

US00D594061S

(12) **United States Design Patent**
Kudimi

(10) **Patent No.:** **US D594,061 S**
(45) **Date of Patent:** **** Jun. 9, 2009**

(54) **FLIGHT PLANNING MASTER ORGANIZER LOG**

(57) **CLAIM**

(76) **Inventor:** **Eric Kudimi**, 4201 N. Main, St., Suite 262, Fort Worth, TX (US) 76106-2749

The ornamental design for the flight planning master organizer log, as shown and described.

(**) **Term:** **14 Years**

DESCRIPTION

(21) **Appl. No.:** **29/271,238**

FIG. 1 is panel one of the front of the flight planning master organizer log, shown separately for convenience of illustration;

(22) **Filed:** **Jan. 12, 2007**

FIG. 2 is panel two of the front of the flight planning master organizer log, shown separately for convenience of illustration;

(51) **LOC (9) Cl.** **19-06**

(52) **U.S. Cl.** **D19/52**

(58) **Field of Classification Search** D19/33,
D19/63, 26, 20, 2, 1; 434/78, 430, 157; 283/66.1,
283/2; 281/5, 15.1; 40/109

FIG. 3 is panel three of the front of the flight planning master organizer log, shown separately for convenience of illustration;

See application file for complete search history.

FIG. 4 is panel one of the backside of the flight planning master organizer log, shown separately for convenience of illustration;

(56) **References Cited**

U.S. PATENT DOCUMENTS

1,567,981	A *	12/1925	Page et al.	283/66.1
2,046,403	A *	7/1936	O'Hair, Sr.	281/15.1
4,448,443	A *	5/1984	Jones	281/5
D353,835	S *	12/1994	Harris	D19/26
5,713,739	A *	2/1998	Yu	434/157
5,803,739	A *	9/1998	Hitchcock	434/78
D411,572	S *	6/1999	Lord et al.	D19/33
D415,794	S *	10/1999	Carey et al.	D19/33
D457,557	S *	5/2002	Peters et al.	D19/20
D479,557	S *	9/2003	McCormack	D19/20
D479,854	S *	9/2003	McCormack	D19/20
D501,221	S *	1/2005	Howes et al.	D19/20
6,890,183	B2 *	5/2005	Baker	434/430
D536,037	S *	1/2007	Kudimi	D19/63
D567,850	S *	4/2008	Kudimi	D19/26

FIG. 5 is panel two of the backside of the flight planning master organizer log, shown separately for convenience of illustration;

FIG. 6 is panel three of the backside of the flight planning master organizer log, shown separately for convenience of illustration;

FIG. 7 is a front view of the flight planning master organizer log, showing panels 1–3 combined to depict the entire front side of the flight planning master organizer log; and,

FIG. 8 is a rear view of the flight planning master organizer log, showing panels 4–6 combined to depict the entire back side of the flight planning master organizer.

The “Aircraft Cockpit and Globe” logo and “Crew Resource Management, the CRM Center,” trademark/service marks forming part of the claimed design are registered trademark/service marks belonging to Dr. Eric Kudimi.


* cited by examiner

Primary Examiner—Cathron C Brooks
Assistant Examiner—Austin Murphy

1 Claim, 8 Drawing Sheets

NAUTICAL 5 10 15 20 25 30 35
STATUTE 5 10 15 20 25 30 35 40

130
120 50
110 40
100
90 30
80
70 20
60
50 10
40
30 0
20
10
0
-10
-20
-30
-40
°F °C



THE CRM CENTER®

THE FLIGHT PLANN

PREFLIGHT WEATHER BRIEFING

WEATHER BRIEFING

Phone: 1-800-WX-BRIEF (1-800-992-7433)

Type of Briefing Standard Abbreviated Outlook

AFSS/FSS/EFAS 122.0

BACKGROUND INFORMATION

INFORMATION NEEDED BY THE WEATHER BRIEFER

When Requesting a Preflight Weather Briefing (Standard, Abbreviated, or Outlook), Identify Yourself as a Pilot and Provide the Following:

1. Pilot Qualifications _____	6. Proposed Time of Departure (ETD) _____
2. Type of Flight (VFR or IFR) _____	7. Flight Altitude(s) _____
3. Aircraft Identification or Pilot Name _____	8. Route of Flight _____
4. Aircraft Type _____	9. Destination _____
5. Departure Airport _____	10. Estimated Time En Route (ETE) _____

ADVERSE WEATHER CONDITIONS

VFR FLIGHT NOT RECOMMENDED

VFR Flight Not Recommended

Due to: _____

SYNOPSIS

CURRENT WEATHER

CURRENT WEATHER CONDITIONS

Departure Airport _____

En Route: _____

Destination Airport _____

Alternate Airport _____

PIREPS: _____

© MK Conquest International Aviation Press, The CRM Center, All Rights Reserved.

