LEADINGEDGE AVIATION

Revision:4 - November 3, 2015

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

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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.

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 (include approach flaps)
T- Talk

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-Verifiy in desired position
Engine Guages-Verify normal condition
Magnetos – ON
Fuel Pumps – As Required

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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 ≤ 5°