



## **Three Perspectives on Resuming Flight Operations** **SSF Trustees Burt Compton, Ron Ridenour, and Steven Dee**

It was a long winter and a very long spring with the threat of exposure to Covid-19 limiting our flying. If you, like us, have not been flying for several months we may not be current and definitely not “proficient.” Here are three perspectives from the SSF on how to get us all back to flying safely once the social distancing restrictions are loosened or eliminated.

### **Rusty Pilot? That’s Me!** **Burt Compton, Soaring Safety Foundation Trustee and DPE**

One of the first things you should do is evaluate exactly where you are in regards to currency and proficiency. Consider these checklists:

#### **Personal:**

Flight Review expiration date (FAR 61.56).  
90 day currency flights logged to carry passengers (FAR 61.57).  
Current (not expired) Government issued photo ID. (FAR 61.3).  
Student Pilot or Transition Pilot: Solo Endorsement expiration date.  
Certificated Flight Instructor: Check 24 month expiration date.  
Towpilot: Medical Certificate unexpired / Basic Med renewal.  
Towpilot: 24 month re-currency (FAR 61.69).

#### **Aircraft:**

Annual Inspection / new Airworthiness Directive research.  
Recurring Airworthiness Directive compliance.  
100 hour Inspection (if giving rides or instruction “for hire.”)  
ADS-B unit / Transponder Checks if required.  
Lubrication, tire pressures, shock struts per the manual data.  
Batteries serviced and charged in towplanes and gliders.  
Mice and spider check!  
Review the Flight Manual for limits such as Maneuvering Speed (Va).  
Review the glider assembly, pre-launch and landing checklists.  
Parachute 180-day inspection. (FAR 91.307).

#### **Airport:**

Review local Notices To Airmen (NOTAMS) and TFR’s.  
Runway condition (obstacles, gopher holes, mowing.)  
Look again at your “rope break” off-airport landing options.

Don’t rely on your memory or reflexes and I’m speaking to pilots of all ages.  
Even as a Designated Pilot Examiner and Flight Instructor in gliders and airplanes with thousands of hours logged, I’ll assume that I’m RUSTY!





## **Rusty Applicant Knowledge and Skills by Ron Ridenour, SSF Trustee and DPE**

As we emerge from the COVID-19 sheltering in place restrictions and begin to fly again, there will be a greater demand for checkrides and flight reviews. Don't waste your time by showing up unprepared!

Many of us, who only get to fly 6 to 8 months each year, will need some additional practice and instruction before we are ready for "The Big Day". Before you schedule your next checkride, get together with your flight instructor and go take a practice exam. This will give your instructor a chance to evaluate your knowledge and skills and build your confidence as well. It will also give your instructor a chance to make sure you are completely prepared including logbook endorsements (2 calendar months), knowledge test expiration date, current IACRA application, current ID (check the expiration date), and current medical (if required).

These reminders are in addition to what Burt stated earlier in this article. While not comprehensive, it does give an applicant some additional items to check. The PTS/ACS also has a checklist to follow when preparing for your checkride. In the PTS that checklist is found in the Introduction. The Introduction also includes such things as the use of checklists, CRM, and criteria for satisfactory and unsatisfactory performance. In the ACS this information is found in the Appendix at the end of the document. An applicant should review this material so that he/she can demonstrate this knowledge during the exam.

So, make sure you have prepared well for that next exam or flight review and remember to practice safe decision making and judgment as well as skillful flying at all times.

## **Rusty Motorglider Pilot-Could be You and Me! Stephen Dee, SSF Trustee, CFGI, DPE**

Glider flying is a seasonal sport for a lot of us, but here in the Mid-South, we can fly most of the year. However, the flying environment in Memphis from October to April is not conducive to soaring, so staying current is relegated to my Corporate flying. The 4 powered gliders in my hangar all require unique, but similar skill sets, but first flights of the year in any of them need definite preparation.

Both TMG's are powered by Rotax 912 engines, so a review of starting, stopping, and engine limitations is a good place to begin. Airframe limitations is next, with special emphasis on crosswind limits. A little known fact is that the most frequent motorglider mishap resulting in a total write-off occurs during a ground loop on takeoff-perhaps crosswind limits are being ignored! With the above in mind, I like to chair-fly a local hop, and go through all the check lists from takeoff to landing.





For the 2 Self-Launch Sailplanes, a Pipistrel Taurus and ASH-31Mi, there is flying similarity, but tremendous differences in switchology. Every pylon, mast mounted, retractable engine Self Launcher shares the features of pitch changes induced by power changes, and the drag of the prop during in-flight engine shutdown and engine stowage. Since the actual steps to succeed in what I call the "monkey motion" of getting the engine in and out vary significantly, I like to rehearse those specific procedures in the cockpit, and actually move switches and make things happen. It's surprising how much "muscle memory" can atrophy after only a few months of inactivity! Having accomplished the above, I feel ready to go out and look for lift!