STATUTE 10 20 30 40 50 60 70 80
NAUTICAL 10 20 30 40 50 60 70

Fig. 1



ING MASTER ORGANIZER LOG – PR

FORECAST WEATHER

FORECAST WEATHER CONDITIONS

Departure Airport _____
 En Route:
 Icing & Freezing Level:
 Destination Airport _____
 Alternate Airport _____

WIND AND TEMPERATURES ALOFT FORECASTS

Station	ALT _____	ALT _____	ALT _____	ALT _____	ALT _____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

PIREPS/SIGNIFICANT WEATHER/MTR/NOTAMS

FAA FLIGHT PLAN

FLIGHT PLAN FORM

EST +5 CST +6 MST +7 PST +8
 EDT +4 CDT +5 MDT +6 PDT +7

1. Type VFR IFR DVFR		2. Aircraft Identification	3. Aircraft Type/ Special Equip.	4. True Airspeed KTS	5. Departure Point		6. Departure Time Proposed (Z) Actual (Z)		7. Cruising Altitude
8. Route of Flight					9. Destination (Name of airport and city)		10. Est. Time En Route Hours Minutes		
12. Fuel on Board Hours Minutes		13. Alternate Airport(s)		14. Pilot's Name, Address & Telephone Number & Aircraft Home Base				15. Number Aboard	
16. Color of Aircraft		CLOSE VFR FLIGHT PLAN WITH _____		FSS ON ARRIVAL Phone: 1-800-WX-BRIEF (1-800-992-7433)					
Special Equipment Suffix: X - No Transponder D - DME, No Transponder C - RNAV, Transponder, No Altitude Encoding G - GNSS Including GPS or WAAS, T - Transponder, No Altitude Encoding Capability B - DME, Transponder with No Altitude Encoding R - RNAV, Transponder, with Altitude Encoding with En Route & Terminal Capability U - Transponder, With Altitude Encoding Capability A - DME, Transponder with Altitude Encoding Capability W - RNAV, No Transponder									

www.thecrmcenter.com

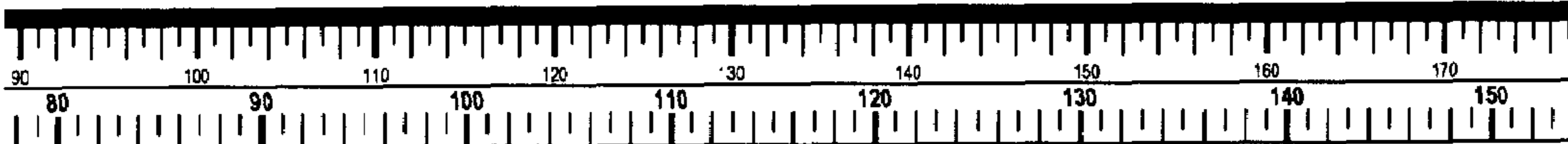


Fig. 2

EFLIGHT SECTION


IN-FLIGHT WEATHER UPDATE

IN-FLIGHT WEATHER UPDATE AND INT'L DATA

En Route: _____

Destination Airport _____

Alternate Airport _____



THE CRM CENTER®

SECTIONAL SCALE
1:500,000

AIRCRAFT PERFORMANCE

FLIGHT PERFORMANCE FORM

Items	Departure Airport	En Route	Destination Airport
Temperature			
Altimeter Setting			
Indicated Altitude			
Pressure Altitude			
Density Altitude			

Takeoff Performance:
Runway Available _____ Ft. Ground Roll _____ Ft. Req'd. Over 50' Obstacle _____ Ft. Req'd.

Climb Performance:
Cruise Altitude _____ Time _____ Fuel _____ Distance _____

Cruise Performance:
% BHP _____ RPM _____ MP _____ KTAS _____ GPH _____
% BHP _____ RPM _____ MP _____ KTAS _____ GPH _____

Endurance:
% BHP _____ Hours _____ Minutes _____

Range:
% BHP _____ Nautical Miles _____

Landing Performance: V_{REF} _____
Runway Available _____ Ft. Ground Roll _____ Ft. Req'd. Over 50' Obstacle _____ Ft. Req'd.

