

# SPECTRUM AIRWAYS VFR NAV LOG

DEPART	ATIS	GRND	TWR	FSS	UNI	CTR	ENRT

**Leg 1: Hobbs Start:\_\_\_\_\_ Time Up:\_\_\_\_\_ Time Down:\_\_\_\_\_ Hobbs Stop:\_\_\_\_\_**

Set Hdg. Point	Mag. Hdg.	Comp. Hdg.	IAS	Alt.	Time Over	ETE	ETA	Fuel Start
Checkpoint	Time	Elapsed	Dist.	G/S	Dist. Rem.	ETE	ETA	Fuel Rem.

**Leg 2: Hobbs Start:\_\_\_\_\_ Time Up:\_\_\_\_\_ Time Down:\_\_\_\_\_ Hobbs Stop:\_\_\_\_\_**

Set Hdg. Point	Mag. Hdg.	Comp. Hdg.	IAS	Alt.	Time Over	ETE	ETA	Fuel Start
Checkpoint	Time	Elapsed	Dist.	G/S	Dist. Rem.	ETE	ETA	Fuel Rem.

**Leg 3: Hobbs Start:\_\_\_\_\_ Time Up:\_\_\_\_\_ Time Down:\_\_\_\_\_ Hobbs Stop:\_\_\_\_\_**

Set Hdg. Point	Mag. Hdg.	Comp. Hdg.	IAS	Alt.	Time Over	ETE	ETA	Fuel Start
Checkpoint	Time	Elapsed	Dist.	G/S	Dist. Rem.	ETE	ETA	Fuel Rem.

FP filed ETD: \_\_\_\_\_ FP filed ETE: \_\_\_\_\_ FP filed ETA: \_\_\_\_\_ G/S Checked new FP ETE: \_\_\_\_\_

Actual Dep. Time: \_\_\_\_\_ New FP ETA: \_\_\_\_\_ G/S Checked new FP ETA: \_\_\_\_\_

DEST	ATIS	GRND	TWR	FSS	UNI	CTR	ENRT

## AERODROME DIAGRAM

CFS pg. #: \_\_\_\_\_

## NOTAMs & Special Procedures:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

DEST	ATIS	GRND	TWR	FSS	UNI	CTR	ENRT

## AERODROME DIAGRAM

CFS pg. #: \_\_\_\_\_

## NOTAMs & Special Procedures:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

DEST	ATIS	GRND	TWR	FSS	UNI	CTR	ENRT

## AERODROME DIAGRAM

CFS pg. #: \_\_\_\_\_

## NOTAMs & Special Procedures:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

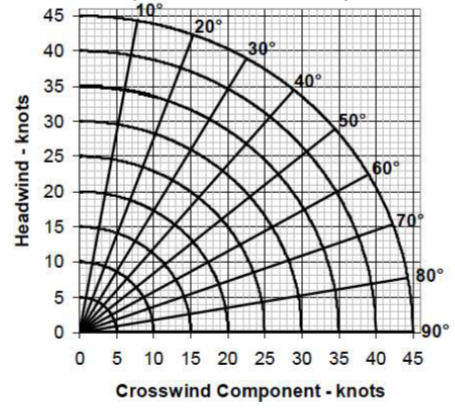
From	To	MOCA	Alt. P.A.	Temp.	RPM	TAS	CAS	IAS	Wind Dir. (T)	Wind Vel.	True Track	True Hdg.	Var.	Mag. Hdg.	G/S	Dist.	Time	GPH	Fuel Req.	

**Totals:**

ITEM	WEIGHT	ARM	MOMENT
Basic Empty Weight			
Pilot/Passenger			
Rear Passengers			
Baggage Area 1			
Baggage Area 2			
Sub Total-Zero Fuel			
Fuel (6lb/gal)			
Take Off Condition (Subtract taxi/Run-Up)			
Subtract Fuel to Destination			
Landing Condition			

Please use the Weight and Balance charts in the appropriate plane's POH or AFM to determine if your aircraft is in the correct C of G Moment Envelope throughout your entire flight.

SUMMER	WINTER
Males >12	
Females >12	
Children 2-12	
Infants <2yrs	



<b>1. Taxi/Run-Up</b>				
<b>2. Climb</b>				
<b>3. Enroute</b>				
<b>4. Reserve</b>				
<b>5. Contingency</b> %				
<b>Total Fuel Req.</b>	Gal Lbs			
<b>Start Fuel</b>	Gal Lbs			
<b>Fuel Used 1+2+3</b>	Gal Lbs			
<b>Fuel Remaining</b>	Gal Lbs			

1.3VsoCAS (gross wt): \_\_\_\_\_  
 Gross wt: \_\_\_\_\_  
 Landing wt: \_\_\_\_\_

1.3VsoCAS (landing wt) = 1.3VsoCAS (gross wt) X  $\sqrt{\frac{\text{landing wt}}{\text{gross wt}}}$

1.3VsoCAS: \_\_\_\_\_ (landing wt)    1.3VsoIAS: \_\_\_\_\_ (landing wt)

Airport	Rwy	Length	Wind (M)	H-Wind	X-Wind	P.A.	Temp.	TO Grd Roll	TO to 50'	Ldg. Grd. Roll	Ldg. Over 50'