



LAKE RIDGE

PROP WASH

*A MILE OF HIGHWAY WILL TAKE YOU A MILE,
A MILE OF RUNWAY WILL TAKE YOU ANYWHERE*

June 2024

Chapter NOTAM

EAA Chapter 879

We are trying to boost chapter participation, please invite guests to our meetings. All are welcome to attend.

Notes from the President

In this issue:	Next Meeting Agenda
<ul style="list-style-type: none">→ Checklist – huh?→ Pop Quiz→ Mark Your Calendar→ About Chapter 879	<ul style="list-style-type: none">→ 10:00: Chapter Magazine Video→ 10:15: Opening Remarks / Welcome→ TBD→ 11:00: Young Eagle Flights / Fellowship

The Preflight Checklist: Have you outgrown it?

By: Frank White

I've been thinking a lot about checklists lately. More so since our open discussion meeting led by Bear (Ben Plowman) in April. Imagine how such a simple task can save our life, right? I can see how easy it is to become complacent or to zoom through the checklists without much thought to what you're reading. The biggest gotcha might be to run the "mental preflight checklists" when a physical checklists should be used.

In aviation, where every detail counts and every decision carries weight (no pun intended), the humble checklist stands as a steadfast ally for pilots. For general aviation pilots, these meticulously crafted lists are not mere bureaucratic paperwork but indispensable tools that ensure safety, precision, and peace of mind throughout every flight, even pattern work.

CESSNA 172 Skyhawk CHECKLIST	
PREFLIGHT	AFTER START
Parking brake..... SET	Avionics..... ON
Ignition Switch..... OFF	COM..... ON / Set
Avionics..... OFF	NAV..... ON / Set
Master Switch..... ON	Transponder..... STANDBY
Fuel Level..... Checked	Altimeter..... SET
Avionics..... ON and fan audible	Transponder..... SET
Fuel Selector..... BOTH	Horizon..... SET
Flaps..... CHECK OPERATION	
Annunciator Panel..... CHECKED	
Master Switch..... OFF	
Documents..... On Board	
BEFORE START	TAXI
Passenger Briefing..... COMPLETE	Taxi Light..... ON
Seats and Belts..... Adjusted	Parking Brake..... Unlocked
Circuit Breakers..... IN	Brakes..... Test
Electrical Equipment..... OFF	Instruments..... Checked
Avionics..... OFF	
Master Switch..... ON	
Fuel Selector..... BOTH	
Fuel Shutoff..... FULL IN	
STARTING THE ENGINE	BEFORE TAKEOFF
Throttle..... Open 1/4in	Parking Brake..... SET
Mixture..... IDLE	Seats and Belts..... Adjusted
Propeller Area..... CLEAR	Cabin Doors..... Locked
Master Switch..... ON	Flight Controls..... Correct
Beacon Light..... ON	Flight Instruments..... Checked
Cool Start	Fuel Level..... Checked
Auxiliary Fuel Pump..... ON	Mixture..... RICH
Mixture..... FULL 5 sec/IDLE	Fuel Selector Valve..... Recheck
Auxiliary Fuel Pump..... OFF	Throttle..... 1800 RPM
	Magnetos..... CHECK
	Annunciator Panel..... CHECK
	Throttle..... IDLE
	COM/NAV..... SET
	Transponder..... SET
	Elevator Trim..... Takeoff
	Flaps..... Takeoff
	Exterior Lights..... ALL ON

For illustration only – Do not use for aviation

At first glance, the checklist may seem like a mundane task, a routine to be ticked off before takeoff. However, its significance cannot be overstated. Whether flying a small single-engine aircraft or a sophisticated private jet, the checklist safeguards against complacency, human error, and unforeseen circumstances. Electing to not use checklists goes back to our April discussion regarding aeronautical decision-making. Remember the five hazardous attitudes:

- Anti-authority
- Impulsivity
- Invulnerability
- Macho
- Resignation

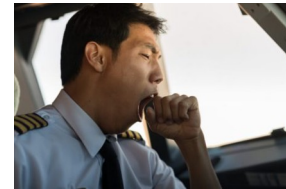
I can see how neglecting to follow or consult a physical checklist incorporates each of these attitudes.

Hazardous Attitude		Antidote
Anti-Authority "Don't tell me what to do!"	→	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 am not helpless; I can make a difference.

Impulsivity, Invulnerability, and Macho particularity come to mind. *The checklist adds too much time to my preflight. Besides, I've done this so many times, I know it all by heart, and I know I won't skip anything important. Besides, my flight is only X minutes long, so what can possibly go wrong? If I miss something, I'm a good enough pilot to fix it in flight.* An example of Anti-authority might be: *I don't need to look at a piece of paper to remember to wear my seatbelt.* Can you think of an

example of resignation regarding preflight checklists?

One of the foremost reasons for the prevalence of checklists in aviation is their role in mitigating risks. Pilots, regardless of experience, are susceptible to oversight, distraction, and fatigue. A simple checklist acts as



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to



cognitive aid, guiding pilots through a series of critical tasks from preflight checks to post-landing procedures. By following a structured checklist, pilots minimize the likelihood of overlooking essential steps, thereby enhancing operational safety. Randy's anecdote about seeing a pilot about to launch from runway 14 at Lake Ride Aero Park with a tow bar attached clearly demonstrates how easy it is to overlook important things.

