

Wind T°

5000'  
2000'  
1000'

W/V used :

Freezing altitude :

Overall wind : e.g 20G30 = 20+10/2=25. (NB gust=30-20)  
TFA Overall wind ≤ 30 & < 50% of clean stall @ max TOW.

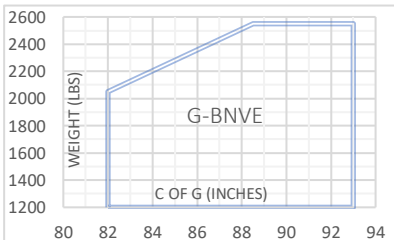
A - A/c ID  
C - Altitude  
S - Data

| Destination   | TRK° | WCA° | VAR° | HDG° | TAS | G/S | Dist                      | Time |
|---|------|------|------|------|-----|-----|---------------------------|------|
|   |      |      |      |      |     |     |                           |      |
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|   |      |      |      |      |     |     |                           |      |
| 1 USg = 3.8 ltrs, 6lb, 0.83 UKg   |      |      |      |      |     |     | Fuel reqd = Fuel + 10 + 2 |      |
| At 10 USg/hr Fuel =   |      |      |      |      |     |     | <b>Total fuel reqd :</b>  |      |
| <b>Fuel &amp; Oil</b> Full 48 USg. Tabs 34 USg. 8-10 gph Use 10 gph         |      |      |      |      |     |     | <b>Total</b>              |      |
| Oil : 8 qts max. 6 ok. Lean >5000' to rough then richen to smooth. Check T° |      |      |      |      |     |     |                           |      |

**NB : AFM/POH takes precedent**

Max TOW : 2550 lbs Max Baggage 200lbs. Weighing report 11/12/2006

| W & B      | lbs    | ins   | lb ins |
|------------|--------|-------|--------|
| Basic      | 1602.0 | 87.26 | 139791 |
| Fuel       |        | 95.0  |        |
| Pilots     |        | 80.5  |        |
| Passengers |        | 118.1 |        |
| Baggage    |        | 142.8 |        |



Short takeoff : 25°, 49/54kts\*\* 1040' / 2020' = 317m / 616m (gnd roll / clear 50') Pg 5-17/15  
Short landing : 40°, 66kts 900' / 1370' = 275m / 418m (gnd roll / clear 50') Pg 5-29/28  
Conditions : MTOW, 1000', 25°C, 5kts headwind. Lower/colder = less distance. \*\*49/54 : lift off / at 50'.

Cloud base' : (T°C - dew pt) x 400  
MEF : Round highest chart point to next 100' + 300'  
MSA : Round highest chart point to next 100' + 1000'

Vfe : Flap extended  
Vno : Normal op - Max cruise  
Vne : Never exceed  
(Va : max maneuvering)

'Thumb' is approx 10 nm 1nm = 1.15 miles = 1852m.

| Gndspeed   | 60    | 70    | 80    | 90    | 100   | 110   | 120   |
|------------|-------|-------|-------|-------|-------|-------|-------|
| Time/nm    | 00:60 | 00:51 | 00:45 | 00:40 | 00:36 | 00:33 | 00:30 |
| Time/10 nm | 10:00 | 08:34 | 07:30 | 06:40 | 06:00 | 05:27 | 05:00 |

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# VFR FLIGHT LOG

Aircraft **G-BNVE**

Date:

| Hobbs | TACHO |
|-------|-------|
|       |       |

PC

| Fuel L | R | US gal |
|--------|---|--------|
|        |   |        |

Std

| Oil | LR=> |
|-----|------|
|     |      |

Fuel burn + 10 + 2 =>

**Performance Data** X-wind 17 Cruise 110kts - 2350 rpm

| Pg 4-2      | Climb | Approach - Flap | Stall    | Vfe : 102               |
|-------------|-------|-----------------|----------|-------------------------|
| Rate Vy 76  | 75    | 10°/25°         | 0° : 40° | Vno : 1256              |
| Angle Vx 64 | 66    | 40°             | 51 : 46  | Vne : 154<br>(Va : 113) |

90kts : 1.5nm/min. 100kts : 6min/10nm. Max drift : 3°/5kts.

| Airfield | Hobbs | Tacho | R/W | Cct | Hold | QNH | QFE | Engine |
|----------|-------|-------|-----|-----|------|-----|-----|--------|
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Cold:Pump on/Rich/¼". Prime if no start. Hot:Pump on/Rich/½".  
RPM : Takeoff 2700 5 mins max. Max continuous 2650. Cruise 75% 2300. Descent 2500 @ 122kts

Conspicuity : 7000 Mayday : 7700 121.5 Radio failed : 7600 3° glide : 300'/nm

| Station | Type | Freq | Sqwk |
|---------|------|------|------|
|         |      |      |      |
|         |      |      |      |
|         |      |      |      |

Daventry VOR DTY 116.4 Honiley VOR/DME 113.65 Cold ¼"+pump. Prime if no start. Hot ½"  
B'ham NDB BHX 406  
Shobdon NDB SH 426 Time=60 x nm/kts

| Waypoints | MEF' MSA' | Plan Alt' | Time | ETA | ATA | HDG | Dist | G/S | TRK |
|-----------|-----------|-----------|------|-----|-----|-----|------|-----|-----|
|           | Start =>  |           |      |     |     |     |      |     |     |
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