

JAX NAVY FLYING CLUB FULL CHECKLIST



N9924W

1967

PA-28-140

SPECIFICATIONS & PERFORMANCE

Rated HP	2150#, 150 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)
.....	2-3/4 quarts (POH)
Battery	12v, 25 amp
Alternator	35 amp
Tire Pressure	24 psi
Load Factor.....	0 - 3.8g Normal Category
	0 - 4.4 Utility Category
Vso.....	55 mph - 2150#
.....	53 mph - 1950#
Vs.....	64 mph - 2150#
	61 mph - 1950#
Vr	50-60 mph
Vx.....	74 mph
Best Glide	83 mph - 2150#
	79 mph - 1950#
Vy.....	85 mph
Vfe	115 mph
Va	129 mph - 2150#
	123 mph - 1950#
Vno	140 mph
Vne	171 mph

N9924W CHECKLIST

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 Inventory
- **Keys**
- Emergency Checklist Page 14**
- Crosswind Component Chart..... Page 23**
- Emergency Contacts Page 21**
- Securing Aircraft Overnight..... Page 22**

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. Hobbs/Tach VERIFY
- Note: If there is in an error in the HOBBS/TACH reading, do not start until informing a BOD member.
2. Required Documents PRESENT
 3. Aircraft Binder PRESENT
 4. Spare Bulbs and Fuses PRESENT (night)
 5. CONTROL LOCK REMOVED
 6. PITOT HEAT OFF
 7. AVIONICS BYPASS OFF
 8. FUEL PUMP OFF
 9. **IGNITION (MAG and EIS Switches) OFF**
 10. AVIONICS MASTER..... OFF

- 11. MASTER..... ON
- 12. ELT NOT ON
- 13. Fuel Quantity CHECK
- 14. PITOT HEAT ON (if to be used)
- 15. NAV & INST LGTS ON
- 16. LANDING LIGHT ON
- 17. BEACON..... ON
- 18. Exterior Lights..... CHECK
- 19. Pitot Heat.....CHECK (if ON)
- 20. Stall Warning TEST
- 21. PITOT HEAT..... OFF (if ON)
- 22. Lights OFF
- 23. MASTER..... OFF
- 24. 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 O-Ring Present & Secured
- 10. Tie-down..... REMOVED
- 11. Fuel Vent Unobstructed
- 12. Fuel Tank Drain SAMPLE & INSPECT
- 13. Landing Gear Strut PROPER EXTENSION (4.5")
- 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, Max 6 quarts (SOP)
- 4. Right Engine Cowling SECURE & UNDAMAGED
- 5. Exhaust..... CLEAR
- 6. Nose Cowling..... Secure & Undamaged

- 7. PropellorUNDAMAGED
- 8. Spinner Secure & Undamaged
- 9. Cowl Plugs REMOVED
- 10. Air Intake Unobstructed
- 11. Alternator Belt Condition & Tension
- 12. Landing LightUNDAMAGED
- 13. Nose Gear Strut PROPER EXTENSION (3.25")
- 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 EdgeUNDAMAGED
- 2. Fuel Quantity CHECK
- 3. Fuel Cap O-Ring Present & Secured
- 4. Landing Gear Strut PROPER EXTENSION (4.5")
- 5. Main Gear Tire CONDITION
- 6. Main Gear BrakeUNDAMAGED
- 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 LightUNDAMAGED
- 15. Wing & Control Surfaces FREE OF ICE/FROST
- 16. Wing Top & Bottom SurfaceUNDAMAGED
- 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 StabilizerUNDAMAGED
- 6. RudderUNDAMAGED
- 7. Tail Cone Undamaged

- 8. Tail Light.....Undamaged
- 9. Tie-downRemoved
- 10.R. Horizontal Stabilator Free & Undamaged
- 11.R. Empennage Structure.....Undamaged
- 12.Final Walk Around.....Complete

PRE-FLIGHT

- 1. **PAX Brief..... COMPLETE**
- 2. Seats & Seatbelts..... LOCKED
- 3. BRAKES..... TEST
- 4. PARKING BRAKE..... SET
- 5. **FUEL SELECTOR LEFT TANK**
- 6. Circuit Breakers and Fuses CHECK
- 7. FLAPS..... UP
- 8. CABIN HEAT..... AS REQ'D
- 9. DEFROST..... AS REQ'D
- 10.CABIN AIR..... AS REQ'D

