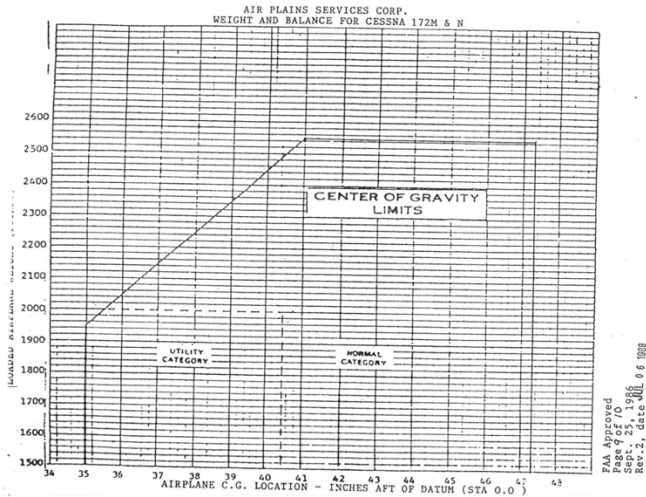




**N4865D**  
Cessna 172N  
Aircraft Weight and

Balance/Performance

	Weight	Arm	Moment
BEW	1511	35.26	53271
Pilot & Front Seat			
Rear Seats			
Baggage			
Zero Fuel			
Fuel			
Taxi/Runup	-6		
<b>Totals</b>			
<b>CG Location</b>			

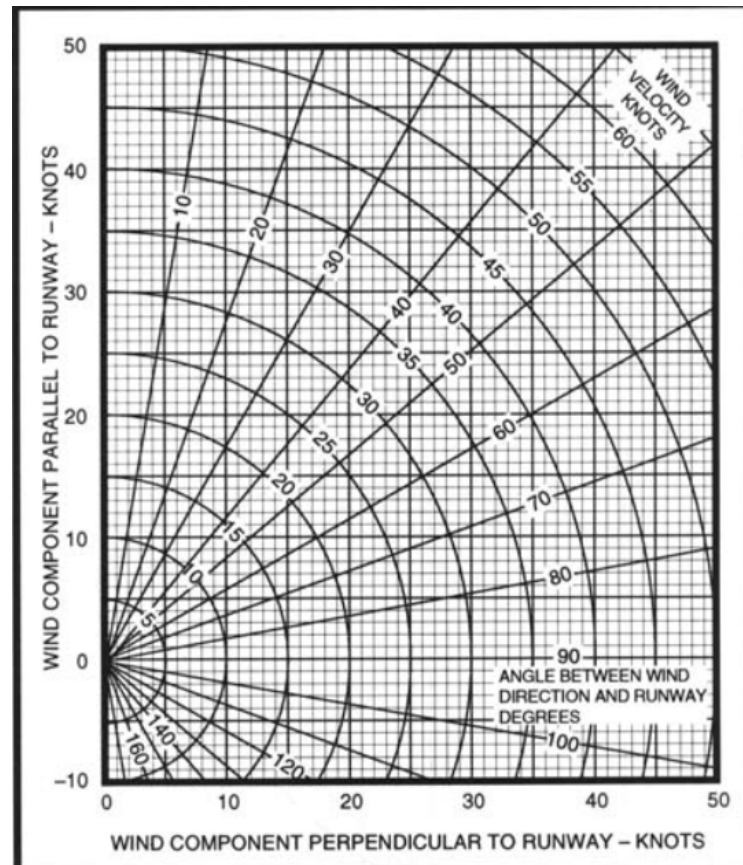


Personal Minimum Checklist	
Pilot	<ul style="list-style-type: none"> <li>_ IMSAFE</li> <li>_ Currency</li> <li>_ Recency of Experience</li> <li>_ Proficiency</li> <li>_ Charts</li> </ul>
Aircraft	<ul style="list-style-type: none"> <li>_ SPAROW</li> <li>_ Inspections/AD Compliance</li> <li>_ Performance</li> <li>_ Weight &amp; Balance</li> <li>_ Fuel Requirements</li> <li>_ Aircraft Equip (MEL 91.205)</li> <li>_ Inop Equip (91.213)</li> </ul>
environment	<ul style="list-style-type: none"> <li>_ Weather</li> <li>_ Day/night operation</li> <li>_ Airports</li> <li>_ Runway lengths</li> <li>_ Takeoff &amp; Landing Distances</li> <li>_ NOTAMS / TFR's</li> <li>_ Airspace</li> <li>_ Terrain</li> <li>_ Alternates</li> </ul>
External Pressure	<ul style="list-style-type: none"> <li>_ Passengers</li> <li>_ Time</li> <li>_ Cost</li> <li>_ Ground Transportation</li> </ul>

Do I have a plan B?

PA = [(29.92-Alt setting) x1000] + Field Elevation  
 DA=(Current Temp - Std Temp at Field Elev) x 120 + PA  
 $V_a = V_{a0} \times \sqrt{\left(\frac{TOW}{MGTOW}\right)}$

<b>Va Takeoff:</b> _____	
<b>Departure Airport Weather Info:</b>	
Departure Field Elevation:	
Headwind Component:	
Crosswind Component:	
Departure Pressure Altitude	
Departure Density Altitude	
Takeoff Ground Run:	
Takeoff over 50' Obstacle:	
<b>Arrival Airport Weather Info:</b>	
Arrival Field Elevation:	
Headwind Component:	
Crosswind Component:	
Arrival Pressure Altitude:	
Arrival Density Altitude:	
Landing Ground Roll:	
Landing Over 50' Obstacle	



NOTES:

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