Federal Aviation Administration

# The National FAA Safety Team Presents

## Topic of the Month July 2023

## Fly the Aircraft, First

Presented to: Safety Minded Aviators, Everywhere…

By: Stephen Bateman, CFI, AOPA Flying Clubs

Date: Tuesday July 18th, 2023


**Produced by:**
**The National FAA Safety Team (FAASTeam)**

# Welcome

- **Steve Bateman, CFI, AOPA Flying Clubs, FAASTeam Lead Rep Portland FSDO**
- **Your monthly 33-minute dose of aviation safety**
- ***WINGS* Credit: Yes…!**
- **Probably no time for questions, but please send me email:**

  ***steve.bateman@aopa.org***

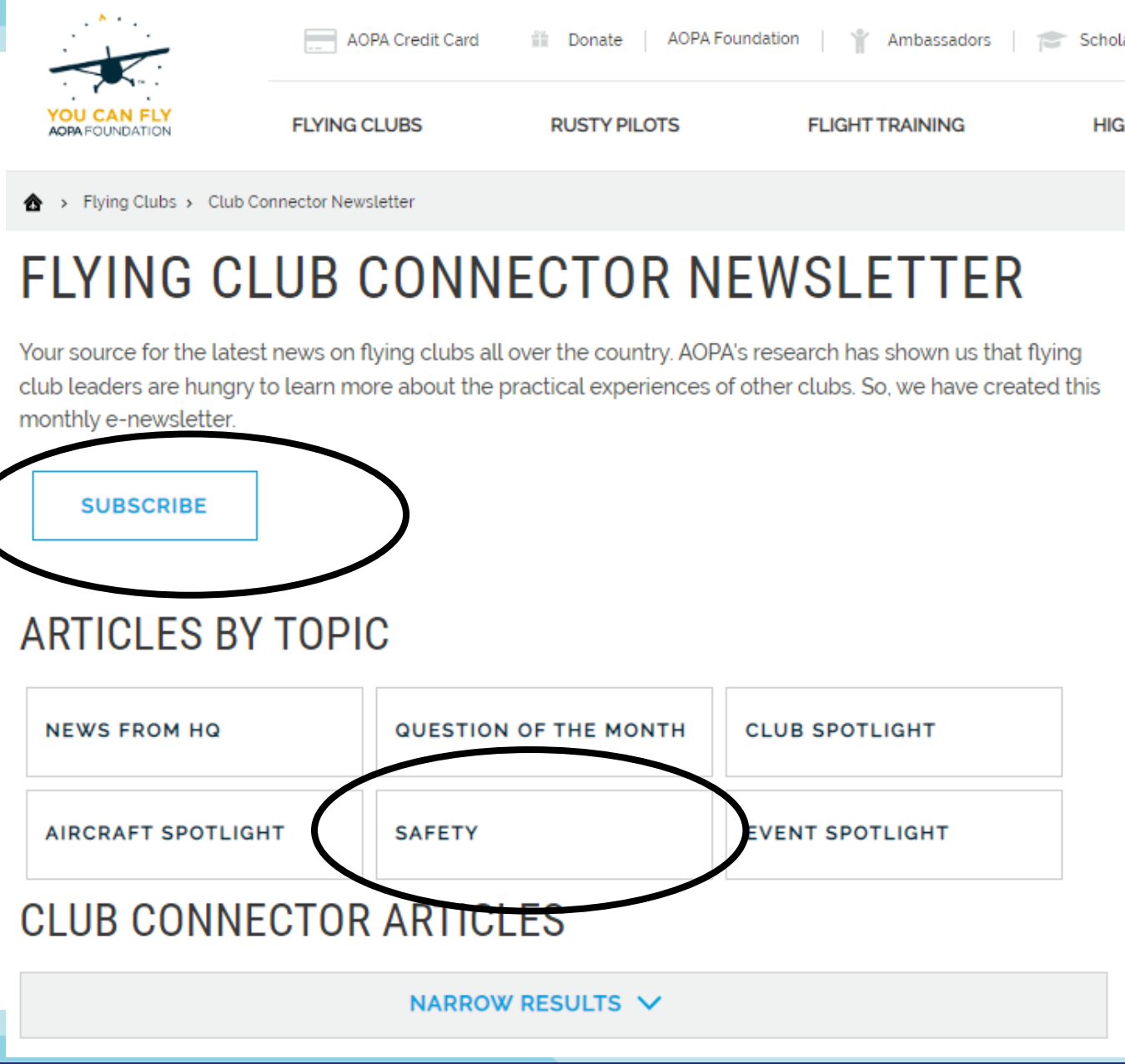
  ***Tel: 301 695 2356***

# The Bat


P-47 THUNDERBOLT
MUSTANG P-51D
VOLGHT F4U-4 CORSAIR
