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|--------------------------------------|-------------------------------------------------------------------------------------|-----------------------|----------------------|------------------------------------|--------------------------------|---------------------------|------------------------------|
| Name: <i>Frank De León</i> | A/C Type: <i>DA-40</i> | Tail #: <i>N419FP</i> | Date: <i>7/13/16</i> | Flight Plan Filed: <i>No</i> | | | |
| Instructor: <i>Taylor Dawson</i> | Signature: | Flt Plan Reviewed: | | | | | |
| Route Practice Area: <i>Paradise</i> | | | | | | | |
| Time enroute: | Time due back: | Alternates: | | | | | |
| Abnormals: | | | | | | | |
| Fuel Onboard: | X-C flights must attach their flight plan to this sheet. Confirmed by Dispatch: Y N | | | | | | |
| | Weight | Arm | Moment | Weather | V Speeds | | |
| Empty Weight | <i>1,705.4</i> | <i>97.17</i> | <i>165,709.44</i> | Time <i>1551</i> | Wind Dir. Vel <i>330 06</i> | Visibility <i>10SM</i> | Vr <i>59</i> |
| Nose Baggage | <i>0</i> | | <i>0</i> | Ceilings <i>CLR</i> | Temp Dew <i>25 06</i> | Altimeter <i>30.08</i> | Vx <i>-</i> |
| Pilot & Front PAX | <i>155</i> | <i>90.6</i> | <i>14,043</i> | Density Alt. <i>6,500</i> | Remarks | | Vy <i>66/73</i> |
| Rear PAX | <i>10</i> | <i>128</i> | <i>1280</i> | Pressure Alt. <i>4,297</i> | | | Vg <i>73</i> |
| Baggage | <i>0</i> | | <i>0</i> | Head Wind <i>6</i> | | | Va <i>94</i> |
| Zero Fuel CG | <i>1,870.4</i> | CG: <i>96.8</i> | <i>181,032.44</i> | Cross Wind <i>2</i> | | | V _{max} <i>-</i> |
| Fuel in LBS | <i>241.2</i> | <i>103.5</i> | <i>24,964.2</i> | Take Off | RWY LEN: <i>9,010</i> | Landing | RWY LEN: <i>9,010</i> |
| Take Off Weight | <i>2,111.6</i> | <i>97.6</i> | <i>205,996.64</i> | Ground Roll | <i>1,500</i> | Ground Roll | <i>1,300</i> |
| Fuel Burn | <i>120</i> | <i>103.5</i> | <i>12,420</i> | Over 50' | <i>2,600</i> | Over 50' | <i>2,500</i> |
| Landing Weight | <i>1,991.6</i> | <i>97.2</i> | <i>193,576.64</i> | Touch and Go Distance <i>2,800</i> | | | ROC/TAS <i>0.95</i> |
| Max Gross Weight | <i>2,535</i> | | | Rate of Climb | Single Engine ROC | Climb Grad (+3.3) | |
| | Forward | Act | Aft | <i>700 ft/min</i> | <i>-</i> | <i>-</i> | |
| CG | <i>94.4</i> | <i>97.6</i> | <i>102</i> | | | | |
| Non Handbook airport approval: | | | | Overnight approval by: | | | |

Pre-Flight Risk Assessment

*Required for all (Night, Cross Country, and Solo flights) For Dual night and Cross Country flights take the average score of the Student and Instructor Assessments

| | 1 | 2 | 3 | 4 | 5 | Rating |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------------------|--------------|-------------|---------------|-----------------------------------|
| Day/Night | Day | | Night + Moon | | Night No Moon | 1 |
| Rating | Comm | PPL with Instrument | PPL | Student | | 3 |
| Rest in last 24 hrs. | >7hrs | 5-7 hrs | | 3-5hrs | <3hrs | 1 |
| Celing AGL | Clear | 8,000-10,000 | 5,000-8,000 | 3,000-5,000 | IMC | 2 |
| Visibility | >15 miles | 10-15 miles | 6-9 miles | 3-5 miles | 1-2 miles | 2 |
| Crosswind | 0-5 kts | 5-8 kts | 8-12 kts | 12-17 kts | >17 kts | 1 |
| Target airport familiarity | Yes | | No | | | 1 |
| Hours in aircraft | >150 hrs | 101-149 hrs | 50-100 hrs | 25-49 hrs | <25 hrs | 3 |
| Hours in last 90 days | >20 hrs | 15-20 hrs | 10-14 hrs | 5-9 hrs | <5 hrs | 1 |
| Total hours | >1,000 hrs | 500-999 hrs | 100-499 hrs | 50-99 hrs | <50 hrs | 3 |
| Total Risk Score >>>>>>>>> | | | | | | 17 |
| No unusual hazards. Use normal flight planning and established personal minimums and operating | | | | | | 10-20 pts |
| Slightly increased risk. Conduct flight planning with extra caution. Review personal minimums and operating procedures | | | | | | 21-32 pts/a 5 in 2 rows |
| Conditions present very high risk. Conduct flight planning with extra care and review all elements that present the most risk. Consult with more experienced pilots or flight instructors for guidance. Consider delaying flight until conditions improve. | | | | | | 33-40 pts or a 5 in 3 rows |
| Conditions present extreme risk flight is prohibited. | | | | | | > 40 |