

# Weight & Balance

Warrior: N446MK

Last Updated 5/3/2018	Weight	Arm	Moment
<b>Basic Empty Weight</b>	<b>2653.3</b>	87.16	<b>231269.9</b>
Pilot & Front Passenger		80.5	
Rear Passengers		118.1	
Baggage Area ( 200 lbs max)		142.8	
		142.8	
		142.8	
<b>Zero Fuel Weight</b>		XXXXXX	
Fuel Weight ( 6 lbs/ gal)		95.0	
<b>Ramp Weight</b>		XXXXXX	
Start / Taxi / Run-up:	-16	95.0	-1520
<b>Takeoff Weight</b>			
Trip Fuel Burn ( 6 lbs/ gal)		95.0	
Heater Fuel Burn (if used) ½ gallon/hour		95	
<b>Landing Weight</b>			

**Weight**

Maximum Ramp Weight 3816                      Moment / Weight = Arm  
 Maximum Takeoff Weight 3800  
 Maximum landing Weight 3800

## FAR 91.103 – Preflight Action

### Departure Weather:

Barometric Pressure \_\_\_\_\_"Hg    Temp \_\_\_\_\_°C    Dewpoint \_\_\_\_\_°C

Pressure Altitude: \_\_\_\_\_                      Density Altitude: \_\_\_\_\_

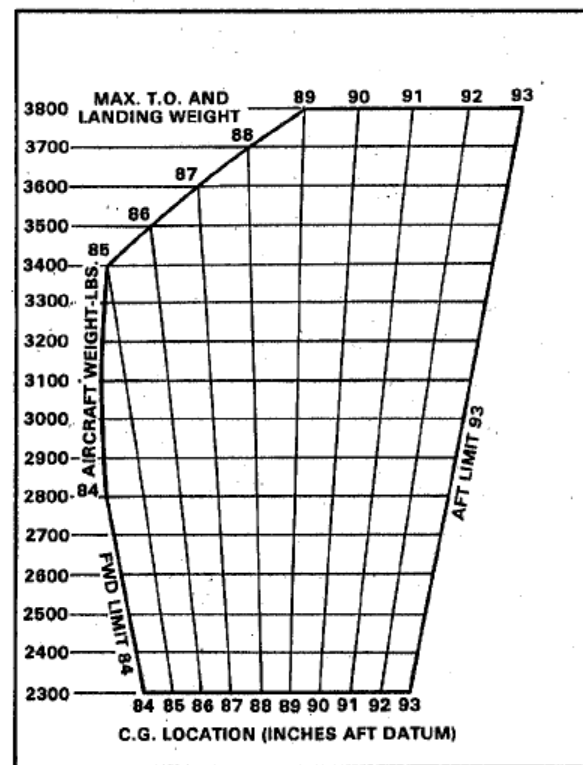
Service Ceiling: \_\_\_\_\_ ft    Single-engine Service ceiling \_\_\_\_\_ ft

Surface Winds: \_\_\_\_\_°at \_\_\_\_\_ kts    Crosswind Component: \_\_\_\_\_ kts.

Headwind Component: \_\_\_\_\_ kts    Multi-engine Acc/stop distance \_\_\_\_\_ ft

Single Engine Climb \_\_\_\_\_ ft/min

NAME: \_\_\_\_\_ DATE: \_\_\_\_\_



### Destination Weather (required for flights to another airport):

Temp \_\_\_\_\_°C    Dewpoint \_\_\_\_\_°C    Surface Winds: \_\_\_\_\_°at \_\_\_\_\_ kts.

Crosswind Component: \_\_\_\_\_ kts.    Headwind Component: \_\_\_\_\_ kts

Barometric Pressure \_\_\_\_\_"Hg    Pressure Altitude: \_\_\_\_\_

Density Altitude: \_\_\_\_\_    Forecast Obtained \_\_\_\_\_

### Takeoff/Landing Performance:

Departure Runway Length: \_\_\_\_\_ ft.    Takeoff Weight \_\_\_\_\_ lbs

Takeoff Distance:    Ground Roll \_\_\_\_\_ ft.    Obstacle 50': \_\_\_\_\_ ft.

Landing Distance:    Ground Roll \_\_\_\_\_ ft.    Obstacle 50': \_\_\_\_\_ ft

## Student Certification

By signing below I acknowledge the following:

1. I am on Lesson # \_\_\_\_\_, and I have reviewed the Lesson Objective, Completion Standards, Reading/Study materials, and all training items required to complete the lesson.
2. I'M SAFE\*
3. There are \_\_\_\_\_ hours until the next maintenance event and there are no open squawks.

Signature \_\_\_\_\_

### \*I'M SAFE CHECKLIST

- I (illness)
- M (medication)
- S (stress)
- A (alcohol)
- F (fatigue)
- E (eating/emotions)

## Passenger Approval

The following passenger(s) is/are approved to accompany this flight:

Signature \_\_\_\_\_

[Chief/Assistant Chief Instructor]

Solo students must **ACTIVATE** and **FILE** a VFR Flight Plan and inform their CFI or Dispatch upon arrival at each destination

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		(FAA USE ONLY) <input type="checkbox"/> PILOT BRIEFING <input type="checkbox"/> VNR <input type="checkbox"/> STOPOVER			TIME STARTED	SPECIALIST INITIALS
<b>FLIGHT PLAN</b>						
1. TYPE VFR IFR D/VFR	2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE/SPECIAL EQUIPMENT	4. TRUE AIRSPEED  KTS	5. DEPARTURE POINT	6. DEPARTURE TIME PROPOSED (Z)    ACTUAL (Z)	
7. CRUISING ALTITUDE						
8. ROUTE OF FLIGHT						
9. DESTINATION (Name of airport and city)			10. EST. TIME ENROUTE HOURS    MINUTES		11. REMARKS	
12. FUEL ON BOARD HOURS    MINUTES		13. ALTERNATE AIRPORT(S)		14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE		15. NUMBER ABOARD
				17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)		
16. COLOR OF AIRCRAFT			CIVIL AIRCRAFT PILOTS, FAR 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning D/VFR flight plans.			

FAA Form 7233-1 (8-82)

CLOSE VFR FLIGHT PLAN WITH \_\_\_\_\_ FSS ON ARRIVAL