Moreover, checklists promote consistency and standardization in aviation practices and ensure that every flight is approached with the same meticulous attention to detail, irrespective of external factors. Furthermore, checklists instill discipline and accountability in pilots. Flying demands discipline, precision, and the ability to make split-second decisions under pressure. Don't just regurgitate a memorized checklist. Think through it. Bear mentioned an inoperative switch that was checked off as being OK during one of his preflights. He mentioned it as a wake-up call to be cognizant of what you're doing. By ingraining the habit of using checklists in their workflow, pilots cultivate a culture of safety and professionalism. Recognizing that adherence to procedures is not just a regulatory requirement but a moral obligation to themselves, their passengers, and everyone on the ground is at the heart of aviation.

The importance of checklists extends beyond individual proficiency to collective safety. In scenarios

where multiple crew members are involved, such as in commercial or corporate aviation, checklists facilitate effective communication and coordination. They serve as a common language, ensuring that every member of the flight crew is on the same page and working towards the shared goal of a safe and successful flight. In most cases, we don't have the benefit of an extra person.



I recall my first piston plane flight with Don Ricky, who flew me and a friend from Raleigh-Durham (KRDU) to Manassas (KHEF). Before taking off, he briefed us on what we could do to make the flight safer. The two things I recall most are that if he raised his index finger, then shut up immediately so he could listen to ATC, and scan the skies occasionally to let him know if we saw other airplanes. I now

know he used us as a crew resource if only to be an extra set of eyes looking for traffic. When's the last time you asked a passenger to help you scan for traffic?



In general aviation, where pilots often operate without support staff and few resources, the checklist assumes even greater significance. It offers reassurance amidst the solitude of the cockpit. From confirming flight plans to monitoring engine performance, the checklist empowers pilots to navigate the skies with confidence and competence. Whether you use your checklists like a to-do list or you use a flow and follow-up with the checklist, it is not a mere

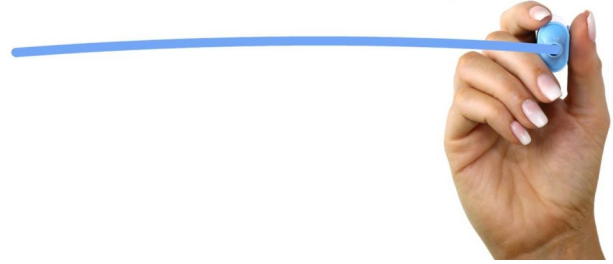
procedural formality but a cornerstone of aviation safety. For general aviation pilots, embracing the checklist is not just a matter of compliance but a testament to their commitment to safety, professionalism, and excellence. Did I mention it could save your life?

POP QUIZ

The term “angle of attack” is defined as the angle between the

- a) chord line of the wing and the relative wind
- b) airplane longitudinal axis and that of the air striking the airfoil
- c) airplane’s center line and the relative wind

QUESTIONS



What purpose does the taxiway location sign serve?

- a) Provides general taxing direction to the named runway
- b) Denotes entrance to runway from a taxiway
- c) Identifies taxiway on which an aircraft is located

Risk management, as part of the aeronautical decision making (ADM) process, relies on which features to reduce the risk associated with each flight?

- a) Application of stress management and risk element procedures
- b) The mental process of analyzing all information in a particular situation and making a timely decision on what action to take
- c) Situational awareness, problem recognition, and good judgement

Answers on page 6

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CONTRIBUTE TO THIS NEWSLETTER

No one can make every meeting. That is provides an opportunity to engage we find entertaining or informative. It is words". Share the story behind that great gallery.



why our chapter newsletter is essential. It members and non-members about stories said, "Pictures are worth a thousand picture on your phone or in your photo

Send your announcements and/or, story & picture(s) to newseditor@eaa879.org for inclusion in an upcoming Chapter 879 newsletter.

MARK YOUR CALENDAR

Submit events to newseditor@eaa879.org or frank@ewhitecap.com

- EAA1114 Breakfast Meeting at Cox Field, Saturday, June 15 · 8:00 – 10:30am, 1616 US-64, Apex, NC 27523, USA
- EAA AirVenture Oshkosh - July 22 – July 28, [More Info](#)
- Monthly Fly-In Pancake Breakfast - Sat, Jul 27, 2024 - Sat, Jul 27, 2024
8:30 AM - 10:30 AM, Address: 200 Airport Drive Hangar I-3, Chesapeake VA 23323

POP QUIZ Answer

The term “angle of attack” is defined as the angle between

- a) *chord line of the wing and the relative wind*



What purpose does the taxiway location sign serve?

- c) *Identifies taxiway on which an aircraft is located*

Risk management, as part of the aeronautical decision making (ADM) process, relies on which features to reduce the risk associated with each flight?

- c) *Situational awareness, problem recognition, and good judgment.*

Ref.: Private Pilot FAA Prep Test, 2022 Ed .

ABOUT EAA CHAPTER 879

EAA Chapter 879 organizes regular monthly meetings, breakfast and lunch events, and other aviation-related activities as opportunities arise. Chapter also provides support and resources to local pilots, offering workshops and training programs to enhance their skills and knowledge. Finally, the chapter provides a platform for anyone interested in aviation, including non-pilots, to connect with a vibrant aviation community, in and around Durham, NC.

EAA 879	Meetings: Every 2nd Saturday 10:00 AM
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Location:	Chapter Officers:
<p>Lake Ridge Aero Park - FBO Bldg 4340 E. Geer Street Durham, NC 27704</p>	<p>Ben Plowman, President President@eaa879.org</p> <p>Carl Jenson – Treasurer cvj77@bellsouth.net</p> <p>Randy Smith – Technical Counselor randyjudy@mindspring.com</p> <p>Stephen West – YE Coordinator youngeaglecoordinator@eaa879.org</p> <p>Frank White – Newsletter Editor newslettereditor@eaa879.org</p>

EAA 879 mailing list: eaa-chapter-879@googlegroups.com or [Click Here to Join](#)