

## Clear off

How many checks do you do before, during and after flight that involve not so much doing something, as checking that something has been done? One example is checking your harness in pre-landing checks. Of course it's on because you never undo it in flight. But it's a very good check when you have passengers who've unstrapped themselves and climbed over each other to get the best views.

The top-of-climb and turning point checks that you probably learnt in your navigation training are other examples. The RACWA way of doing them is CLEAROFFS checks, and you probably learnt those or something similar in your training. Whether or not you've simplified your navigation with GPS and OzRunways or other electronic toys, they're still a very useful way of ensuring, a few times in a flight, that you've ticked the boxes and you haven't missed anything. In nav training I often talk about the value of CLEAROFFS: if you've done them properly, you can relax because you know you haven't missed anything, so sit back, just fly the aeroplane and enjoy the view.

What additions or variations do you make to this list?

### C – Compass

- Once you're straight and level and not accelerating, align the DG with the compass.

### L – Log

- Have I logged my last fix position and time?
- Have I logged my next estimate or revision?

### E – Engine

- Normal 10-minute (or however often you do them) engine checks: T's and P's, suction, amps.
- Lean the mixture.

### A – Altimetry

- Am I at my planned altitude?
- Is it hemispherical? Mandatory above 5000 ft, mandatory where practical below 5000.
- When is my next level change?
- If I'm heading towards CTA, where will I enter it at this altitude?
- Where is my Top of Descent?

### R – Radio

- Am I on the right frequency?
- Have I made all the calls I should have?
- Where and when is my next frequency change?
- What's my next call, and what frequency will it be on?

### O – Orientation

- Big picture navigation eg. I've taken off from Geraldton for Jandakot. Australia should be on my left.

### F – Fuel

- Have I updated my fuel log? (Maybe you do this one under L)
- Does my fuel burn match what I planned?
- When will I next log my fuel?
- When will I switch tanks (if applicable).

F – Forced landing

- Where would I go if it all went quiet?

I include that last one because RACWA does, although I don't really think it belongs in CLEAROFFS as much as in constant vigilance. Especially over tiger country, you should always have an eye out for your best forced landing options.

Happy flying – get out and enjoy those cool clear autumn and winter days as much as you can!

Kevin