

ICAO 4031C9

Wind T°

Transponder : TRIG TT31 (No ADSB-out)

5000'

W/V used :

A - A/c ID

2000'

Freezing altitude :

C - Altitude

1000'

Overall wind : e.g 20G30 = 20+10/2=25. (NB gust=30-20)

S - Data

TFA Overall wind ≤ 30 & < 50% of clean stall @ max TOW.

| Destination | TRK° | WCA° | VAR° | HDG° | TAS | G/S | Dist | Time |
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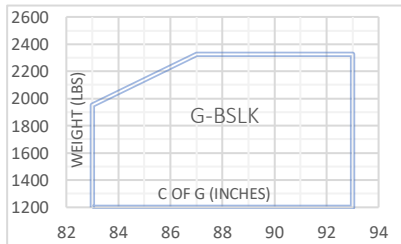
1 USg = 3.8 ltrs, 6lb, 0.83 UKg      Fuel reqd = Fuel + 10 + 2  
 At 10 USg/hr **Fuel =**                      **Total fuel reqd :**                      **Total**

**Fuel & Oil** Full 48 USg. Tabs 34 USg. 8-10 gph Use 10 gph  
 Oil : 8 qts max. 6 ok.      Lean to rough then richen to smooth. Check T°

**NB : AFM/POH takes precedent**

Max TOW : 2325 lbs Max Baggage 200lbs. Weighing report 17/04/2000

| W & B      | lbs    | ins   | lb ins |
|------------|--------|-------|--------|
| Basic      | 1552.0 | 87.53 | 135847 |
| Fuel       |        | 95.0  |        |
| Pilots     |        | 80.5  |        |
| Passengers |        | 118.1 |        |
| Baggage    |        | 142.8 |        |



**Take off wt**

Short takeoff : 25°, 50/55kts\*\* 1200' / 1875' = 366m / 572m (gnd roll / clear 50')  
 Short landing : 40°, 63kts 570' / 1080' = 174m / 329m (gnd roll / clear 50')

Conditions : MTOW, 1000', 25°C, 5kts headwind. Lower/colder = less distance. \*\*50/55 : lift off / at 50'.

Cloud base' : (T°C - dew pt) x 400

Vfe : Flap extended

MEF : Round highest chart point to next 100' + 300'

Vno : Normal op - Max cruise

MSA : Round highest chart point to next 100' + 1000'

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 |

Date:

| Hobbs                 |   | TACHO |        |
|-----------------------|---|-------|--------|
| PC                    |   |       |        |
| Fuel                  | L | R     | US gal |
| Std                   |   |       |        |
| Oil                   |   | LR=>  |        |
| Fuel burn + 10 + 2 => |   |       |        |

**VFR FLIGHT LOG**

Aircraft **G-BSLK**

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

| Pg 4-1   | Climb | Approach - Flap | Stall    | Vfe : 103            |
|----------|-------|-----------------|----------|----------------------|
| Rate Vy  | 79    | 70 10°/25°      | 0° : 40° | Vno : 126            |
| Angle Vx | 63    | 63 40°          | 50 : 44  | Vne : 160 (Va : 111) |

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 for 5 mins max. Max continuous 2650. Cruise 75% 2300 rpm. Descent 2500 @ 126kts

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

| Station | Type | Freq | Sqwk |
|---------|------|------|------|
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Daventry VOR DTY 116.4      Honiley VOR/DME 113.65

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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