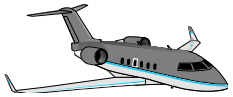

FAA REC SIM 1
KMEM KNQA

GENERAL INFORMATION
INSTRUCTOR PATRICK BELANGER
Client's _____
Client's _____
Company _____
Meeting **Briefing room CL 604/605 First floor ECFT at :**

ROUTE OF FLIGHT
FBO EAST FBO
KMEM KNQA
T/O ALTERNATE KNQA
ALTERNATE KNQA
T/O: RWY 18C

ROUTING: GOETZ7 DIYAB

CLEARED MILINGTON RW18C GOETZ 7, VIA DIYAB TRANSITION CLIMB 5000 EXPECT FLIGHT PLAN ROUTE, EXPECT 14000 10 MINS AFTER DEPARTURE SQ2202 CONTACT GROUND 121.9

YOU ARRIVED LAST NIGHT AT 1900L FROM A KBOS-KMEM FLIGHT. THE WEATHER AT YOUR ARRIVAL WAS:
KMEM: CALM WIND, 3 MILES VISIBILITY, LIGHT SNOW, TEMPERATURE BETWEEN -8°C AND -10°C, WITH AN ALTIMETER SETTING OF 29.89 INCHES.
THE PLANE DID NOT HAVE A SPOT IN THE EFBO HANGARS.
DURING YOUR FLIGHT FROM KBOS TO KMEM, THE RH ICE DETECTOR PROBE FAILED.

WEATHER/NOTAMS
KMEM 27012KT 1/4SM FG RVR 1200 OVC002 01/M00 A2990 BECOMING 270/10 4SM OVC1200
KNQA 30012KT 2SM OVC009 M02M08 A2990

AIRPLANE
BOW 27,500 lbs
PAYLOAD. 2 PAX 200LBS and cargo 500 lbs
ZFW-CG 30 %MAC
FUEL _____
TOW _____
TOW-CG _____

T.O.L.D.

V_1	TO Dist
V_R	N1
V_2	STAB TRIM
V_{FTO}	

PERFORMANCE PROBLEM
1. Prepare the TOLD card for that Take-Off Weight.
2. Determine the Obstacle Clearance Reference Climb Gradient at Take Off.
3. **Assuming rejected take off at V1, calculate Brake Cooling required.**