

JAX NAVY FLYING CLUB FULL CHECKLIST



N2156T

1971

PA-28-180

LYCOMING ENGINE

O&VO-360 SER

SPECIFICATIONS & PERFORMANCE

Rated HP	180 HP-2700 RPM
Fuel Capacity (Full)	50 gals
Fuel Capacity (Tabs).....	36 gals
Oil Capacity (Max)	6 quarts (JNFC)
.....	8 quarts (POH)
Oil Capacity (Min).....	5 quarts (JNFC)
.....	2 quarts (POH)
Battery.....	12v
Alternator	60 amp
Tire Pressure.....	24 psi
Load Factor (max).....	3.8g Normal Category
.....	4.4 Utility Category
Load Factor (min).....	No inverted maneuvers
Vso.....	57 mph - 2400#
Vs.....	67 mph
Vr	50-60 mph
Vx.....	74 mph
Best Glide	80 mph
Vy.....	85 mph
Vf.....	115 mph
Va.....	129 mph
Vno.....	140 mph
Vne.....	171 mph

CHECKOUT

1. PIF Vol. 2 All Pilot Read..... Read & Initial
 2. Covenant Not To Sue Completed (If req'd)
 3. Flight Circle Checkout
 4. Maintenance Discrepancies Review
 5. Hobbs/Tach Record
 6. Aircraft Flight Bag Verify
- **Keys**

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PRE-FLIGHT PLANNING

1. Weather and NOTAMs..... Review
2. Club Minimums Review (As req'd)
3. Crosswind & Gust Limit..... Review (As req'd)
4. Density Altitude Determine
5. Takeoff and Landing Performance..... Determine
6. Runway Minimum Length Determine
7. Fuel Requirements Determine
8. Weight and Balance..... In Limits
9. Chart Supplement A/FD..... Review (As req'd)
10. Flight Plan..... File

INTERIOR

1. Required Documents Present
2. Aircraft Binder Present
3. Spare Bulbs Present (night)
4. Control Lock..... Removed
5. AVIONICS MASTER..... OFF
6. IGNITION OFF
7. FUEL PUMP OFF
8. PITOT HEAT OFF
9. MASTER..... ON
10. Fuel Quantity Check
11. NAV LIGHTS ON
12. LANDING LIGHT ON
13. BEACON (Left) ON

- 14. STROBES (Right ON
- 15. PITOT HEAT ON (if to be used)
- 16. Exterior Lights Check
- 17. Pitot Heat CHECK (if ON)
- 18. Stall Warning Test
- 19. PITOT HEAT OFF (if ON)
- 20. Lights OFF
- 21. MASTER OFF
- 22. Flaps Down

EXTERIOR - RIGHT WING

- 1. Wings & Control Surfaces Free of ice/frost
- 2. Flap Secure & Undamaged
- 3. Aileron Free & Undamaged
- 4. Aileron Counterweight Unobstructed
- 5. Wingtip and Light Undamaged
- 6. Wing Top & Bottom Surface Undamaged
- 7. Leading Edge Undamaged
- 8. Fuel Quantity Check
- 9. Fuel Cap Gasket Present & Secured
- 10. Tie-down Removed
- 11. Fuel Vent Unobstructed
- 12. Fuel Tank Drain SAMPLE & INSPECT
- 13. Landing Gear Strut Proper Extension (2.5")
- 14. Main Gear Tire Condition
- 15. Main Gear Brake Undamaged
- 16. Brake Hydraulic Line No Leaks
- 17. Chocks Removed

EXTERIOR - NOSE

- 1. Fuel and Oil Leaks None
- 2. Windshield Clean & Undamaged
- 3. Oil Level Check

Min 5 quarts (SOP)

Max 6 quarts (SOP)
- 4. Right Engine Cowling Secure & Undamaged
- 5. Exhaust Clear
- 6. Nose Cowling Secure & Undamaged
- 7. Propellor Undamaged
- 8. Spinner Secure & Undamaged

- 9. Cowl Plugs Removed
- 10. Air Intake Unobstructed
- 11. Alternator Belt Condition & Tension
- 12. Landing Light Undamaged
- 13. Nose Gear Strut Proper Extension (3.0")
- 14. Nose Wheel Tire Condition
- 15. Tow Bar Removed
- 16. Chocks Removed
- 17. Left Engine Cowling Secure & Undamaged
- 18. Fuel Strainer Drain SAMPLE & INSPECT

