Private Pilot Acronyms

MEMORY AIDS FOR THE ORAL EXAM

PSCRIPT — Private pilot privileges & limitations

14 CFR 61.113

P — Pro rata share
You may pay no less than your equal share of fuel, oil, airport expenses, and rental fees.

S — Salesman
Demonstrating an aircraft to a buyer. Requires at least 200 hours.

C — Charity
Charitable, nonprofit, or community airlift, with sponsor and notification requirements.

R — Rescue
Search and location operations under a sponsoring organization.

I — Incidental to business
Flight must be incidental to the business. No carrying persons or property for compensation.

P — Production flight test
Flight testing new production aircraft.

T — Towing
Towing a glider or unpowered ultralight, with the required endorsement.

SPARROW — Documents required on board

14 CFR 91.9, 91.203

S — Supplements
POH supplements for installed equipment.

P — Placards
Required placards and instrument markings.

A — Airworthiness certificate
Must be displayed where passengers and crew can see it.

R — Registration certificate
Expires every 7 years.

R — Radio station license
Only required for flight outside the United States.

O — Operating handbook
The POH or approved flight manual.

W — Weight and balance
Current W&B data for the specific aircraft.

AV1ATES — Required inspections

14 CFR 91.409, 91.411, 91.413

A	**Annual**	12 calendar months. Requires an IA. 91.409(a)(1)
V	**VOR check**	30 days. IFR only. 91.171
1	**100-hour**	Required only when carrying persons for hire or giving instruction for hire in a provided aircraft. 91.409(b)
A	**Altimeter & pitot-static**	24 calendar months. IFR only. 91.411
T	**Transponder**	24 calendar months. 91.413
E	**ELT**	12 calendar months. Battery replaced at 50% of useful life or after 1 hour cumulative use. 91.207(c)(d)
S	**Service bulletins & ADs**	Airworthiness Directives must be complied with as issued.

ATOMATOFLAMES — Required equipment — VFR day

14 CFR 91.205(b)

A	**Airspeed indicator**	
T	**Tachometer**	For each engine.
O	**Oil pressure gauge**	For each engine using a pressure system.
M	**Manifold pressure gauge**	For each altitude engine.
A	**Altimeter**	
T	**Temperature gauge**	For each liquid-cooled engine.
O	**Oil temperature gauge**	For each air-cooled engine.
F	**Fuel quantity gauge**	For each tank.
L	**Landing gear position indicator**	If the aircraft has retractable gear.
A	**Anti-collision lights**	Aircraft certificated after 11 March 1996.
M	**Magnetic compass**	
E	**ELT**	Emergency locator transmitter, where required by 91.207.
S	**Safety belts**	And shoulder harnesses where installed.

FLAPS — Additional equipment — VFR night

14 CFR 91.205(c)

F	**Fuses** A spare set of fuses, or circuit breakers.
L	**Landing light** Required only when operating for hire.
A	**Anti-collision lights**
P	**Position lights**
S	**Source of electrical power** Adequate for all installed electrical and radio equipment.

C4HAND — The engine — Cessna 150M

Continental O-200-A

C	**Continental O-200** 100 horsepower at 2750 RPM.
4	**Four cylinders**
H	**Horizontally opposed**
A	**Air cooled**
N	**Naturally aspirated** No turbocharger or supercharger.
D	**Direct drive** No reduction gearing between crankshaft and propeller.

NWKRAFT — Preflight action required

14 CFR 91.103

N	**NOTAMs**
W	**Weather** Reports and forecasts for the route and destination.
K	**Known ATC delays**
R	**Runway lengths** Lengths and widths at the airports of intended use.
A	**Alternates** Alternates available if the flight cannot be completed as planned.
F	**Fuel requirements** VFR reserve: 30 minutes by day, 45 minutes at night. 91.151
T	**Takeoff & landing distance** Performance data for the expected conditions.

PAVE — Risk assessment before the flight

FAA Risk Management Handbook

P	**Pilot**	Currency, proficiency, fitness, recent experience.
A	**Aircraft**	Airworthiness, equipment, fuel, performance for the conditions.
V	**enVironment**	Weather, terrain, airspace, airport, day or night.
E	**External pressures**	Schedule, passengers, cost, the urge to complete the mission.

IMSAFE — Personal fitness to fly

14 CFR 61.53, AIM 8-1-1

I	**Illness**	Any symptom that would distract or impair you.
M	**Medication**	Prescription or over the counter.
S	**Stress**	
A	**Alcohol**	8 hours bottle to throttle, and below 0.04% BAC. 91.17
F	**Fatigue**	
E	**Emotion & eating**	Also remember food and hydration.

ABCD — The four types of hypoxia

AIM 8-1-2, PHAK 17-2

A	**Air — hypoxic**	Not enough oxygen pressure in the air for the lungs to absorb. The altitude case.
B	**Blood — hypemic**	The blood cannot carry the oxygen. Carbon monoxide is the common aviation cause. Also anemia and blood loss.
C	**Circulation — stagnant**	The blood is not getting there. G-forces, cold, or a restricted limb.
D	**Drugs — histotoxic**	The cells cannot use the oxygen they are given. Alcohol, drugs, and some medications.

ICEFLAGS — In-flight illusions

AIM 8-1-5, PHAK 17-6

I	**Inversion**	An abrupt level-off from a climb feels like tumbling backwards.
C	**Coriolis**	Abrupt head movement in a prolonged turn feels like rotation about another axis.
E	**Elevator**	An updraft feels like a climb. The pilot pushes the nose down.
F	**False horizon**	Sloping cloud or ground lights mistaken for a level horizon.
L	**Leans**	Abrupt recovery from a prolonged bank leaves the feeling of banking the other way.
A	**Autokinesis**	A stationary light stared at on a dark night appears to move.
G	**Graveyard spiral**	The sense of turning fades. Rolling level feels like a turn the other way, so the pilot re-enters the bank and pulls, tightening the spiral.
S	**Somatogravic**	Rapid acceleration feels like a nose-up pitch. Deceleration feels nose-down.

123456 — Convective SIGMET criteria

AIM 7-1-6

1	**Tornadoes**	Issued for tornadoes, embedded thunderstorms, and lines of thunderstorms.
2	**Valid 2 hours**	Issued hourly, valid for 2 hours. Lower 48 states only.
3	**Hail ¾ inch**	Surface hail three quarters of an inch in diameter or larger.
4	**40% coverage**	Thunderstorms over 40% of an area of at least 3,000 square miles.
5	**50 knot winds**	Surface wind gusts of 50 knots or greater.
6	**60 NM squall line**	A line of thunderstorms at least 60 nautical miles long.

> Memory aids only. The regulation itself is the authority — read the actual CFR section before your checkride.