



# AVIATION ACRONYMS

A COMPLETE GUIDE



PART OF THE PILOTS  
RECIPE FOR SUCCESS  
SERIES



JASON SCHAPPERT



# **Aviation Acronyms**

Part Of The Pilots Recipe For Success Series By Jason Schappert

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**By:**

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Proudly Printed In The United States of America

*ISBN-13: 978-1460974865*

*ISBN-10: 1460974867*

**\$17.97 US / \$27.97 CAN**

**Aviation / Flight Training**

**Outer Marker Publishing**  
Ocala, FL  
OuterMarkerPublishing.com

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**To my beautiful bride. Without  
your encouragement none of this  
would be possible.**

Foreword by Chris Findley, CFI, CFII

*Chris is a great friend of mine and a wonderful blessing to myself and my business. It's rare to find such a dedicated CFI who not only has the experience but the love for teaching. Learn more about Chris on the following page.*

\*\*\*

I took my first ride in a small airplane when I was about 10 years old. I remember bits and pieces of the experience, but I know that it made a powerful impact on my life. Why? Because that was 28 years ago and I'm still climbing into the cockpit every chance I get to help others know the joy of flying.

As I work with people to help them become pilots, I'm keenly aware that one of the early challenges they face is a language barrier. One student I took up for his first flight was listening to me on the radio and said, "I know what you're saying is English, but I have no idea what you are saying!" So much of this perceived barrier is due to the stunning number of acronyms and shorthand prevalent in aviation.

Acronyms abound. You hear things like "GUMPS", "A TOMATO FLAMES", "ANDS", "CRAFT", and "GRABCARD" to name only a few. All of these serve to help the pilot remember vital information for the conduct of his or her flight. Yet to the new pilot, just getting their feet wet in aviation, it can be an intimidating amount of information.

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That's why I'm excited to see that Jason has put together such a phenomenal resource for pilots of all experience levels. This is the one-stop resource that will help you learn all the acronyms you need to know and all the acronyms you never knew existed!

You need not be intimidated by the aviation language. Let Jason serve as your translator and guide, bringing the aviation language to life for you. I think you'll find that his book will be invaluable in helping you become a safe, proficient and competent pilot.

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*Pass Your Private Pilot Checkride 2.0*

*Pass Your Instrument Pilot Checkride*

*The Private Pilot Blueprint*

*Also...*

*Check Out Jason's Online Ground School At:*

<http://m0a.com/online-ground-school>

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# Aviation Acronyms

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## Required VFR Day Instruments

### Acronym: A TOMATO FLAMES

- A** - **Altimeter**
- T** - **Tachometer**
- O** - **Oil Temperature Gauge**
- M** - **Manifold Pressure Gauge**
- A** - **Airspeed Indicator**
- T** - **Temperature Gauge\*\***
- O** - **Oil Pressure Gauge**
- F** - **Fuel Gauge**
- L** - **Landing Gear Extension Lights\*\*\***
- A** - **Anti-collision Lights\*\*\*\***
- M** - **Magnetic Compass**
- E** - **ELT**
- S** - **Seatbelts**

## EXPLANATION...

A TOMATO FLAMES is one of the most popular acronyms you will run into as a student pilot. It begins first off with our altimeter followed by our tachometer and then the oil temperature gauge

\*The first snag you may run into is the manifold pressure gauge. The reason there is an asterisk next to this is because it's only applicable if your airplane has a constant speed propeller (which most 150's 140's and 172's do not) if your airplane does not have a manifold pressure gauge, it's not required in your aircraft to be working. As we continue in the acronym we need an airspeed indicator.

\*\*The temperature gauge is for each liquid cooled engine, so if you have two engines, you need two temperature gauges.

We continue on with our oil pressure gauge. The interesting about fuel gauges is that they only need to read correctly at full and at empty everything in between apparently doesn't matter. So if your fuel gauges are not reading correctly when the tanks are perfectly full or dead empty then they are not deemed airworthy.

\*\*\*If you have a fixed gear airplane, you will not need landing gear extension lights.

\*\*\*\* Only if your aircraft was manufactured after March of 1996. You also need a magnetic compass, ELT transmitter and seatbelts.