EXTERIOR - LEFT WING

- 1. Leading Edge Undamaged
- 2. Fuel Quantity Check
- 3. Fuel Cap O-Ring Present & Secured
- 4. Landing Gear Strut Proper Extension (2.5")
- 5. Main Gear Tire Condition
- 6. Main Gear Brake Undamaged
- 7. Brake Hydraulic Line No Leaks
- 8. Chocks Removed
- 9. Fuel Tank Drain SAMPLE & INSPECT
- 10. Fuel Vent Unobstructed
- 11. Tie-down Removed
- 12. Pitot-Static Mast Cover Removed
- 13. Pitot Mast Undamaged & Unobstructed
- 14. Wingtip and Light Undamaged
- 15. Wing & Control Surfaces Free of ice/frost
- 16. Wing Top & Bottom Surface Undamaged
- 17. Aileron Counterweight Unobstructed
- 18. Aileron Free and Undamaged
- 19. Flap Secure and Undamaged

EXTERIOR - EMPENNAGE

- 1. Antennas Undamaged & Secure
- 2. L. Empennage Structure Undamaged
- 3. L. Horizontal Stabilator Free & Undamaged
- 4. Trim Tab Free & Undamaged
- 5. Vertical Stabilizer UNDAMAGED
- 6. Rudder UNDAMAGED
- 7. Tail Cone Undamaged
- 8. Tail Light Undamaged
- 9. Tie-down Removed

- 10.R. Horizontal Stabilator Free & Undamaged
- 11.R. Empennage Structure Undamaged
- 12. Baggage Compartment Door CLOSED/SECURE
- 13. Final Walk Around..... Complete

PRE-FLIGHT

- 1. Hobbs/Tach..... Verify

Note: If there is in an error in the HOBBS/TACH reading, do not start until informing a BOD member.

- 2. **PAX Brief** **Complete**
- 3. **BEACON** **ON**
- 4. Seats & Seatbelts UPRIGHT & Locked
- 5. BRAKES TEST
- 6. PARKING BRAKE..... SET
- 7. AUTOPILOT..... OFF
- 8. ALTERNATE AIR..... OFF
- 9. ELECTRIC TRIM ON
- 10. FLAPS UP
- 11. Circuit Breakers CHECK
- 12. CABIN HEAT AS REQ'D
- 13. DEFROST AS REQ'D

BEFORE START

- 1. THROTTLE..... CLOSED
- 2. MIXTURE..... FULL RICH
- 3. CARB HEAT OFF
- 4. **Fuel Tank** **Left Tank**
- 5. **MASTER**..... **ON**
- 6. ELT NOT ON
- 7. **FUEL PUMP(S)** **CYCLE BOTH ON**
- 8. **Fuel Pressure** **CHECK**
- 9. **THROTTLE**..... **Cycle 1-2x, open 1/4"**
- 10. **PRIMER**..... **1-3 Strokes (if req'd)**
- 11. Door Closed/Locked

**** Max cranking is 10 seconds, 3 times. 2 minutes of rest between subsequent start attempts ****

COLD ENGINE START PROCEDURE

1. Prop Area..... CLEAR
2. IGNITION.....PUSH KEY TO START
.....After engine starts
3. THROTTLE..... 1000 RPM
4. Oil Pressure..... Check
If No oil pressure within 30 seconds secure the engine.

HOT ENGINE START PROCEDURE

1. THROTTLE..... OPEN 1/2"
2. MIXTURE..... IDLE CUTOFF
3. Prop Area..... CLEAR
4. IGNITION..... START/PUSH KEY
.....After engine starts
5. MIXTURE..... FULL RICH
6. THROTTLE..... 1000 RPM
7. Oil Pressure..... Check
If No oil pressure within 30 seconds secure the engine.

FAIL TO START

1. Start Procedure..... Repeat w/o priming
.....If engine fails to start, engine may be flooded
2. THROTTLE..... OPEN FULL
3. FUEL PUMP OFF
4. MIXTURE..... IDLE CUTOFF
5. IGNITION..... START
.....After engine starts
6. MIXTURE..... FULL RICH
7. THROTTLE..... 1000 RPM
8. Oil Pressure..... Check
If No oil pressure within 30 seconds secure the engine.