AIRCRAFT WEIGHT AND BALANCE

FLIGHT WEIGHT AND BALANCE FORM

WEIGHT	X	ARM	= MOMENT/1000
Basic Empty Weight			
Pilot & Front Passenger			
Rear Passenger			
Useable Fuel (At 6 lbs/gal)			
Baggage Area 1			
Baggage Area 2			
TOTAL GROSS WEIGHT		TOTAL MOMENT	

Max Takeoff Weight _____ CG = $\frac{\text{TOTAL MOMENT}}{\text{TOTAL WEIGHT}}$ = _____
 Max Loading Weight _____
 Forward C.G. Limit _____ Takeoff C.G. _____
 Aftward C.G. Limit _____ Landing C.G. _____
 Gross Weight and C.G. Within Limit for Takeoff and Landing?

FAK-FPMOL 01
ISBN 0090000000000
Patent Pending

WAC SCALE

1:1,000,000

CENTIMETER
INCH


Fig. 3

STATUTE MILES	10	0	10	20	0	10	20
NAUTICAL MILES	10	0	10	20	0	10	20
KILOMETERS	10	0	10	20	30	40	

IFR/VFR
LAPC SCALE
1:3,400,000

280	280
270	310
260	300
250	290
240	280
230	270
220	260
210	250
200	240
190	230
180	220
170	210
160	200
150	190
140	180
130	170
120	160
110	150
100	140
90	130
80	120
70	110
60	100
50	90
40	80
30	70
20	60
10	50
0	40
0	30
0	20
0	10
0	0

NAUTICAL MILES 10
STATUTE MILES 10



THE FLIGHT PLA

DEAD RECKONING CHART

FLIGHT PLANNING LOG

Notes:
1. Cruising Altitudes Are Based on Magnetic Course (MC).
2. For IFR Flight Planning Purposes, Convert Wind Aloft From True Course to Magnetic Course.

$TC - \begin{matrix} E \\ W \end{matrix} VAR = MC$
 $MC - \begin{matrix} L \\ R \end{matrix} WCA = MH$
 $MH \pm DEV = CH$
 $TC + \begin{matrix} R \\ L \end{matrix} WCA = TH$
 $TH + \begin{matrix} W \\ E \end{matrix} VAR = MH$
 $MH \pm DEV = CH$

FIRST LEG	SECOND LEG	THIRD LEG	ALTERNATE AIRPORT
From	From	From	From
To	To	To	To
°C	°C	°C	°C
°F	°F	°F	°F
PLAN TRUE AIRSPEED (TAS)			
TRUE COURSE (TC)			
WIND DIRECTION			
WIND VELOCITY			
WIND CORRECTION ANGLE (WCA)	-L	-L	-L
	+R	+R	+R
TRUE HEADING (TH)			
MAGNETIC VARIATION (VAR)	+W	+W	+W
	-E	-E	-E
MAGNETIC COURSE (MC)			
MAGNETIC HEADING (MH)			
COMPASS DEVIATION (±DEV)			
COMPASS HEADING (CH)			
O.B.S.			
TOTAL DISTANCE			
GROUND SPEED (GS)			
TOTAL ESTIMATED TIME EN ROUTE (ETE)			

FLIGHT FUEL REQUIREMENT LOG

Climb	Cruise	Approach	Alternate	Reserve	TOTAL HRS./MINS.
Cruise Consump. Gals./Hr.	Useable On Board Gallons	Block Out	Block In	TOTAL REMAINING GALLONS	

© Conquest International Aviation Press, The CRM Center, All Rights Reserved.

STATUTE MILES	10	0	10	20	30	40	50	60
NAUTICAL MILES	10	0	10	20	30	40	50	
KILOMETERS	10	0	10	20	30	40	50	60

Fig. 4

30	40	50	60	70		
30	40	50	60	70		
50	60	70	80	90	100	110

FLIGHT MASTER ORGANIZER LOG —

AIR NAVIGATION CHART

FLIGHT NAVIGATION LOG

Aircraft ID _____ Departure Airport _____ Destination Airport _____ Date _____

Clearances/Notes/Remarks:

FLIGHT NAVIGATION PARTICULARS

DEPARTURE POINT CHECK POINTS/ FIXES	NAV ID FREQ	MAG CRS/ HDG	ALTITUDE	CH	DIST	GS	TIME OFF:		FUEL
				EST	LEG	EST	ETE	ETA	LEG
				ACT	REM	ACT	ATE	ATA	REM
ARRIVAL	CLOSE YOUR FLIGHT PLAN?		TOTALS						

VFR AND IFR CRUISING ALTITUDES

VFR or On Top Even Thousands MSL Plus 500 (4,500'; 6,500'; etc.)
 IFR Even Thousands MSL (4,000'; 6,000'; etc.)
 VFR Cruising Altitude Rule Applies Above 3,000' AGL
 and Below 18,000' MSL Unless Authorized by ATC

VFR or On Top Odd Thousands MSL Plus 500 (3,500'; 5,500'; etc.)
 IFR Odd Thousands MSL (3,000'; 5,000'; etc.)
 ATC May Assign Different IFR Altitudes
 IFR Outside Controlled Airspace All Courses Are Magnetic

www.thecrmcenter.com

70	80	90	100	110	120	130	140	150						
60	70	80	90	100	110	120	130	140						
110	120	130	140	150	160	170	180	190	200	210	220	230	240	250

Fig. 5

80	90	100	110	SECTIONAL
70	80	90	CHART SCALE	
120	130	140	150	160
170				1:500,000

FLIGHT SECTION

ATC COMMUNICATIONS CHART

ATC FLIGHT COMMUNICATIONS LOG

Morse Code and Phonetic Alphabet

Alfa ●●●	Foxtrot ●●●●	Kilo ●●●●	Papa ●●●●	Uniform ●●●●	Zulu ●●●●
Bravo ●●●●	Golf ●●●●	Lima ●●●●	Quebec ●●●●	Victor ●●●●	
Charlie ●●●●	Hotel ●●●●	Mike ●●●●	Romeo ●●●●	Whiskey ●●●●	
Delta ●●●●	India ●●●●	November ●●●●	Sierra ●●●●	Xray ●●●●	
Echo ●●●●	Juliett ●●●●	Oscar ●●●●	Tango ●●●●	Yankee ●●●●	

ATC Clearance (C - R - A - F - T):

ATC FACILITIES						
CLNC DEL	GND CON	TWR CON	DEP/APP	ARTCC	FSS	ATIS/UNICOM
						Departure Airport: _____ Frequency: _____
						ATIS ID: _____ Time: _____ Wind: _____ Visibility/Obs.: _____ Sky Cond.: _____ Temp./Dew Pt.: _____ Alt. Setting: _____ Rwy./Traffic: _____ Remarks: _____
						Arrival Airport: _____ Frequency: _____
						ATIS ID: _____ Time: _____ Wind: _____ Visibility/Obs.: _____ Sky Cond.: _____ Temp./Dew Pt.: _____ Alt. Setting: _____ Rwy./Traffic: _____ Remarks: _____

CHECKLIST

Hours Meter In _____

Hours Meter Out _____

TOTAL _____

DEPARTURE:

1. Engine Start Checklist
2. Avionics Master Switch ON
3. Copy ATIS
4. Set Gyros and Altimeter
5. NAV Radio Test
6. VOR ADF
7. CLNC DEL: Copy Clearance
8. GND CON: Request Taxi
9. Set up NAV & COM Radios
10. Transponder: Set and Test
11. Engine Run-up ON Checklist
12. Call TWR CON for Takeoff
13. Note Time Off _____
14. Transponder: ON/ALT
15. Recheck Gyro

ARRIVAL:

1. After-Landing Checklist
2. Call GND CON for Taxi
3. Engine Shut-down Checklist
4. Note Time IN _____
5. Aircraft Securing Checklist

PILOT WEATHER REPORT LOG

EFAS	1. Report Type (UA/UUA)	2. Location	3. Time (UTC)	4. Altitude
122.0/				
AFSS/FSS/	5. Aircraft Type	6. Sky Cover	7. Weather	8. Temperature (°C)
ARTCC	9. Wind (MC & Kts.)	10. Turbulence	11. Icing	12. Remarks

AIRPORT DIAGRAM

Elevation _____

mK- FPMOL 01

ISBN 0000000000000

Patent Pending

160	170	180	190	200	210	220	230	WAC
140	150	160	170	180	190	200	SCALE	
260	270	280	290	300	310	320	330	340
350	360	370			1:1,000,000			

TAC SCALE 1:250,000

STATUTE MILES

NAUTICAL MILES

Fig. 6

