



BRAKES: OFF

Ensure the parking brake has been released. Conduct a brake check to confirm pressure is available.



UNDERCARRIAGE: DOWN AND FIXED

A majority of aircraft have a fixed undercarriage. If you have a retractable undercarriage, ensure you have three green lights.



MIXTURE: RICH

Set the mixture to fully rich. This will allow for full power to be developed in the event of a go-around.



FUEL: SUFFICIENT FOR GO-AROUND & DIVERSION

Do you have sufficient fuel to conduct a go-around or diversion?
Do you need to switch tanks or engage the fuel pump?



INSTRUMENTS: DI, COMPASS & ALTIMETER

Align your DI and magnetic compass. Ensure you are tracking towards the correct runway. Set airfield QNH / QFE as required.



T's & P's: ENGINE TEMPERATURE & PRESSURES

Ensure the engine temperature and pressure gauges are within limits.



CARBURETTOR HEAT: HOT

Set the carburettor heat to hot. This minimises the risk of carburettor ice forming at lower RPM. Reset power as required.



HATCHES & HARNESES: SECURE

Ensure that all doors and windows are closed and secure. Check that all occupants have their seatbelts on and fastened.

THREAT AND ERROR MANAGEMENT

The 'BUMFITCH' check will provide you with a sequence of actions and confirmatory checks to ensure that your aircraft is correctly configured, and your passengers are prepared, for the intended approach and landing. Complete this check meaningfully and out loud to minimise potential human errors, which can commonly occur from high pilot workload or pilot fatigue after a particularly long or demanding flight. This check can be very cockpit intensive, so remember to maintain a good lookout and monitor an appropriate frequency for other circuit traffic and keep referencing your landing area for correct circuit positioning.

NOTES:



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