AFTER START

1. Ammeter Check
Note: To verify alternator is working, all equipment must be OFF and ammeter load indicates alternator is charging the battery. With all equipment OFF, if ammeter load is zero, the alternator is not charging the battery.
2. NAV & INST LT.....As req'd
3. AVIONICS MASTER..... ON
4. MIXTURE..... Lean (~ 1")

- 5. FUEL PUMP OFF
- 6. Fuel Pressure..... Check

BEFORE TAXI

- 1. Audio Panel.....SET
- 2. Radios.....SET
- 3. NAVSET
- 4. Transponder..... CODE, ALT
- 5. ATIS..... OBTAIN
- 6. Flight Instruments Check and Set
- 7. PARKING BRAKE..... RELEASE

TAXI PROCEDURE

- 1. **BRAKES**..... **TEST**
- 2. **ADI**..... **CHECK**
- 3. **Turn Coordinator** **CHECK**

PRE RUN-UP

- 1. PARKING BRAKE.....SET
- 2. **FUEL SELECTOR**..... **RIGHT TANK**
- 3. **PRIMER**..... **In & Locked**
- 4. **MIXTURE**..... **Full Rich**
- 5. THROTTLE Maintain 1000 RPM Until
 Warm Wx: 2 min warm up
 Cold Wx: 4 min warm up

RUN-UP

- 1. THROTTLE.....**2000 RPM**
- 2. **IGNITION**..... **RIGHT-BOTH, LEFT-BOTH**
 **Max 175 RPM Drop**
 **Max 50 RPM Delta**
- 3. **CARB HEAT**..... **ON, RPM DROP, OFF**
- 4. Engine Instruments CHECK
- 5. Ammeter CHECK
- 6. VACUUM GAUGE CHECK 4.9 - 5.1" Hg
- 7. THROTTLE Closed Check Low Idle
- 8. THROTTLE 1000 RPM
- 9. Throttle Friction SET

BEFORE TAKEOFF

1. **Controls** **Free & Correct**
2. **FLAPS** **SET**
..... **UP (Normal)**
..... **25° (Short/Soft Field)**
3. Elevator Trim **Slightly Aft of Neutral**
4. Rudder Trim **Neutral**
5. **MIXTURE** **Full Rich**
6. **CARB HEAT** **OFF**
7. **FUEL PUMP** **ON**
8. Clock/Timer **Set/Start**
9. Seatbelts & Harness **LOCKED**
10. **Door** **Closed & Latched**
11. Flight Plan **Activate (As req'd)**
12. **ENGINE FAILURE** **REVIEW**

CROSSING HOLD SHORT PROCEDURE

“LIGHTS - CAMERA - ACTION - HEAT”

1. **LANDING LIGHT** **ON**
2. **STROBES** **ON**
3. Transponder **1200, ALT**
4. **MIXTURE** **FULL RICH**
5. **PITOT HEAT** **AS REQ'D**

NORMAL TAKEOFF PROCEDURE

FLAPS: UP

1. **BRAKES** **APPLY**
2. **THROTTLE** **1500 RPM**
3. Engine Instruments **CHECK**
4. **BRAKES** **RELEASE**
5. **THROTTLE** **FULL (2275+ RPM)**
6. Rotate **50-60 MPH**
7. Positive Rate of Climb **VERIFY**
8. Climb Speed **Vy: 85 MPH**

SHORT FIELD TAKEOFF PROCEDURE

FLAPS: 25°

1. BRAKESHOLD
2. THROTTLE FULL (2275+ RPM)
3. Engine Instruments CHECK
4. BRAKES Release
5. Rotate 50-60 MPH
6. Positive Rate of Climb VERIFY
7. Climb Speed Vx: 74 MPH
.....When at 50' AGL or when obstacle cleared:
8. FLAPS 10°
- 9. Climb Speed Vy: 85 MPH**
10. FLAPS UP

SOFT FIELD TAKEOFF PROCEDURE

FLAPS: 25°

Perform rolling go if able

1. Control Wheel FULL AFT
2. THROTTLE 1500 RPM
3. Engine Instruments CHECK
4. THROTTLE FULL (2275+ RPM)
..... Once aircraft gets airborne:
5. Control Wheel remain in ground effect
6. Accelerate Vx: 74 MPH or Vy: 85 MPH