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## Required VFR Night Instruments

### Acronym: FLAPS

NOTE: This is in an addition to the day VFR. So in order to be current for night VFR instrumentation, you need each and everything working from A TOMATO FLAMES in addition to FLAPS. A TOMATO FLAMES + FLAPS

- F - Fuses**
- L - Landing Lights**
- A - Anti-collision Lights**
- P - Position Lights**
- S - Source of Power**

## EXPLANATION...

Notice how our acronym starts out with F for Fuses, now if your aircraft has circuit breakers, this won't apply to you.

Also the next letter, L, in our acronym stands for Landing Light however this is For Hire only, meaning if your airplane is flown for hire, you need to have a landing light. For example my flight training aircraft (my Cessna 150) is flown for hire, I teach students out of it thus my landing lights must be working at night.

Next is the Position Lights, the last part in there that may be confusing is that S, the Source of Power, that simply just means that you need to have an alternator or generator working.

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## Required Instruments for IFR Flight

### Acronym: GRAB CARD

NOTE: For IFR flight you need A TOMATO FLAMES  
FLAPS + GRAB CARD.

- G - Generator/Alternator**
- R - Radios for Navigation (VOR)**
- A - Attitude Indicator**
- B - Ball (Inclinometer)**
- C - Clock**
- A - Altimeter**
- R - Rate of Turn**
- D - Directional Gyro (Heading Indicator)**

## EXPLANATION...

Our acronym starts off with a Generator this requirement can also be taken care of by an Alternator. Generator and Alternator; think of the same thing, they both fall under that category.

The radios for navigation have got to do with your type of flight, your VOR, ADF, GPS etc.

We have an Attitude Indicator, then Ball, what we mean by Ball is the ball beneath your Turn Coordinator, also known as an Inclinometer.

You'll need a Clock, an Altimeter, a Rate of Turn or Turn and Slip Indicator also known as a Turn Coordinator and a Directional Gyro also known as the Heading Indicator.

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## Required Aircraft Documents

**Acronym: ARROW**

- A - Airworthiness**
- R - Registration**
- R - Radio Certificate\***
- O - Operators Manual**
- W - Weight and Balance**

## EXPLANATION...

Our Airworthiness Certificate and Registration Certificate are the two typically kept in the clear pocket inside of your airplane.

\*The Radio Certificate or sometimes called a Radio License is ONLY required for international flights

It's important to note that the operators manual is NOT a POH (Pilots Operating Handbook) It's direct from the manufacturer and goes into more detail than a POH.

The Weight and balance is NOT the weight and balance you calculate before each flight but the one kept in that airplane from your mechanic specific to your N-number.

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## Required Aircraft Inspections

**Acronym: AVIATES**

**A - AD's**

**V - VOR**

**I - Inspections\***

**A - Altimeter**

**T - Transponder**

**E - ELT**

**S - Static System**

## EXPLANATION...

Our acronym starts off with AD's which stands for Air Worthiness Directives; these are things that must be complied with, they are letters you get direct from the manufacturer stating a possible recall or needed inspection on various parts of your aircraft, and trust me, my airplane is from 1975 and I still get AD's mailed to me on a fairly regular basis because they are always finding something that has a possible recall on it.

The V is for VOR, remember that the VOR needs to be checked every 30 days however this is applicable to IFR only. When you're checking your VOR on the ground remember it's plus or minus 4 degrees of accuracy and in the air it's plus or minus 6 degrees of accuracy for checking your VOR.

\*The I for Inspections is for a hundred hour and an annual inspection however you only need a hundred hour if your aircraft is flown for hire. Now it is important to remember that an annual inspection can take the place of a hundred hour however, a hundred hour inspection cannot take the place of an annual.

The Altimeter is the A and that is to be inspected every 24 calendar months, the T is for transponder and that also needs to be inspected every 24 calendar months. E is for ELT and that needs to be inspected every 12 calendar months, so every annual inspection.

And S is for our static system which needs to be inspected every 24 calendar months as well.

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## Compass Turns

**Acronym: UNOS**

**U - Undershoot**

**N - North**

**O - Overshoot**

**S - South**

## EXPLANATION...

This acronym reads, undershoot north, overshoot south, and commit this to memory. Anytime you are doing compass turns, using just the magnetic compass to turn you are to undershoot headings to the north and overshoot headings to the south in the northern hemisphere.

This is just how the compass reacts with the magnetic fields in the northern hemisphere. Now for you in the southern hemisphere it would be the opposite.

## **END OF SAMPLE**

**The hardest thing in flight training is to remember all those silly acronyms they give us :)**

**This book make it easy to remember them all**