

What happened?

A pilot was asked to retrieve an aircraft following completion of an annual inspection. The pilot noted the annual had been properly signed off by the maintenance vendor, but when the pilot inspected the aircraft, they identified several things that appeared not to have been accomplished. Most notably it appeared the wheels were not removed, and wheel bearings inspected, which is a required maintenance item. Although the aircraft was signed off as airworthy, when the pilot suspected the maintenance was not accomplished and called NHQ/LGM, the aircraft should have been grounded and AMRAD updated. As a result, the pilot flew the aircraft to home station where the aircraft subsequently flew on five other occasions over the weekend, (three of which were cadet rides) before it was eventually grounded.

What are the concerns?

Airworthiness and Safety of Flight. Pilots are an extension of CAP's responsibility as an owner/operator which includes resolving discrepancies that could affect aircraft airworthiness or safety of flight. In this case, the pilot noted a possible discrepancy that could affect the aircraft's airworthiness. Flying aircraft with damage or other discrepancies that have not been evaluated, repaired, or otherwise addressed by a properly certificated mechanic is beyond the scope of pilot authority within CAP.

Teamwork. To be an effective team, pilots, AMOs, NHQ/LGM, and others must work collaboratively to ensure CAP meets its regulatory obligation and that the aircraft is safe for flight.

What can we do?

Unacceptable risk. Accepting the status quo, especially when the status quo may present unacceptable risks to our missions, activities, and other events, doesn't help us reach our desired standard of excellence. None of us wants to put our members at risk when they participate in CAP. To that end, *excellence demands we demonstrate a high standard of care for each other and our resources* by doing better in areas where we have opportunities to improve.

Make a "No Go" decision. Pilots are responsible for determining if an aircraft is airworthy and in condition for safe flight. In addition, pilots must not operate an aircraft in an unairworthy condition (or a suspected unairworthy condition).

Work together. CAP AMOs, pilots, and mechanics represent an interdependent team that ensures every mission and activity presents the lowest reasonable risk when we operate CAP aircraft. When one of these team members is not involved in decision-making or when one of these team members exhibits poor judgment in the decision-making process, unnecessary risk is introduced, potentially leading to an unsafe operation.

See something; say something. If you see something, say something! If you notice something that isn't right, speak up - call "Knock it off!" When this phrase is used, all operations should pause until the team can address any unsafe conditions.