



CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
HEADQUARTERS, FLORIDA WING



14 August 2018

**PILOT INFORMATION BULLETIN – Use of a Preflight Checklist with every
Sortie and the Removal of the Tow Bar after each Movement of the Aircraft**

PIB: 18-001

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FROM: Chad P. Schulze, Capt, CAP

SUBJECT: **Use of the IMSAFE Checklist and a Preflight Checklist to Avoid
Unwanted Mishaps.**

1. **Aircraft Mishaps:** There are numerous documented aircraft incidents where the pilot and the aircrew failed to use a preflight checklist. Many have led to bent metal, injuries and even death. It is possible that there are other near misses that have never been reported. This is why it is so important for us all to use an IMSAFE checklist and preflight checklist with each sortie. The reason for this having to be addressed, is a member of our wing failed to properly use an IMSAFE checklist which led to the failure to properly use a preflight checklist prior to the final sortie of the day. For professional pilots the uses of a preflight checklist are a necessary evil, nuisance, you name it. When used properly they are the key to safe mission success.
 - a) According to a recent directive from CAP National, Professionalism is the focus for us all when in the aircraft and in the community. Perception is Everything.
 - b) According to CAP 70-1 the pilot and aircrew are required to use the approved preflight checklist for the correct aircraft that can be found in the POH or printed from CAP publications prior to every sortie.
2. **Factors that have led to aircraft mishaps:** These factors can be internally and/or externally driven. Examples of these factors are assumptions, complacency, lack of communication, distractions, environmental, health, laziness, running the checklist from memory, being rushed, stressed, tired and tunnel vision. These are just a few examples that can lead to the failure to use a checklist, using the wrong checklist, interruptions during a preflight checklist, and when checklist items are overlooked.

3. **What we can do to prevent a mishap:** Preflight each sortie as if it was your first flight of the day and allow the checklist catch errors. When possible, we should fly as a crew and use CRM to run the checklist as professional pilots do through a challenge and response. Last, is make changes to existing poor outdated practices and habits and educate ourselves.
4. **Finally:** We as a Wing, have to take the needed steps to place professionalism in the forefront of our operations which starts with looking out for each other to mitigate mishaps where we can. Provide mentorship not just our cadets but to each other because we all have experiences in life and in flying that we can share to promote a professional organization.

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