AFTER TAKEOFF

(AT SAFE MANEUVER ALT: 1,000' AGL)

- 1. Climb Speed 100 MPH**
2. FUEL PUMP OFF
3. Fuel Pressure CHECK
4. LANDING LT OFF
5. Flight Plan OPEN (As req'd)

CRUISE

1. THROTTLE SET
2. MIXTURE LEAN (< 75% power)
3. Engine Instruments CHECK
4. Ammeter CHECK

FUEL TANK CHANGE PROCEDURE

Every 30 Minutes

1. FUEL PUMP ON
2. FUEL SELECTOR SWITCH
3. FUEL PUMP OFF

DESCENT

1. Flight Instruments SET
2. MIXTURE ENRICH
3. CARB HEAT ON
4. THROTTLE AS REQ'D

BEFORE LANDING

1. **Seats, Seatbelts, Harness** **UPRIGHT & Locked**
2. **FUEL PUMP** **ON**
3. **FUEL SELECTOR** **Fuller Tank**
4. **LANDING LIGHT** **ON**
5. **CARB HEAT** **AS REQ'D**
6. MIXTURE FULL RICH
7. PARKING BRAKE OFF
8. AUTOPILOT OFF

LANDING PROCEDURE (GUMPFS)

1. **Gas** Full Tank
2. **Undercarriage** Fixed Gear
3. **Mixture** Full Rich
4. **Pump** On
5. **Flaps** Set
6. **Speed** (Vfe 115 MPH)

LANDING SPEEDS.....2400# G.W.

1.3 x Vso (57 mph)

Flaps 0 85 MPH

Flaps 10 80 MPH

Flaps 25 75 MPH

Flaps 40 74 MPH

GO-AROUND PROCEDURE

1. THROTTLE..... FULL
2. CARB HEAT..... OFF
3. Pitch..... TO CLIMB ATTITUDE
4. FLAPS..... 10°
5. Airspeed..... 75 MPH
6. Positive Rate of Climb..... VERIFY
..... When clear of obstacles:
7. Airspeed..... 85 MPH
8. FLAPS..... UP

AFTER LANDING

1. FLAPS.....UP
2. MIXTURE.....LEAN (~1")
3. CARB HEAT..... OFF
4. Transponder..... ALT, CODE
5. PITOT HEAT..... OFF
6. STROBE (Right)..... OFF
7. LANDING LIGHT..... OFF
8. FUEL PUMP..... OFF
9. Fuel Pressure..... CHECK
10. Elevator Trim..... NEUTRAL
11. Rudder Trim..... NEUTRAL

SHUTDOWN

1. AVIONICS MASTER..... OFF
 2. THROTTLE..... 1000 RPM
 3. IGNITION CHECK..... OFF then quickly to BOTH
 4. MIXTURE..... IDLE-CUTOFF
 5. IGNITION..... OFF, KEY REMOVED
 6. MASTER..... OFF
 7. Tach/Hobbs..... RECORD
- Note: If Hobbs is inoperative, flight time is 1.3xTach
8. Flight Plan..... CLOSE (If Req'd)

SECURE

1. Window..... Closed
2. Vents..... Closed
3. CABIN HEAT..... OFF
4. DEFROST..... OFF
5. CABIN AIR..... OFF

REFUELING PROCEDURE

1. Ground Strap Connect to aircraft
2. Refueling..... Perform
3. Fuel Added Record
4. Grounding Strap Remove/SLOWLY RETRACT
5. Refueling Hose SLOWLY WALK BACK

CAUTION

At NAS JAX, slowly walk back the grounding cable/fuel hose. Do not let go and allow it to uncontrollably retract.

POST FLIGHT CHECKLIST

1. **Personal items/trash.....Removed**
2. Aircraft Flight Bag Confirm Keys on Bag
3. Control Lock..... INSTALLED
4. Air Intake Plugs..... Installed
5. Pitot-Static Mast Cover Installed
6. Tie-downs Installed
7. Or Chocks..... Installed

-
1. Flight Circle CHECK-IN
 2. Note: If Hobbs/Tach Errors, notify the BOD
 3. Any discrepancies..... NOTIFY MECHANICS
 4. If Suspect Hard Landing NOTIFY MECHANICS
 5. If Suspect Prop Strike NOTIFY MECHANICS
 6. Discrepancies..... IN FLIGHT CIRCLE
 7. Aircraft Down Tag HANG (If req'd)
 8. Closed Field Ops Form COMPLETE (If req'd)
 9. Payment..... COMPLETE
-

