

General	
Date:	/ /
Tail No:	
Time Off:	AM/PM

Engine	
Hobbs:	Start / End
Tach:	Start / End

- ### Instructions
1. Draw a course on a sectional chart
 2. Select waypoints along the course and record true course, altitude, and distance
 3. Obtain a weather briefing to determine temperature, density altitude, and winds aloft
 4. Use performance tables to establish power settings and true airspeed
 5. Calculate wind correction angle and ground speed
 6. Calculate compass heading, leg times, and fuel burn
 7. Draw diagrams of any airport(s) and recorded winds

Waypoint	True Crse	Dist (NM)	Route Altitude	Comp Hdg	Leg Est. Time	Est. Time	Enroute Act. Time	Fuel	Temp (C°)	Density Altitude	Power settings			Winds Aloft		WCA TH	Var ^{MH}	Dev ^{CH}	G Spd (Kts)
											MP/RPM	TAS	GPH	Dir	Vel				
1																			
2																			
3																			
4																			
5																			
6																			
7																			
8																			
9																			
10																			
11																			
12																			
13																			
14																			
15																			
Total:																			

Airport:	Elev:
	Wind
	Wx
	Appr
	Twr
	Gnd
	CTAF
	Clnc Div

Airport:	Elev:
	Wind
	Wx
	Appr
	Twr
	Gnd
	CTAF
	Clnc Div

Airport:	Elev:
	Wind
	Wx
	Appr
	Twr
	Gnd
	CTAF
	Clnc Div

Airport:	Elev:
	Wind
	Wx
	Appr
	Twr
	Gnd
	CTAF
	Clnc Div

Enroute Graphical Weather Depiction



Weight and Balance

Item/Station	Weight	Arm	Moment
Total:	Total Weight	C.G.	Total Moment

C.G. = Total Moment / Total Weight

Risk Evaluation

		High risk				Low risk			
		Illness/Medications		Stressfull event sometime in the last few days		Perfect health		No stressfull events noted	
Pilot	Illness/Medications	Sick or on medication(s)				Perfect health			
	Stressfull events	Stressfull event sometime in the last few days				No stressfull events noted			
	Alcohol	Within last 8 hours or BAC > .04%		Within 8-24 hours and BAC < .04%		None in the last 24 hours		Alcohol	
	Fatigue (Hours since last rest/sleep)	more than 12	10 - 12	8 - 10	6 - 8	4 - 6	less than 4	Fatigue (Hours since last rest/sleep)	
	Hours since last healthy meal	more than 4		2 - 4		less than 2		Hours since last healthy meal	
Aircraft	Weight and balance	Out of limits		Near edge of limits		Well within limits		Weight and balance	
	Performance data	Above limits or off the chart		Near the limits or top of the chart		Well within limits		Performance data	
	Familiarity with A/C	Never flown aircraft before		< 5 flights within the pre 30 days		> 5 flights in pre 30 days		Familiarity with A/C	
Environment	Ceilings (AGL)	1000 or less		1000 - 3000		3000 or greater		Ceilings (AGL)	
	Visibility (statute miles)	less than 10		10 - 20		greater than 20		Visibility (statute miles)	
	Significant WX	Thunderstorms		Icing		IFR conditions (need IFR cert)		Significant WX	
	Terrain	Mountainous		Hilly		Flat		Terrain	
Ext. Press.	Allowance for delays in arrival	less than 30 mins		30 - 60 mi ns		more than 60 mins		Allowance for delays in arrival	
	Allowance for delays in departure	None		Able to stay overnight		Able to stay multiple nights		Allowance for delays in departure	

This risk evaluation matrix is NOT conclusive and cannot replace the use of good personal judgement. **Red indicates EXTREMELY HIGH risk/no fly scenarios.**