

Diane Wojtowicz

From: pilot plane [flyer70_2000@yahoo.com]
Sent: Wednesday, April 27, 2016 9:05 AM
To: Nyw Group Safety; Nyw Staff; nywg.commanders@nywcap.org; Steve Perta
Cc: Sean Neal (CAP - Safety); mwmartin@nycap.rr.com; Diane Wojtowicz; Jean-Pierre Moreau
Subject: Re: Monthly Safety: Post Flight Checks

For Widest Dissemination:

If you are a responsible pilot you run through a before takeoff checklist that includes a runup of the engine that makes sure the magnetos are both grounded and that there is no gunk preventing the spark plugs from firing to produce a smooth running engine. But if there is an issue during the runup, you may be grounded for a day or more.

To prevent the disappointment of an aborted departure, you could add a post flight runup. Just because the engine appears to run smoothly in flight doesn't mean that a problem has not occurred. It's better to catch it after you land than just before you are ready to take off on your next adventure.

Also, if you have a gauge that shows the battery charge, you should take a look at it before you shut down. A low battery won't affect you in flight, but the amount of remaining power may not be sufficient to start the engine after you shut it down.

It is also a good idea to wipe down the airplane. Giving a rag to the metal or composite not only removes bugs and other debris that could otherwise damage the paint. The wipe down could also reveal cracks or leaks.

All POH's have a post flight checklist. Become familiar with that section and perform the required checks.

Happy Flying!

**For CAP:
Larry Mattiello, Lt Col, CAP
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