DISCREPANCY WRITE-UP

- Provide phase of flight
- Provide observation
- Provide control/switch positions and indications
- Provide altitude/airspeed for flight instrument, landing gear, and flight control discrepancies
- Provide any troubleshooting done and results

N2156T EMERGENCY PROCEDURES

ENGINE FIRE DURING START

1. Continue Cranking

If engine starts:

2. THROTTLE IDLE for a few seconds
3. MIXTURE IDLE-CUTOFF
4. FUEL SELECTOR OFF
5. IGNITION OFF
6. MASTER OFF
7. Inspect engine

If engine fails to start:

1. THROTTLE OPEN
2. MIXTURE IDLE-CUTOFF
3. FUEL PUMP OFF
4. FUEL SELECTOR OFF
5. IGNITION OFF
6. MASTER OFF
7. Evacuate
8. Attempt to extinguish fire if able

ENGINE FAILURE ON TAKEOFF ROLL

1. THROTTLE IDLE
2. BRAKES APPLY AS REQ'D
3. Maintain direction control

If departing runway:

1. MIXTURE IDLE-CUTOFF

When stopped:

1. MIXTURE IDLE-CUTOFF
2. IGNITION OFF
3. FUEL SELECTOR OFF
4. MASTER OFF

ENGINE FAILURE AFTER TAKEOFF

1. **Set Best Glide Speed** **80 mph**
2. Select and fly to landing site
3. FUEL SELECTOR Switch

If power is not restored:

1. FUEL SELECTOR OFF
2. IGNITION OFF
3. MIXTURE IDLE-CUTOFF
4. FLAPS DOWN
5. MASTER OFF
6. Door Open

ENGINE FAILURE IN FLIGHT

1. **Set Best Glide Speed** **80 mph**
2. Flaps Up (if down)
3. Select and fly to Landing site
4. FUEL SELECTOR Switch tanks

Note: if engine failure is due to fuel starvation, it may take up to 10 seconds after tank change to regain power.

1. FUEL PUMP ON
2. MIXTURE FULL RICH
3. CARB HEAT ON
4. Engine Instruments CHECK
5. PRIMER In and Locked
6. IGNITION L / R / BOTH (Select Best)
7. THROTTLE Different Settings
8. MIXTURE Different Settings
9. FUEL SELECTOR Switch if fuel avail.
10. MASTER ON

If power is restored:

1. CARB HEAT OFF
2. FUEL PUMP OFF

If power not restored, execute LANDING WITHOUT ENGINE POWER checklist

LANDING WITHOUT ENGINE POWER

1. Maintain Best Glide Speed 80 mph
2. Select and fly to landing site
3. Mayday 121.5
4. Transponder 7700
5. ELT ON
6. Wind Direction Determine
7. IGNITION OFF
8. FUEL SELECTOR OFF
9. MIXTURE IDLE-CUTOFF
10. Seatbelts ON

When landing assured:

1. FLAPS As required
2. MASTER OFF
3. Door Open

ROUGH ENGINE

1. Check Primer In and Locked.
2. CARB HEAT ON for 1 Min then OFF

If the engine is still rough:

1. MIXTURE Adjust for smooth operation
2. FUEL PUMP ON
3. FUEL SELECTOR Switch
4. Engine Instruments Check
5. IGNITION - R/L/BOTH Use Best
6. Land as soon as possible
7. Prepare for power-off landing

ELECTRICAL FIRE IN FLIGHT

1. MASTEROFF
2. Vents Open
3. CABIN HEATOFF
4.Land as soon as possible

If fire out and essential equipment needed, turn off all equipment, AV. MASTER OFF, MASTER ON, turn AV. MASTER ON and equipment on one at a time. Reset CBs only if essential.

