



Flight Training and Aircraft Rentals
14150 SW 129th St. MIAMI, FL. 33186
www.flymiami.com
305-259-5611

ACRONYMS

Aircraft

ARROW

Airworthiness certificate ----->	Altimeter/static system
Registration ----->	Annual
Radio station license	VOR checks
Operation handbook	Inspection (100 hr)
Weight and balance	Airworthiness directives
	Transponder
	ELT

VFR Day

Anti collision light
 Airspeed
 Altimeter
 Tachometer
 Temp gauge
 Oil pressure
 Oil temp
 Mag compass
 Manifold pressure
 Seat belts
 ELT
 Landing gear position lights
 Fuel gauges
 Flare/pyrotechnic device

VFR Day

Tachometer
 Oil pressure
 Mag Compass
 Airspeed
 Temp gauge
 Oil temp
 ELT
 Anti-collision lights
 Fuel gauge
 Landing gear position lights
 Altimeter
 Manifold pressure
 Emergency Equipment

VFR Night

Position lights
 Electrical Source
 Landing lights (hire)
 Anti-collision lights
 Fuses

VFR Night

Fuses
 Landing lights (hire)
 Anti-collision Lights
 Position lights
 Source of electricity

WX Reports

Terminal
Weather depiction
Radar summary
Pireps
Surface analysis
Satellite

Do Not need ELT

50 N.M Training
Turbo-jet
Experimental
Agricultural
Research
Scheduled air carries
1 pilot airplane
Air racing
New aircraft delivery
Crew training
Exhibition

Safety of Flight

Weather
All available info ----->
Runway lengths
Takeoff distances
Fuel requirements
Alternative available
Delays Known to AFC

WX forecast

Significant wx prognostic
Winds/temp aloft
Inflight wx advisory
Severe wx watch
Severe wx outlook
Convective outlook
Terminal area forecast

Charts
ADF
NOTAMs
FAR
AIM
Advisory circular
POH

NTSB 830

Immediate notification if accident plus:
Inability of crewmember to perform due to injury or illness
Inflight fire
Failure to turbine blades
Flight control failure
Damage to property over \$25,000
Overdue aircraft believed to have been in an accident
Aircraft collide in flight

IFR Instruments

Heading indicator
Altimeter
Radios (2 way)
DME above flight level 240 if using VOR
Turn coordinator w/ inclinometer
Attitude indicator
Clock w/ second hand sweep
Alternator / generator
Nav. equipment appropriate to the facilities being used

IFR Instrument

Alternator / generator
Radios
Altimeter
Ball (slip/skid indicator)
Clock
Attitude indicator
Rate of turn indicator
Directional Gyro
DME above FL 240 if using VOR

Approach Briefing

ATIS
Marker Beacons
Magnetic Compass
Identify approach plate aid frequencies
Course (in bound)
Entry (radar vectors, procedure turn, etc.)
Altitude (current, aid MDA or DH)
Time for missed approach
Missed approach procedures

Radar/Non radar mandatory reports

Leaving assigned altitude
Information concerning the safety of flight
Change in altitude when VFR on top
Missed Approach
Unable to climb 7 descend at 500 ft/min
Change in true airspeed of 10 kts or 5%
Time and altitude when reaching assigned fix
Leaving assigned holding fix
Equipment malfunction
Weather hazard

After missed approach

Cram it
Climb it
Clean it
Cool it
Call it

Clearance

Clearance limit
Route
Altitude (initial and expected)
Frequency (departure)
Transponder code

Position report

Identification
Position
Time
Altitude
Type of flight plan
ETA and name of next point
Next reporting point

IFR flight rates

Take off/ landing minimums
Radio communication
VOR check
Equipment failure
Level of flight to be flown
Information needed
Fuel requirements
Radio failure
Minimum altitudes
Routes / course to be flown

Holding Patterns

Directions of hold
Fix holding on
Course
Length of legs
Turns
Time (current and EFC)

LOST COMMS

Altitudes

Minimum Enroute Alt.
Expected Alt.
Assigned Alt.

Routes

Assigned routes
Vectored by Radar, go direct
Expected
Filed

Illusions

Inversion
Coriolis
False Horizon
Auto kenisic
Leans
Somatogravic
Elevator illusion

Graveyard spin
Graveyard spiral
Featureless Terrain
Atmospheric Illusions
Ground lighting, illusions
Runway width
Runway Slope

Compass Errors

Variation
Deviation
Magnetic dip
Oscillation

Northerly turning error ----->
Acceleration Error ----->

Accelerate
North
Decelerate
South

Undershoot
North
Overshoot
South