

ComancheZOOM, Thursday, November 21

**Topic: Round table discussion**

Last week's ComancheZOOM was an invaluable explanation of the required ARROW docs for aircraft certificated under CAR 3, CAR 4, and Part 23 (and hybrids thereof). Don't be unairworthy due to missing paperwork! What began as an intriguing topic quickly became more complex as we consulted the "experts" to settle the conflicting issues.

This week, Part A - Checklists vs. Flow - centers on a round-table discussion aimed at reaching a consensus on the most effective approach, with the goal of avoiding confusion. Our discussion derives from last week's animated closing discussion on the use of flows and checklists in the cockpit. Many CFIs and pilots, learning before "Flows" and "Stabilized Approaches", made their way over from Part 121 operations. This week we will probe the history of checklists and flows. Join us as various instructors and longtime Comanche pilots discuss their knowledge and experience.

Despite hours of phone calls, no real resolution has been reached. Therefore, we invite you to join an ad-hoc conversation tonight to help develop a program for the week following Thanksgiving.

Flows emerged because it is so much more efficient to move smoothly across your cockpit, both for routine tasks and for emergencies (and then check against your customized list), than to "hunt and peck" from a "do" list, especially a standardized one. Our Comanches are all at least 52 years old, and that is over half a century of individual customization and aging. No two are alike and each should have its own checklist.

If you are willing to discuss your checklist/flow development process, please send your own checklists and flows, with your year and model, to piper32P@gmail.com. If you are not, that's ok, just add your checklists, as all are valuable, and help us help you!

Please check out the 2 checklist vs flow quotes below :

- "Although the do-verify method requires some time to develop and memorize logical flows for your cockpit, when put into practice and combined with the use of profiles, it is one sign marking a true professional pilot."
- "It turns out that the Practical Test Standards give explicit approval for the use of do-verify checklists. The introduction reads, "The situation may be such that the use of the checklist...would be either unsafe or impractical, especially in a single-pilot operation. In this case, a review of the checklist after the elements have been accomplished would be appropriate. Division of attention and proper visual scanning should be considered when using a checklist."

Please be aware that the opinions expressed in each Zoom are those of the speaker, and should not be taken as definitive.

We will OPEN with individual THANKS to special people in all our lives and invite all to bring a word of thanks and remembrance this week for people who made a difference, for tips and stories you got from your instructor that helped you out in a tight situation, or moments when you heard their voice in your head at a critical moment? We owe them all a debt of gratitude. We will ask that you try to keep each story to 3-5 minutes

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To see/hear the recordings click on a link below:

- <http://meetings.northeastcomanche.org/zoom/2024-11-21/video.mp4>
- <http://meetings.northeastcomanche.org/zoom/2024-11-21/audio.m4a>

To read the Chat text click on this link:

- <http://meetings.northeastcomanche.org/zoom/2024-11-21/chat.txt>

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