ENGINE FIRE INFLIGHT

1. THROTTLE CLOSED
2. MIXTURE IDLE-CUTOFF
3. FUEL SELECTOROFF
4. FUEL PUMPOFF
5. IGNITIONOFF
6. MASTEROFF
7. CABIN HEATOFF
8. CABIN AIROFF
9. Increase speed to extinguish fire

Execute LANDING WITHOUT ENGINE POWER Checklist

ALTERNATOR FAILURE

1. Verify Failure Ammeter = 0
2. Turn on landing light to check if load increases
3.Reduce electrical load
4. Circuit Breakers Check
5. Alternator SwitchOff (30 Sec.)
6. Alternator Switch On

If Alternator doesn't return or will not reset

1. Alternator Switch Off
2. Land as soon as practical

HIGH OIL TEMP

1. Land as soon as practical
2. Oil Pressure Watch
3.Prepare for power-off landing

ICING

1. PITOT HEAT ON
2. CARB HEAT ON / As Req'd
3. CABIN HEAT ON
4. CABIN DEFROST ON
5. Consider 180° Turn
6. Consider changing altitude
7. Increase engine speed
8. FLAPS not recommended for landing
9. Approach Speed Increase

LOSS OF FUEL PRESSURE

1. FUEL PUMP ON
2. FUEL SELECTOR Switch if fuel available
3. MIXTURE FULL RICH
4. L and as soon as practical

LOSS OF OIL PRESSURE

1. Do not change power unnecessarily
2. Land immediately

Consider climbing or maintain altitude until within glide range of airport. An off airport landing with power may be advisable if airport too far, engine temperature increases, or there is oil smoke coming from the engine.

OPEN DOOR

1. If solo, land and close the door
2. Airspeed 100 MPH
3. Cabin Vents Close
4. Window Open

If Upper Latch is Open:

1. Door Latch

If Lower Latch is Open:

1. Door Latch Open
2. Door Push Open and Close Rapidly
3. Door Latch Latch

Note: A slip in the direction of the door will assist.

RADIO FAILURE

1. Volume Check
2. Circuit Breakers/Fuse Check
3. Transponder 7600
4. Transmit in the Blind
5. Look for Tower Light Signals

AIRBORNE

Solid Green: Cleared to Land

Flashing Green: Return to Land

Solid Red: Continue Circling

Flashing Red: ..Airport Unsafe, Do Not Land

Alt. Red/Green: Use Extreme Caution

GROUND

Solid Green: Cleared for Takeoff

Flashing Green: Cleared to Taxi

Solid Red: Stop

Flashing Red: Taxi Clear of Runway

Alt. Red/Green: Use Extreme Caution

White: Return to Starting Point

JNFC STANDARD OPERATING PROCEDUES

CURRENCY

Standardization Flight	Annually
Currency: 3 Take-Offs/Landings	Category/Class: 90 Days
Night Currency	Make/Model: 180 Days
Duty Day—Single Pilot/Duel	3 Full Stop Landings/90 Days
Crew Rest	12 hours/16 Hours
Student Solo Duel Requirement	12 Hours
	10 Hours Solo or 15 Days

LIMITATIONS

VFR Mins: Day/Night	Day 1500'/3 SM/ Nt 2500' 5 SM
Stalls, Steep Turns, Slow Flight	2500' AGL
Total Wind (Student/<200/>200)	12/20/30 Knots
Cross Wind (Student/<200/>200)	6/9/2012 Knots
Gust Factor (Student/<200/>200)	0/5/10 Knots
Runway Length	2000' or Req. take-off + land. Distance
Runway Length - Solo Student	3,000'
Runway Width	50'
Fue Resever VFR Flight	TOF +45 mins @ cruise

OPERATIONS

Local Area	100 nm/Students: 50 nm
Night > Local Area	Instrument rating required or Private Pilot > 100 hours
Night - Non-Instrument Pilot	Local Area, w/visual of aifield
Night Cross Country Flight	IFR equiped/VOR
Update ETA with FSS, Base Ops	> 30 Min. Late
Standard Pattern	Left
Straight-In at Uncontrolled Field	Prohibited
Student Solo Sim S/E	Prohibited
Clear Eng During Sim S/E	Every 500'
Shutdown from Refueling	50'

Mishap Plan/Important Phone Numbers

Do not call non-board members until someone from 1-4 has been contacted

Position	Name	Cell
1. President	Bob Brinley	(904) 466-7030
2. Vice President	Dave Broche	(904) 382-6613
Operations	Rafael Appe	(904) 252-5431
Maintenance Off.	John Barnard	(904) 509-7487
3. Safety	Rick Sorrell	(904) 343-8084
4. Secretary	Mitch Corey	(904) 403-4166
MWR Director	Kelley Harkins	(904) 566-8113

