LE AVIATION

LEA Acronyms, Mnemonics and Flow Checks

General

The four major factors to be considered when preparing for a flight. RISK MANAGEMENT

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

Required Inspections

A- Annual	(91.409a)
V- VOR	(91.171)
1- 100 Hour	(91.409b)
A- Ad's	(Part 39)
T- Transponder	(91.413)
E- ELT	(91.207)
S- Static System	(91.411)

Required Instruments and Equipment

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

Certificates and documents required to be on board the airplane.

A- Airworthiness certificate (91.203)
R- Registration Certificate (91.203)
(R) - Radio Operators License - Title 47, 87.89O
O- Operators Handbook (POH) (91.9)

W- Weight and Balance information (91.9)

FAR 91.103 Required Preflight Action

N- Notams

W- Weather

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K- Known ATC Delays

R- Runway Lengths and Conditions

A- Alternate Airports (if required)

F- Fuel Requirements

T- Takeoff and Landing Distances

Pre Maneuver Checklist

C- Clearing turns
R- Radio Calls
A- Altitude
G- G.U.M.P.S
S- Safe Landing Site

Pre Landing Checklist

G- Gas (Selectors and Pumps)
U- Undercarriage
M- Mixture

INSTRUMENT FLIGHT

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

Compass Errors (Magnetic Dip)

A- Accelerate
N- North
D- Decelerate
S- South

Compass Error (Acceleration)

U- Undershoots
N- North
O- Overshoots
S- South

P- Props
S- Seat Belts / Switches
C- Carb Heat
C- Cowl Flaps

Lost Procedures

C- Climb
C- Circle
C- Confess
C- Comply
C-Conserve

Spin Recovery

P- Power Idle
A- Ailerons Neutral
R- Rudder – Opposite Direction
E- Elevator – Push forward to break stall

Complete upon receipt of approach clearance

A- Airspeed
A- ATIS/AWOS/ASOS
A- Altimeter
A- Avionics
A- Approach

Complete upon crossing a fix

T-Time
T- Turn
T- Twist
T- Throttle
T- Talk

Missed approach

C- Cram
C- Clean
C- Climb
C- Communicate

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Required Radio Calls

M- Missed approach
A- Airspeed +/- 10 knots or 5% or TAS
R- Reaching holding fix
V- VFR on top
E- Eta change +/- 3 minutes
L- Leaving holding fix/point
O- Outer marker
U- Un-forecast weather
S- Safety of flight
V- Vacating alt/flight level
F- Final approach fix
R- Radio Nav failure

Communication Failure (91.175)

Route	Altitude
A- Assigned	**M**- MEA
V- Vector	**E**- Expected
E- Expected	**A**- Assigned
F- Filed	

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Multi Engine

Vmc Certification (23.149)

C- Critical engine windmilling
R- Rudder less than 150 lbs
A- Aft CG
M- Most unfavorable weight
P- Power set for T/O
S- Sea Level Conditions
U- Under 5 degrees of bank
C- Configured for T/O
-Flaps
-Trim
-Gear Up

Multi Engine Configuration Flow

Fuel Selectors – On
Cowl Flaps – As Required
Primers – In and Locked
Carb Heat – As Required
Mixtures – Set Best Power
Props – As Required
Throttles – As Required
Gear – Verify in Desired Position
Engine Gauges – Verify normal
Magnetos – On
Fuel Pumps – As Required