BEFORE START

- 1. THROTTLE 1/8 to 1/4" Open
- 2. MIXTUREFULL RICH
- 3. **CARB HEATOFF**
- 4. **MASTER.....ON**
- 5. **BEACON.....ON**
- 6. **FUEL PUMPON**
- 7. Fuel Pressure..... CHECK
- 8. **PRIMER 3-4 Short Strokes (if req'd)**
- 9. Door Closed

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

START PROCEDURE

- 1. Prop Area CLEAR
- 2. **EIS Switch.....ON**
- 3. **Starter Switch..... PUSH**

After engine starts

- 4. **MAG SwitchON**
- 5. **THROTTLE 1000 RPM**
- 6. **Oil Pressure CHECK**

NOTE: If no oil pressure within 30 seconds after start, secure the engine.

FAIL TO START

1. Start Procedure Repeat W/O priming
If engine fails to start, engine may be flooded
2. MAG and EIS Switches OFF
3. THROTTLE Open slowly
4. STARTER Push for ~ 10 turns
5. PRIMER Use 1/2 initial amount
6. Start Procedure PERFORM

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.
3. **MIXTURE** **Lean (~ 1")**
4. **FUEL PUMP** **OFF**
5. Fuel Pressure CHECK
6. NAV & INST LT AS REQ'D

BEFORE TAXI

1. **AVIONICS MASTER** **ON**
NOTE: If the Avionics Master switch is inoperative, use the Avionics Bypass switch to turn on avionics.
2. JPI Engine Data Monitor SET FUEL
3. Audio Panel SET
4. Radios SET
5. GPS SET
6. **Transponder** **ON, 1200, ALT**
7. VOR SET
8. ATIS OBTAIN
9. Flight Instruments CHECK AND SET
10. G5 PFD & HSI CHECK BATTERY
11. G5 PFD ALT Bug SET (If Desired)
12. G5 HSI GPS or VOR/CRS SET (If Desired)
13. G5 HSI HDG Bug SET (If Desired)

TAXI PROCEDURE

1. PARKING BRAKE RELEASE
During initial taxi:
3. BRAKES TEST
4. PFD & HSI CHECK
5. Turn Coordinator CHECK
When stopped:
6. LANDING LT OFF

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** **MAG and EIS Switches ON**
3. **EIS Switch** **OFF, Max 175 RPM Drop**
4. **EIS Switch** **ON**
5. **MAG Switch** **OFF, 30-40 RPM Drop**
6. **MAG Switch** **ON**
11. **CARB HEAT** **ON, RPM DROP, OFF**
12. **Engine Instruments** **CHECK**
13. **Ammeter** **CHECK**
14. THROTTLE **CLOSED**
15. THROTTLE **1000 RPM**
16. **Throttle Friction** **SET**
17. **MIXTURE** **LEAN**

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. **CARB HEAT** **OFF**

6. **FUEL PUMP** **ON**
7. Clock/Timer Set 12 o'clock/Start
8. Door Closed & Latched
9. Flight Plan Activate (As req'd)
10. **DEPARTURE BRIEF** **COMPLETE**

AFTER CLEARED ONTO RUNWAY

"LIGHTS - CAMERA - ACTION - HEAT"

1. **LANDING LT** **ON**
2. Transponder Proper Code, ALT
3. **MIXTURE** **FULL RICH**
4. **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. **BRAKES** **HOLD**
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**
8. When at 50' AGL or when obstacle cleared:
9. **FLAPS** **10°**
10. Climb Speed **Vy: 85 MPH**
11. **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)**
5. Once aircraft gets airborne:
6. Control Wheel..... remain in ground effect
7. Accelerate..... Vx: 74 MPH or Vy: 85 MPH
8. Normal/Short TO Procedure COMPLETE

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 (\leq 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
4. FUEL PRESSURE..... CHECK

DESCENT

1. GPS: Approach..... LOAD (If Desired)
2. Flight Instruments SET
3. G5 HSI GPS or VLOC/CRS SET
4. G5 HSI HDG Bug..... SET
5. **MIXTURE..... ENRICH (FULL if idle)**
6. **CARB HEAT..... ON (if idle descent)**
7. THROTTLE..... AS REQ'D

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BEFORE LANDING

1. Seats & SeatbeltsLOCKED
2. FUEL PUMP ON
3. FUEL SELECTOR.....FULLER TANK
4. LANDING LT ON
5. CARB HEAT AS REQ'D
6. MIXTUREFULL RICH
7. PARKING BRAKEOFF

LANDING SPEEDS

1950# G.W.

