerate
- **N** - North
- **D** - Decelerate
- **S** - South

**Compass errors associated with making turns in the North and South half of the compass.**
- **U** - Undershoots
- **N** - North
- **O** - Overshoots
- **S** - South

Complete upon receipt of approach clearance.

Complete upon crossing a fix

Spin recovery technique.
- **P** - Power-Idle
- **A** - Ailerons-neutral
- **R** - Rudder- opposite direction of rotation
- **E** - Elevator-Push forward to break stall

Pre landing checklist.
- **G** - Gas (selectors and pumps)
- **U** - Undercarriage
- **M** - Mixture
- **P** - Props (high RPM)
- **S** - Seatbelts
- **S** - Switches
- **C** - Carb Heat
- **C** - Cowl Flaps

Pre Maneuver Checklist.
- **C** - Clearing turns
- **R** - Radio Calls
- **A** - Altitude
- **G** - G.U.M.P.S.
- **S** - Safe landing site

Multi-Engine Failure Flow Check.
- **UP** - THROTTLES
- **UP** - PROPELLERS
- **UP** - MIXTURES
- **CARB HEAT and PUMPS ON**
- **CLEANUP - GEAR AND FLAPS**
- **IDENTIFY - DEAD FOOT - DEAD ENGINE**
- **VERIFY - WITH THROTTLE**
- **FIX or FEATHER**

Multi Engine Configuration Flow
- **Fuel Selectors** - ON
- **Cowl Flaps** - As Required
- **Primers** - IN and LOCKED
- **Carb Heat** - OFF
- **Mixtures** - Set Best Power
- **Props** - Appropriate RPM and Sync.
- **Throttle** - Set MP
- **Gear**-Verify in desired position
- **Engine Guages-**Verify normal condition
- **Magnetos** - ON
- **Fuel Pumps** - As Required
**LEA Acronyms, Mnemonics and Flow Checks**

FAR 91.103 Required Preflight Action

N- Notams
W- Weather
K- Known ATC Delays
R- Runway Lengths and Conditions
A- Alternate Airports (if required)
F- Fuel Requirements
T- Takeoff and Landing Distances

**Vmc Certifications**

“*Max Says Winter Flying Gives Me A Backache*”

Maximum Power
Sea Level Conditions
Windmilling Propeller
Flaps set to Takeoff
Gear - up
Most Unfavorable Gross Weight
Aft Center of Gravity
Bank $\leq 5^\circ$