UNIVERSITY OF OKLAHOMA
PA-44 Weight and Balance / Performance Sheet

NAME: _____

DATE: _____

V_S	V_{MC}	V_{SO}	V_X	V_{XSE}	V_Y	V_{YSE}	V_A	V_{FE}	V_{LE}	V_{NE}
57	56	55	82	82	88	88	112-135	111	140	202

V_{REF}		V_{LO}		V_R
Flaps up: 80-90	**Flaps Down: 75-85**	**UP: 109**	**DOWN: 140**	**Normal: 75 / Short: 70**

Weight and Balance

ITEM	WEIGHT X	ARM =	MOMENT
Basic Empty Weight **(N380U)**	**2652.3**	**86.4312**	**229241.6**
Pilot and Front Passenger		**80.5**	
Passengers—Rear Seats		**118.1**	
Baggage (200 Lbs. Limit)		**142.8**	
Equals Zero Fuel Weight			
Fuel [108 gallons Max. Usable]		**95.0**	
Equals Ramp Weight (3816 lb. Max.)			
(Taxi Burn-off)	**-16.0**	**95.0**	**-1520**
Equals Take-off Weight			
(Fuel Consumed in Flight)		**95.0**	
Equals Landing Weight			

Maximum Take-off Weight: **3800 lbs.** ⇨ Forward C.G. Limit: **84.0** Aft C.G. Limit: **93.0**
Maximum Landing Weight: **3800 lbs.**
***Verify that both Take off and Landing Weights and Moments are Within Limits (Use POH)**

Surface Weather
Wind…….._____
Visibility……_____
Sky Conditions.._____
Temperature….._____
Altimeter……_____

Compute
Pressure Alt…..._____
Density Alt……_____
X-Wind……._____
Head Wind……_____
*Demonstrated X-Wind Component: 17 kts.

Additional Weather
Temp. @ TPA.._____
[Use standard lapse rate]

Winds and Temp. Aloft:
3000'..._____
6000'..._____
9000'..._____
12000' _____
Interpolate for Cruise Alt.
_____

TAS @ Cruise Alt._____

Weight Shift Change Formula:

Big Weight / Little Weight = Big Distance / Little Distance

Big Weight = Gross Weight
Big Distance = How far item is moved
Little Weight = Item being moved
Little distance =How far CG must move

Fuel = 6 lbs. / Gal.

Temperature Conversion:
C = (F – 32) X 5/9
F = (1.8 X C) + 32

Performance

Accelerated Stop Distance		Single Engine Service Ceiling	
Take-off Distance		Single Engine Absolute Ceiling	
Take-off Distance Over 50' obstacle		Landing Distance Over 50' obstacle	
M.E. Rate of Climb—Gear Down		Landing Distance	
M.E. Rate of Climb—Gear Up		**Traffic Pattern Altitude**	
Multi Engine Service Ceiling		Pressure Altitude @ TPA	
Multi Engine Absolute Ceiling		Density Altitude @ TPA	
Single Engine Rate of Climb		Single Engine Rate of Climb @ TPA	

OU Flight Risk Assessment Tool – RISK FORM (FRAT)

Fly As A Champion!

21-May-2024

Points to apply–>	1	2	3	4	5	RATING
Risk Area						
Crew	Dual w/CFI	Two Pilots	Solo			
Rest in last 24 hours	>8 hours	6.1 to 8 hours	5.1 to 6 hours	4.1 to 5 hours	<4 hours	
Sleep was restful	Yes		Partially		No	
Health	No issues		Recovering		Health Issues	
Last use of medicine	>48 hours		25 to 48		12 to 24	
8-12 hrs Alcohol	None		Some 9-12		Some 8-9	
	NO ALCOHOL 8 hours prior!					
Heat Index	<95	95 to 99	100 to 104		>105	
External stressors	Few		Several		Many	
Flight Type	VFR	MVFR	IFR		LIFR	
Day or Night	Day		Night Full Moon		No Moon	
Visibility	> 5 Miles	3-5 Miles	< 3 Miles		< 1 Mile	
Ceiling	>10,000	5K - 9K	3K - 4K	1K - 2K	<1K	
Winds	<10 kts	10-15 kts	>15 kts	>20 kts	>30 kts	
X wind actual	0-5 kts		6-10 kts		>16 kts	
X wind fcst	* If increasing with time beyond 15 kts must talk with CFI					
WX Stability	Stable		Slow deter		Possible Rapid	
Destination	Familiar			Unfamiliar		
	* If Unfamiliar - Solo - must discuss with CFI					
OU Variant acft	Crm 1-11, 13	TAA, CRM 21	Crm 37, 38, 39			
Aircraft Mx Status	Clean		Recent Write up			
Hours in type	>200	151-200	100-150	50-99	<50	
Flight hrs last 90 days	>20	15 to 20	10 to 14	5 to 9	<5	
Total Flight Time	>500	251-500	100-250	20-99	<20	
Read NOTAMS and PRF	Yes				No	
TOTAL RISK SCORE -------->						

No unusual hazards. Use normal flight planning & establish personal mins & operating procedures	22 - 45
Some additional Risk - Talk to Your CFI and Dispatcher about Risk areas. Conduct flight planning with extra care. Review personal mins and operations procedures - mitigate risk areas if possible. (change airport/change planes/etc) YELLOW AREA	46 - 51 Or 5 in any row
Higher Risk. Must get approval of Sup. of Ops/fleet for flight. Conduct flight planning w/extra care. Review elements to ID those that could be modified to reduce risk. Develop contingency plans before takeoff for items. Decide before flight on alt. and consider special precautions to take. Consider delaying flight until risk conditions are reduced. RED AREA	>51 Or two 5's

Reference FAA.Gov Risk Management Handbook

PIC Signature: If Yel or Red: Assistant Chief Sign:

CFI Name (Print): PRF#