1.3 x V_{so} (53 mph)

Flaps 0	80 MPH
Flaps 10	75 MPH
Flaps 25	70 MPH
Flaps 40	68 MPH

LANDING

“G-U-M-P-F-S”

G	GAS
U	UNDERCARRIAGE (Gear)
M	MIXTURE
P	PUMP (Fuel)
F	FLAPS
S	SPEED

GO-AROUND PROCEDURE

1. THROTTLE..... FULL
2. CARB HEATOFF
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. FLAPSUP
2. MIXTURE.....LEAN (~1")
3. TransponderALT, 1200
4. CARB HEAT OFF
5. LANDING LT..... OFF
6. FUEL PUMP OFF
7. Fuel Pressure CHECK
8. PITOT HEAT..... OFF
9. Elevator Trim NEUTRAL
10. Rudder Trim..... NEUTRAL

SHUTDOWN

1. AVIONICS MASTER..... OFF
2. THROTTLE..... 1000 RPM
3. MAG and EIS Switches BOTH OFF, then back ON
4. MIXTURE..... IDLE-CUTOFF
- 5. MAG and EIS Switches..... OFF**
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
6. Control Lock..... INSTALLED

REFUELING PROCEDURE

Minimum Distance: 50'

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. Air Intake Plugs Installed
4. Pitot-Static Mast Cover Installed
5. Tie-downs Installed
6. Chocks..... Installed

1. Flight Circle..... CHECK-IN

Note: If Hobbs/Tach Errors, notify the BOD

2. Any discrepancies NOTIFY MECHANICS
3. If Suspect Hard Landing NOTIFY MECHANICS
4. If Suspect Prop Strike NOTIFY MECHANICS
5. Discrepancies..... IN SKY MANAGER
6. Aircraft Down Tag..... HANG (If req'd)
7. Closed Field Ops Form..... COMPLETE (If req'd)
8. Payment COMPLETE

DISCREPANCY WRITE-UP

1. Provide phase of flight
 2. Provide observation
 3. Provide control/switch position(s) and indications
 4. Provide altitude/airspeed for flight instrument, landing
 5. gear, and flight control discrepancies
 6. Provide any troubleshooting done and results
-

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. Engine Inspect

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

Evacuate

Attempt to extinguish fire if able

ENGINE FAILURE ON TAKEOFF ROLL

1. THROTTLE IDLE
2. BRAKES APPLY AS REQ'D

Maintain direction control

If departing runway:

3. MIXTURE IDLE-CUTOFF

When stopped:

4. MIXTURE IDLE-CUTOFF
5. IGNITION OFF
6. FUEL SELECTOR OFF
7. MASTER OFF

ENGINE FAILURE AFTER TAKEOFF

1. Set Best Glide Speed 83 mph
2. Select and fly to landing site
3. FUEL SELECTOR Switch

If power is not restored:

4. FUEL SELECTOR OFF
5. IGNITION OFF
6. MIXTURE IDLE-CUTOFF
7. FLAPS DOWN
8. MASTER OFF
9. Door Open

ENGINE FAILURE IN FLIGHT

1. Set Best Glide Speed 83 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:

11. CARB HEAT OFF
12. FUEL PUMP OFF

If power not restored, execute LANDING WITHOUT ENGINE POWER checklist

LANDING WITHOUT ENGINE POWER

1. **Maintain Best Glide Speed** 83 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** SECURE

When landing assured:

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

ELECTRICAL FIRE IN FLIGHT

1. **MASTER** OFF
2. **Vents** Open
3. **CABIN HEAT** OFF
4. **CABIN AIR** ON

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 SELECTOR** OFF
4. **FUEL PUMP** OFF
5. **IGNITION** OFF
6. **MASTER** OFF
7. **CABIN HEAT** OFF
8. **CABIN AIR** OFF

Increase speed to extinguish fire

Execute LANDING WITHOUT ENGINE POWER Checklist

ALTERNATOR FAILURE

1. Verify Failure Ammeter = 0
Turn on landing light to check if load increases
2. Reduce electrical load
3. Circuit Breakers Check
Land as soon as practical

