

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? <i>(Read the back of your medical certificate for instructions)</i>
S STRESS	Any pressure, passengers, annoyed?
A ALCOHOL	No alcohol in the bloodstream is the only safe option <i>(the legal limit is 25% of UK driving limit)</i>
F FATIGUE	Enough sleep, well rested?
E EATING	Had something suitable and nutritious to eat before the flight?

Some Hazardous Pilot attitudes discussed at GASCo Safety Evenings:

ANTI-AUTHORITY	Don't tell me what to do!
IMPULSIVENESS	Do something now, at once!
INVULNERABILITY	It won't happen to me, I always get away with this.
MACHO-COMPLEX	I can handle it; especially if you think I can't.
RESIGNATION	There is nothing I can do about it
COMPLACENCY	I always have done it this way and it works fine!

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.

Documents:

- Are your licence, medical and logbook up to date and valid?
- Is your insurance up to date and valid?
- Are the aircraft documents valid, licences, certificates, engineering sign offs etc

Planning:

- Are your maps, charts and flight guides up to date and valid?
- Did you check and interrogate 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 and equipment, 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?

