

GASCO Checklist

Are you fit to fly? Ask yourself the question 'Can I really say, *I'm Safe?*'

I	ILLNESS	Are you well enough to fly?
M	MEDICATION	Side effects, covering problems?
S	STRESS	Any pressure, passengers, annoyed?
A	ALCOHOL	Less than 25% of UK driving limit!
F	FATIGUE	Enough sleep, well rested?
E	EATING	Blood sugar correct?

Some Hazardous Pilot attitudes

Hazardous Attitude	Antidote
Anti-Authority: Don't tell me.	Follow the rules, they are usually right.
Impulsivity: Do something quickly!	Not so fast, think first.
Invulnerability: It won't happen to me.	It could happen to me.
Macho: I can do it!	Taking chances is foolish.
Resignation: What's the use?	I'm not helpless, I can make a difference.

How can an ordinary pilot expect to survive, is it just the luck of the draw? Here is some food for thought.

- There is a difference between skill and judgement, judgement is more important to survival than skill.
- The less skilled self-disciplined pilot is often at less risk than an experienced pilot pushing to the limit.
- If you are not aware of your personal limits, your first mistake is likely to be your last.

Are You Ready to Fly?

Documents:

- Is your licence, medical and logbook up to date and valid?
- Is your insurance up to date and valid?
- Are machine's papers valid, certificates, engineering sign offs etc

Planning:

- Are your maps, charts and flight guides up to date and valid?
- Did you check and interpret for both planned flight and for possible diversions:
 - NOTAMs?
 - Airspace, both horizontal and vertical limits?
 - Weather for the route and for diversions?
 - Do I have accurate airfield data for my planned and alternates airfields?
- Assessed the likelihood of carburettor icing?
- What runway length do I need for this configuration?

Your machine:

- Are the necessary documents on board?
- Have you completed necessary weight and balance calculations and planned aircraft loading appropriately?
- Have you created a distraction free climate for pre flight inspection?
- Are you following the POH guidance on pre flight inspection?
- Is my safety gear checked for validity, stowed correctly and accessible once the aircraft is loaded?

Finally

- Have I briefed the passenger thoroughly on emergency drills, sterile cockpit procedures and how they can contribute looking out for other aircraft?

As I close up:

- Have I done as much thinking and planning on the ground so that if I meet trouble in the air I will have sufficient capacity to AVIATE, NAVIGATE and COMMUNICATE

Do I have the right recent experience and skill level to execute this flight safely?