

Aviation Mnemonics

Required Equipment for Day VFR (ATOMATO FLAMES)

A - Altimeter
T - Tachometer
O - Oil pressure gauge
M - Manifold pressure gauge for each atmosphere engine
A - Airspeed indicator
T - Temperature gauge for each liquid cooled engine
O - Oil temperature gauge

F - Fuel level gauge
L - Landing gear position indicator
A - Altimeter
M - Magnetic heading indicator
E - Emergency locator transmitter (ELT)
S - Seat belts

Required Equipment for Night VFR (FLAPS)

F - Fuses
L - Landing lights
A - Anti-collision lamps
P - Position indicator lamps
S - Source of power

IFR Required Equipment (GRAB CARD)

G - Generator
R - Radios
A - Attitude indicator
B - Ball
C - Clock
A - Adjustable altimeter
R - Rate of turn indicator
D - Directional gyro

VFR Minimums

Alpha Not here,

(No VFR in Class A)

Bravo 3 and clear.

(3 miles and clear of clouds)

Charlie, Delta and Echo played Golf at night, using 3, 1, 5, 2 to avoid a fright.

(3 mi, 1000 above, 500 feet below, 2,000 lateral)

Golf in the day is 1 and clear, and below 1200 at night

(Below 10,000 day, and below 1200 AGL at night)

While Echo and Golf over 10 is 5, 1, 1, 1, all right.

(Above 10,000 feet: 5 mi, 1,000 feet above, 1,000 feet below, and 1 mi lateral)

Pilot Preflight (IMSAFE)

I – Illness

M – Medication

S – Stress

A – Attitude

F – Fatigue

E – Emotion

Required Documents (ARROW)

A – Airworthiness Certificate

R – Registration

R – Radio License (only outside US now)

O – Owners Manual

W – Weight and Balance

Preflight Information - required for flights away (RAWFAT)

R – Runway lengths

A – Alternates

W – Weather

F – Fuel requirements

A – ATC delays

T – Takeoff/landing distance data

Airport Sign Types (MIDDLR)

M – Mandatory instruction
I – Information
D – Destination
D – Direction
L – Location
R – Runway distance remaining

Run-Up (CIGAR)

C – Controls free and correct
I – Instruments set
G – Gas proper tank and full rich
A – Attitude (trim and flaps)
R – Run-up (engine check)

Before Takeoff Check (Lights, Camera, Action)

Lights – Landing, anti-collision, and position lights on
Camera – Transponder to Altitude
Action – Begin takeoff roll

Before Landing Check (GUMPFS)

G – Gas full and proper tank, and boost pump on
U – Undercarriage (gear down, locked, green light)
M – Mixture full rich, and hot (carb heat)
P – Prop to takeoff pitch
F – Flaps as required
S – Switches and Seat Belts (landing lights, etc.)

Short Final (MPG)

M – Mixture
P – Prop Full Forward
G – Green Gear Lights

Engine Shutdown (SLIM)

S – Switches (lights and Avionics Master) off

L – Lean
I – Ignition off
M – Master off

Go Around/Missed Approach (CCCC)

C – Cram it
C – Clean it
C – Cool it
C – Call it

Unusual Attitude Recovery (TRAP)

T – Throttle
R – Rudder: Step on the sky
A – Aileron
P – Pitch

Spin Recovery (PARE)

P – Power: Reduce
A – Ailerons: Neutral
R – Rudder: Opposite direction of spin
E – Elevator: Forward, then recover

Flight Clearance (CRAFT)

C – Clearance
R – Routing
A – Altitude
F – Frequency
T – Transponder
S – Special

IFR Mandatory Reports (FAME Performance)

F – Fixes: arriving or leaving
A – Altitude changes
M – Missed approach
E – Equipment: loss or problems
Performance - poor climb/descend, TAS change

Partial-Panel Compass Turns (UNOS)

U – Undershoot
N – North
O – Overshoot
S – South

Compass Dip (ANDS)

A – Accelerate
N – North
D – Decelerate
S – South

Engine Failure (ABCDEF)

A – Airspeed (Vg): Pitch for best glide
B – Best Field: Set up for 1000 ft AGL left base on a good landing spot
C – Check systems: Switch Tanks, mixture full rich, throttle full, carb heat, fuel pump on, primer locked, checklist
D – Declare: Mayday on 121.5 unless already established with ATC
E – Egress: Prepare door by propping it open, tighten seatbelts
F – Fire: On final, Master off, Mags off, Fuel off

Weather Briefing (SACrED WiNd)

S – Synopsis
A – Adverse conditions
C – Current weather
E – Enroute forecast
D – Destination terminal forecast
Wi – Winds aloft
Nd – Notams

Weather Charts (CoPS WARS)

Co – Constant pressure
P – Prognostic
S – Surface analysis

W – Weather depiction
A – Area forecast (FA)
R – Radar summary (SD)
S – Severe weather outlook (AC)

Special Use Airspace (MCPRAWN)

M – Military Operations
C – Controlled Firing
P – Prohibited
R – Restricted
A – Alert
W – Warning
N – National Security

Aircraft Certification Categories (TURN PALE)

T – Transport
U – Utility
R – Restricted
N – Normal
P – Provisional
A – Acrobatic
L – Limited
E – Experimental

NTSB Notification (P-FACTION)

P – Property damage more than \$25,000
F – Fire, in flight
A – Accident
C – Collision, in flight
T – Turbine failure
I – Illness of crew member
O – Overdue aircraft
N – No control: control failure of any sort