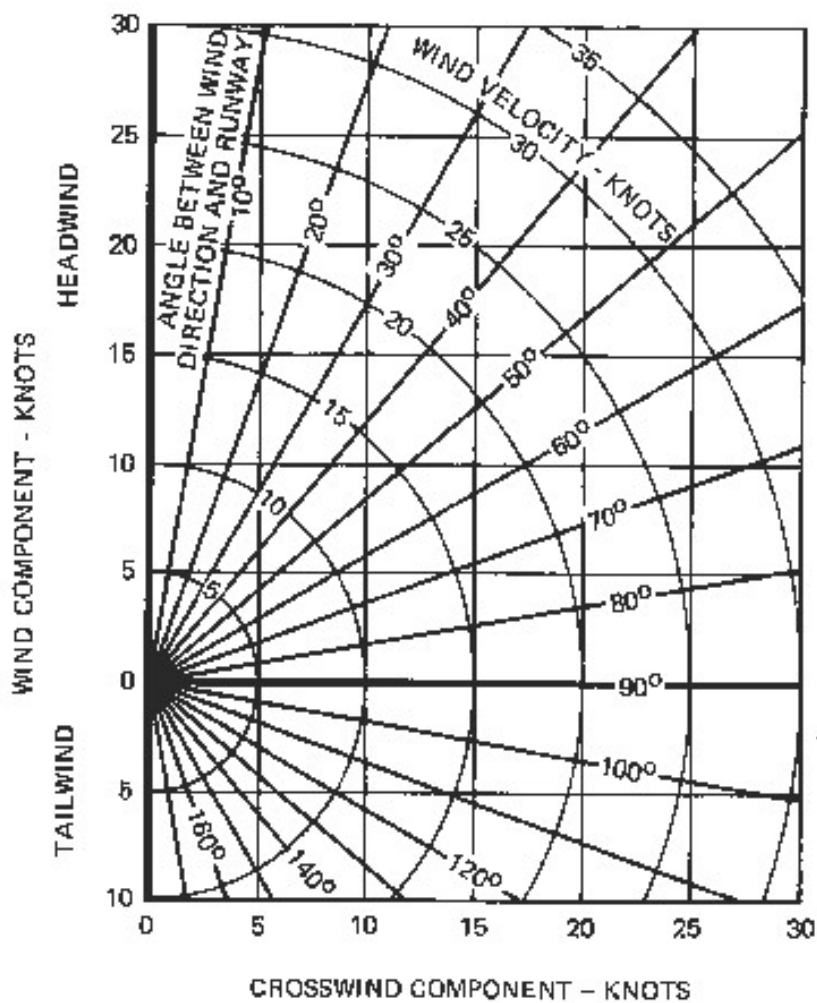
Other Important Numbers (Non Board Members)

Position	Name	Phone
KNIP Air Ops		(904) 542-2511
NASJAX CDO	Comm Duty Off.	(904) 509-1106
NAS JAX Watch Commander	Security Officer	(904) 509-6962
Command Safety Advisor	LCDR Jeff Muenchrath	(904) 542-2460
Past Maint. Off.	Woody Wood	(904) 588-4742
Navy Flying Club Program Manager	John Shaw (CNIC)	(901) 674-4593
Contract Mechanics	Jamie Walp Dan Woods	(904) 207-8497 (904) 708-9645

OVERNIGHT SECURING OF AIRCRAFT

- 1.Contact NAS Jax Air Operations Center to report aircraft secure. Provide details on duration of stay if known. (904) 542-2511
- 2.If unscheduled stop, contact JNFC Board of Directors per attached Emergency Contact Information listing.
- 3.Contact Maintenance Officer for any discrepancies.
- 4.Update Sky Manager with completion of flight. Add information in comments section of reservation as needed.
- 5.Check Master Switch is in the off position
- 6.Install yoke lock or use seat belts to sure yoke.
- 7.Tie-down aircraft if available or use chocks. If neither available determine best means to either obtain tie downs or borrow chocks.
- 8.Place key in club provided key lock and place on tail of aircraft. Secure flight bag inside aircraft.

CROSSWIND COMPONENT CHART



KNIP COMMS

ATIS	124.35
CLRNC	134.775
GRND	128.6
TWR	125.15