HIGH OIL TEMP

1. Landas soon as practical
2. Oil Pressure Watch
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. Consider180° Turn
6. Consider changing altitude
7. Increase engine speed
8. Approach Speed Increase
FLAPS not recommended for landing

LOSS OF FUEL PRESSURE

1. FUEL PUMP ON
2. FUEL SELECTORSwitch if fuel available
3. MIXTURE FULL RICH
Land as soon as practical

LOSS OF OIL PRESSURE

Do not change power unnecessarily
Land immediately

Note: Consider climbing or maintain altitude until within glide range of airport

Note: 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 sololand and close the door
2. Airspeed 100 MPH
3. Cabin Vents Close
4. WindowOpen

If Upper Latch is Open:

5. Door Latch

If Lower Latch is Open:

6. Door LatchOpen
7. Door Push Open and Close Rapidly
8. 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. Transponder7600
4. Transmit in theBlind
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 |

ROUGH ENGINE

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

If the engine is still rough:

2. MIXTUREAdjust for smooth operation
3. FUEL PUMPON
4. FUEL SELECTORSwitch
5. Engine Instruments Check
6. IGNITION - R/L/BOTH Use Best

Land as soon as possible

Prepare for power-off landing

KNIP COMMS

ATIS 124.35

CLRNC 134.775

GRND 128.6

TWR 125.15



WINTER POINT

POINT LA VISTA

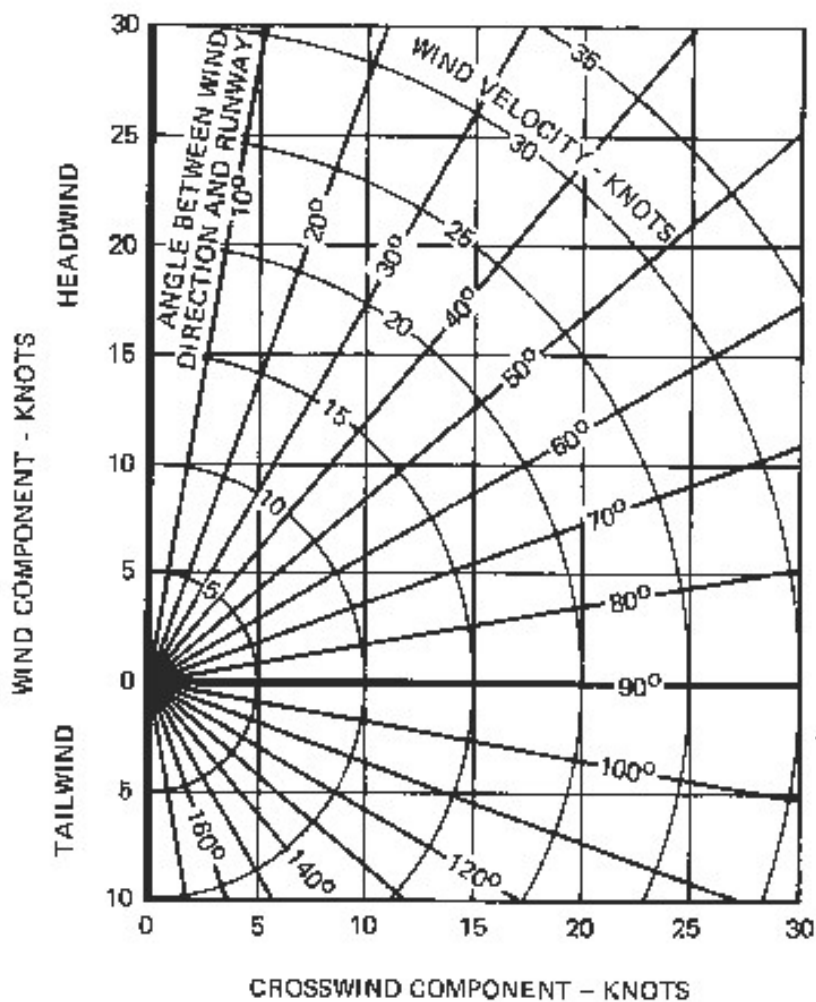
SADDLER POINT

JULINGTON CREEK

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 secure 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



JULY 2, 2023

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	David 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 Off.	(904) 509-6962
Command Safety Advisor	LCDR Jeff Muenchrath	(904) 542-2460
Past MO	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

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 Reuiequent	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 equipped/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'

JULY 2, 2023