GFT KNEEBOARD — ALWAYS READY

PLAN | FLY | VERIFY — AVIATION SAFETY • QUICK REFERENCE

BEFORE FLIGHT

PLAN
NOTAMs/TFRs • Weather • Alternates
Runways vs Performance • Delays
Plan, Pack, Flights, File
Envision/Prayers/Serenity/Zen

PLANE
Times and tires
Clean Windows
Gas & oil: Quantity, Quality, Caps (QQC)
Remove engine inlet plugs and pitot cover
Remove tow bar, ropes, and chocks

PEOPLE
No smoking • IMSAFE • Belts • Doors
(§91.107 & §91.519)
See something, say something
Help locate traffic

CONTINUOUS SCAN

CONTROL	Speed • Height • Heading/Center **Pitch • Power • Trim • Rudder • Bank**
OUTSIDE	Terrain • Weather • Traffic • Wildlife
CONFIG	Gas tanks • Gas pump • Undercarriage • Mixture • Mags • Prop • Switches • Altimeter Setting • Seat belts

ALWAYS

When slow: smooth hands and good footwork
More altitude = more options
Know your position relative to airports and VORs
On the ground slow down before turning
Is the airplane performing as normal?
Regardless of experience, speak up if something doesn't seem right
ALWAYS READY! NOSE DOWN!

TAKEOFF

GGUMMPSSS • Bug runway heading • Bug initial altitude • Flaps
Burn lead off spark plugs
Determine Pilot Flying vs. Pilot Troubleshooting
Plan for partial or total loss of thrust • Locate AP breaker
Do you know what the circling minimums are?
Check doors & windows • Secure phone
"Airspeed is alive" • "Making good power"
HDG, IAS/FLC, AP engaged

RADIO CALLS

Check frequency before using push to talk button
Who Are You? What am I? Who Am I?
Where Am I in 3D?
What do I want or plan? (I have the ATIS)
Vectors • Verify • Standby • Unable • Unfamiliar

ENROUTE

ATIS/AWOS • Brief
Build: PROC, baro min, nav ident, SBAS status, VOR check
Now and Next • Check AP modes • Check engine
GGUMMPSSS • CDI/HSI source
APR if vertical guide available • 7 clicks • Timer ready

LANDING

Listen to weather (also tests volume) • Bug pattern altitude
GGUMMPSSS • Consider low approach for wind and surface check
Stay inside the white arc
Turn base after 200 ft descent • **Nose down in turns**
If unstable or runway obstruction:
GO AROUND - ALL IN - FLAPS IN STAGES
Move throttle in the direction the aim point moves (aim vs touchdown)
Postion airplane over the runway numbers
Crossing threshold: power to idle+ • Carb heat off
Runway widens: nose transition = pitch down → level → slowly pitch up
Nose toward runway end • Use side windows when forward vision decreases
Control sink rate with throttle • Feet off brakes • Idle when mains touch
Protect the nose...When you pull back don't give it back

NORDO - NO RADIO

7600 (76 - radio needs a fix) • Monitor **121.5** • Call 1-800-WXBRIEF
§91.185 altitude: **Minimum • Expected • Assigned**
Route: **Assigned • Vectored • Expected • Filed**

SPIN RECOVERY - PARE

Power idle • **A**ileron neutral • **R**udder opposite (the one that fights)
Elevator forward

ENGINE TROUBLE - ABCDE

Engine fluctuation/roughness: **FULL CARB HEAT**
Expect more roughness as ice melts
Airspeed = pitch to glide speed
Best = flattest, safest (hopefully a runway)
Checklist = Tanks • Pump • Mix • Master • Mags • Carb Heat
Declare = ATC / nearest tower / 121.5 • 7700 (77 heaven) • **911**
Execute = Doors • Spirals • S-turns • Slips • Flaps • **ELT**
Pan-Pan • Mayday Mayday Mayday