# 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<br>**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
Do not turn until 400 AGL

## 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...Keep pitch up

## 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

**P**ower idle • **A**ileron neutral • **R**udder opposite (the one that fights)
**E**levator forward

## ENGINE TROUBLE - ABCDE

Engine fluctuation/roughness: **FULL CARB HEAT**
Expect more roughness as ice melts
**A**irspeed = pitch to glide speed
**B**est = flattest, safest (hopefully a runway)
**C**hecklist = Tanks • Pump • Mix • Master • Mags • Carb Heat
**D**eclare = ATC / nearest tower / 121.5 • 7700 (77 heaven) • **911**
**E**xecute = Doors • Spirals • S-turns • Slips • Flaps • **ELT**
**Pan-Pan • Mayday Mayday Mayday**