

FLIGHT LOG							
TIME		DISTANCE		FUEL			
TAKE OFF	LANDING		TOTAL	REQUIRED		AVAILABLE	
1600 E			228	51 Gal		87 Gal	
ROUTE (Check Point)	IDENT FREQ	MAG CRSE	LEG REMAINING	ETE ATE	ETE ATE	ALTITUDE GND SPD	REMARKS
Brookwood	OKW	230	31	+16	16:16	4000	3 Gal
	111.0		197			120	
Kewanee	EWQ	225	80	+40	16:56	4000	8 Gal
	113.8		117			120	
Mindo		195	110	+54	17:50	4000	12 Gal
			17			125	
Appr			17	+08	17:58		2 Gal
			0				
				118			
Rascagoula Regional	PNS	085	91	+35		3000	18 Gal
			0			158	

ATIS			
DEPERTURE		ARRIVAL	
INFORMATION		INFORMATION	
CEILING		CEILING	
VISIBILITY		VISIBILITY	
TEMP / DEWPOINT	/	TEMP / DEWPOINT	/
WINDS		WINDS	
ALTIMETER		ALTIMETER	
RWY IN USE		RWY IN USE	
REMARKS		REMARKS	

Figure 10-19. Navigation log.

structural icing should not be a problem. Make a note to do an operational check of the pitot heat during preflight and to take evasive action immediately should even light icing conditions be encountered in flight. This may require returning to BHM or landing at an intermediate spot before reaching GPT. The go/no-go decision is constantly reevaluated during the flight.

Once at the airport, conduct a thorough preflight inspection. A quick check of the logbooks indicates all airworthiness requirements have been met to conduct this IFR flight including an altimeter, static, and transponder test within the preceding 24 calendar months. In addition, a log on the clipboard indicates the VOR system has been checked