

## Pilot Acronyms commonly used

### **ARROW - documents required in the aircraft.**

Airworthiness certificate  
Registration  
Operating limitations  
Weight and balance

### **Compass errors (2 optional acronyms)**

**OSUN** - **O**vershoot **S**outh - **U**ndershoot **N**orth  
**ANDS** - **A**ccelerate **N**orth **D**ecelerate **S**outh ( **A**nticipate **N**orth **D**elay **S**outh)  
Use latitude plus 1/2 the bank angle to roll out on North/South heading

### **Required Equipment ( 5 Optional acronyms)**

#### **SEA X 3**

##### **Safety**

Seatbelts/Shoulder harness  
ELT  
Anti Collision

##### **Engine**

Oil Pressure/ Oil Temp  
Tachometer  
Fuel Gauges

##### **Aviate**

Compass  
Airspeed  
Altimeter

#### **GOOSE A CAT**

Gas gauge  
Oil temperature  
Oil pressure  
Seat belts  
ELT transmitter  
Altimeter  
Compass  
Airspeed indicator  
Tachometer

#### **A FAST MOOSE**

Airspeed indicator  
Fuel gauges  
Altimeter  
Seat belt/shoulder harness  
Tachometer  
Magnetic compass  
Oil pressure guage  
Oil temp.guage  
Safety gear  
ELT

## **ATOMS x 2**

- Altimeter
- Tachometer
- Oil pressure
- Magnetic compass
- Seat belts
- Airspeed indicator
- Temperature sensor (liquid-cooled)
- Oil temperature (air cooled)
- Manifold pressure
- Strobe light

## **APES – night plus day VFR**

- Anti-collision lights
- Position lights
- Energy source
- Spare fuses

## **Personal Checklists**

### **PAVE- Personal Minimums checklist**

**Pilot** - licensed, currency, actual abilities, wellness, food, hydration, medications.

**Aircraft** - maintenance, lights, instruments, fuel, weight and balance, performance

**enVironment** - weather, temperature, time of day night, wind,

**External pressures**- family holiday gathering, work, vacation, mind on flying or the location wanting to be, peer pressure to perform beyond current abilities without the safety net of instructor, (this where we use the F word (funeral - do I fly in this wx and you plan my funeral situation kind of wedding/Christmas dinner?))

### My Personal Minimums example

Ceiling within 25nm	<u>2000 feet</u>
Ceiling beyond 25nm	<u>4000 feet</u>
Maximum wind	<u>25kts</u>
Maximum Crosswind	<u>15kts</u>
Maximum Density Altitude	<u>5000 feet</u>

### **I'M SAFE** - Pilots personal checklist

- Illness
- Medication
- Stress
- Alcohol
- Fatigue
- Emotions

## Other Common Acronyms

**GUMPS** - Pre landing or level off cruise checklist

**Gas** (tank selection handle or fuel boosts etc)

**Undercarriage** (landing gear and flaps)

**Mixture** (full rich)

**Propeller** (high rpm)

**Speed check**

**IPAD** - Initial call to ATC

**Identification**

**Position**

**Altitude**

**Destination or intentions**

**4 C** - Procedure for lost VFR pilot (also land at nearest airport when spotted when unable to communicate)

**Climb** (weather permitting)

**Conserve** (maximum endurance)

**Confess** (ask for help)

**Comply** (follow ATC instructions)

**Two Virginians Make Delightful Company** - Heading order

**True heading +/-**

**Variation =**

**Magnetic heading +/-**

**Deviation =**

**Compass heading**

**AVIATES (required maintenance )**

A - AD's

V - VOR

I - Inspections\* annual and/or 100hr

A - Altimeter

T - Transponder

E - ELT

S - Static System

## Instrument common acronyms

**Aviate/Navigate/Communicate** - order of importance

**CRAFT** - format for copying an ATC clearance

**Cleared to**

**Route**

**Altitude**

**Frequency** (departure control)

**Transponder** (squawk code)

## **Required equipment for IFR flight ( 2 optional acronyms)**

**C DART GAS** - Equipment required for IFR flight

Clock with second

Directional gyro

Attitude indicator

Rate of turn indicator

Two-way nav/com radio

Generator of adequate capacity (or alternator)

Altimeter adjustable for pressure

Slip/skid indicator

### **GRAB CARD**

G - Generator/Alternator

R - Radios for Navigation (VOR)

A - Attitude Indicator

B - Ball (Inclinometer)

C - Clock

A - Altimeter

R - Rate of Turn

D - Directional Gyro (Heading Indicator)

**AVE F** - In event of lost communication in IFR conditions for route segment being flown, fly the route that was last:

Assigned

Vectored

Expected or

Filed

**TADS** - Go Around /Missed approach

Thrust - climb power

Attitude - pitch for climb

Drag - Flaps as required, gear up

Speed - best rate or climb speed

**6 T** - Final approach Fix (GUMPS)

Time (start timer)

Turn (heading)

Twist (omni bearing selector)

Throttle (adjust)

Talk (communicate)

Tires (landing gear down)

**6 A** - Initial approach checklist

ATIS - obtain

Altimeter - set

Alignment - set DG

Approach - how long how low which way

Avionics - tune and identify

Airspeed - slow to approach speed

**MEA** - in case of loss of communications highest altitude to fly:

Minimum IFR altitude

Expected as advised by ATC

Assigned by ATC

## Commercial level acronyms

### **A TOMATO FLAMES** - required vfr equipment

A - Altimeter

T - Tachometer

O - Oil Temperature Gauge

M - Manifold Pressure Gauge

A - Airspeed Indicator

T - Temperature Gauge\*\*

O - Oil Pressure Gauge

F - Fuel Gauge

L - Landing Gear Extension Lights\*\*\*

A - Anti-collision Lights\*\*\*\*

M - Magnetic Compass

E - ELT S - Seatbelts

\* if your airplane does not have a manifold pressure gauge, it's not required in your aircraft to be working.

\*\*The temperature gauge is for each liquid cooled engine

\*\*\*If you have a fixed gear airplane, you will not need landing gear extension lights

### **FLAPS**

F- Fuses

L - Landing Lights

A - Anti-collision Lights

P - Position Lights

S - Source of Power