

## Preflights...they really do matter

Kevin Price, CCSC Safety Officer

Tom McDonald recently wrote an article in the Frequent Flyer about the importance of doing your OWN preflight. I am going to spare you and not add many words to his sage advice. I am though going to provide you with some pictures of what I found just before my flight in the Grob 102 on a recent Sunday.

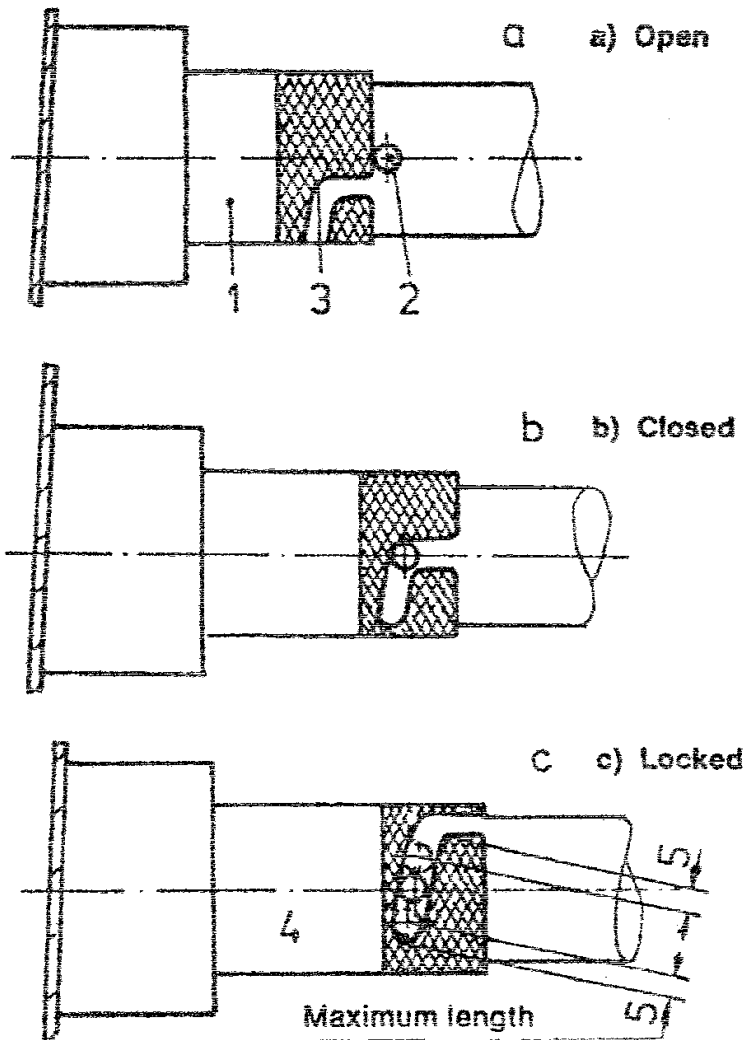
Looking aft into the cockpit:



What I saw:



Per the Flight Manual:



***The left wing coupling was unlocked. That was pretty scary.***

Hopefully Tom's article and my recent experience will provide motivation to everyone to preflight their aircraft before each flight. Review the flight manual for the aircraft you fly and make sure you are checking the required items. Don't limit yourself though to just those. Always take a big-picture look at the aircraft. Is anything missing...or bent? Perhaps run your hand along and below the fuselage on the glass ships aft of the canopy and to the tail to make sure there are no cracks. A previous hard or PIO landing could have seriously stressed that long and fragile portion of these aircraft. Check the big and little stuff. Airborne is not the time to discover something that could have easily been caught during the preflight. While the PIC is ultimately responsible, an observant ground crew can also visually catch

things like the landing gear not being down and locked in the Grob 102, a wing being unlocked (observable on some aircraft), a tire low on air, canopy not locked before takeoff, etc.