

## Aviation Acronyms and Mnemonics

<p><b>ARROW</b>  <b>A</b>irworthiness  <b>R</b>egistration  <b>R</b>adio station  <b>O</b>perator handbook  <b>W</b>eight and balance</p>	<p><b>Aircraft Documents</b>  Shows that the aircraft was airworthy when made  Expires every 3 years, check date  Only for international flight  Pilot Operating Handbook  Specific to the aircraft</p>
<p>Required Equipment</p>	
<p><b>GOOSE A CAT</b>  <b>G</b>as Gauge  <b>O</b>il Temperature  <b>O</b>il Pressure  <b>S</b>eat Belts  <b>E</b>LT  <b>A</b>ltimeter  <b>C</b>ompass  <b>A</b>irspeed  <b>T</b>achometer</p>	<p><b>Day VFR</b>  For each tank and must be working  For each engine  For each engine    Can be removed for maintenance for up to 90 days    For each engine</p>
<p><b>Tomato Flames</b>  <b>T</b>achometer  <b>O</b>il pressure  <b>M</b>anifold pressure  <b>A</b>ltimeter  <b>T</b>emperature sensor  (liquid-cooled)  <b>O</b>il temperature (air  cooled)  <b>F</b>uel gauge  <b>L</b>anding gear position  <b>A</b>irspeed indicator  <b>M</b>agnetic compass  <b>E</b>LT  <b>S</b>eat belt</p>	<p><b>Day VFR required equipment</b></p>
<p><b>FLAPS</b>  <b>F</b>uses  <b>L</b>anding light  <b>A</b>nti-collision lights  <b>P</b>osition lights  <b>S</b>ource of electricity</p>	<p><b>Night</b>  Fuses or breakers  Only for “hire” operations  In lights  Alternator or generator</p>
<p><b>GRAB CARD</b>  <b>G</b>enerator  <b>R</b>adio  <b>A</b>ttitude Indicator  <b>B</b>all  <b>C</b>lock  <b>A</b>ltimeter  <b>R</b>ate of turn  <b>D</b>irection Gyro</p>	<p><b>IFR required equipment</b>  Or alternator-a source of power    Part of a turn coordinator    Sensitive- adjustable  Part of a turn coordinator  Heading indicator</p>

Compass Errors	
<b>UNOS</b> <b>U</b> ndershoot <b>N</b> orth <b>O</b> vershoot <b>S</b> outh	When turning and pointed Northerly, the indicated heading will be lag behind the actual heading. When pointed Southernly and turning, the indicated heading will lead ahead of the actual heading.
<b>ANDS</b> <b>A</b> ccelerate <b>N</b> orth <b>D</b> ecelerate <b>S</b> outh	When flying East or West, the compass will error a little to the North when the aircraft accelerates and to the South when the aircraft decelerates.
<b>Pave</b> <b>P</b> ilot <b>A</b> ircraft <b>e</b> n <b>V</b> ironment <b>E</b> xternal factors	<b>Go/No go decision making</b>
<b>I'm Safe</b> <b>I</b> llness <b>M</b> edication <b>S</b> tress <b>A</b> lcohol <b>F</b> atigue <b>E</b> ating	<b>Pilot evaluation</b>
<b>Decide</b> <b>D</b> etect <b>E</b> stimate <b>C</b> hoose <b>I</b> dentify <b>D</b> o <b>E</b> valuate	<b>Problem solving aid</b> Detect that an action is necessary Estimate the significance Choose a desirable outcome Identify action steps in order of priority Do those action steps Evaluate the effects of the action taken
<b>Stop</b> <b>S</b> top <b>T</b> hink <b>O</b> ptions <b>P</b> lan	<b>Problem solving aid</b> Stop making things worse Think about your situation What are your option, what is working for you Make a plan
<b>Craft</b> <b>C</b> learance <b>R</b> oute <b>A</b> ltitude <b>F</b> requency <b>T</b> ransponder code	<b>Clearance</b> Airport cleared to Route Initial Altitude Departure frequency Squack code
<b>5 P's</b> <b>P</b> lan <b>P</b> lane <b>P</b> ilot <b>P</b> assengers <b>P</b> rograming	<b>Single pilot management</b>  Brief, sick bags Technology

<b>5 A's</b> <b>A</b> TIS <b>A</b> ltimeter <b>A</b> lign <b>A</b> vionics <b>A</b> pproach	<b>In-range checklist</b> Get weather Set the altimeter Align the DG with compass Set radios and navigation Brief the approach
<b>GUMPS</b> <b>G</b> as <b>U</b> nder carriage <b>M</b> ixture <b>P</b> rops <b>S</b> eat Belts & <b>S</b> witches	<b>Before landing checklist</b>