



## **Covid Corrosion. (*Rusty Pilot? That's Me!*) by Burt Compton**

24 months so far with the threat of exposure to Covid-19 limiting our flying. If you, like me, have not been flying consistently for several months we may not be current and definitely not "proficient."

Consider these checklists and add your appropriate items as we return to flying:

### **Personal:**

Flight Review expiration date confirmed (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 24 month expiration date checked.  
Towpilot: Medical Certificate not expired / 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 any rides or instruction "for hire." (FAR 91.409).  
ADS-B unit / Transponder checks if required.  
Lubrication, tire pressures, shock struts per the maintenance manual.  
Towplane Oil and Filters checked. Fuel samples clean and clear of water.  
Batteries serviced and charged in towplanes and gliders.  
Mice and spider check! Look for damaged wires and corrosive mess from rodents.  
Review Flight Manuals for limits such as Maneuvering Speed (Va).  
Review the glider assembly, pre-launch and landing checklists.  
*Was any work done on the glider or towplane during the stand down?*  
Conduct a preflight inspection, "Critical Assembly Check" and "Positive Control Check."  
Parachute 180-day inspection current. (FAR 91.307).

### **Airport:**

Review local NOTAMS, TFR's and any local airport rules.  
Runway condition (new obstacles, gopher holes, mowing.)  
Look again at your "rope break" or engine failure landing options off-airport.

Don't rely on your memory or reflexes, and I'm speaking to pilots of all ages. Note the recent trend in incidents and accidents by so-called "experienced pilots."

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!

Let's all make the effort to return to "proficiency" more than just "currency."

**Burt Compton** owns Marfa Gliders Soaring Center in southwest Texas and was a recipient of the FAA "Wright Brothers Master Pilot Award" in 2017 for 50 years of safe flying. Burt is a Trustee of the Soaring Safety Foundation and manager of the "Site Safety Survey" program.