MUSTANG P51R

# So…

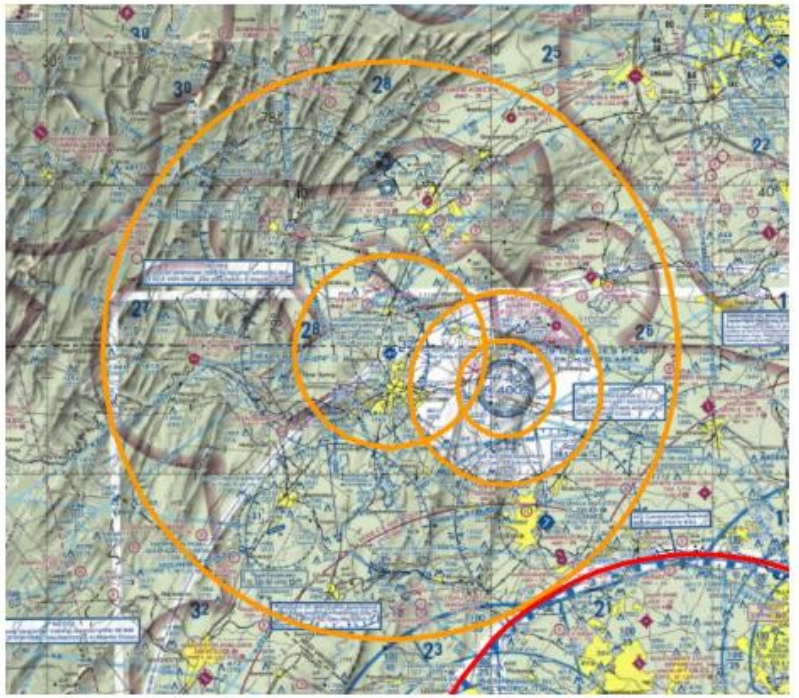
- **No recording…but even better…**
- **You can get the slides of this presentation for your own use!**
  - This and earlier ToM presentations are available…
  - Sign-up tonight!
  - July edition published 7/16/2023



# Check NOTAMS!



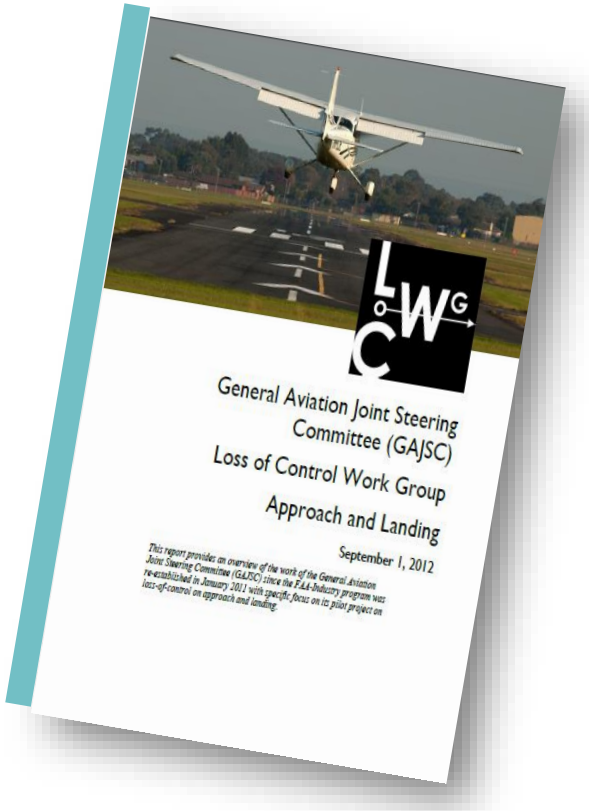
**VIP TFR OVER HAGERSTOWN/THURMONT, MD**
**BEGINNING SATURDAY, FEBRUARY 4, 2023**



*Click the image above to interact with the TFR in iFlightPlanner for AOPA*

# Overview

- **Fly the aircraft, first…implies something changed…**
- **Loss of control statistics**
- **Distractions and startles**
- **Loss of control working group recommendations**
- ***WINGS***

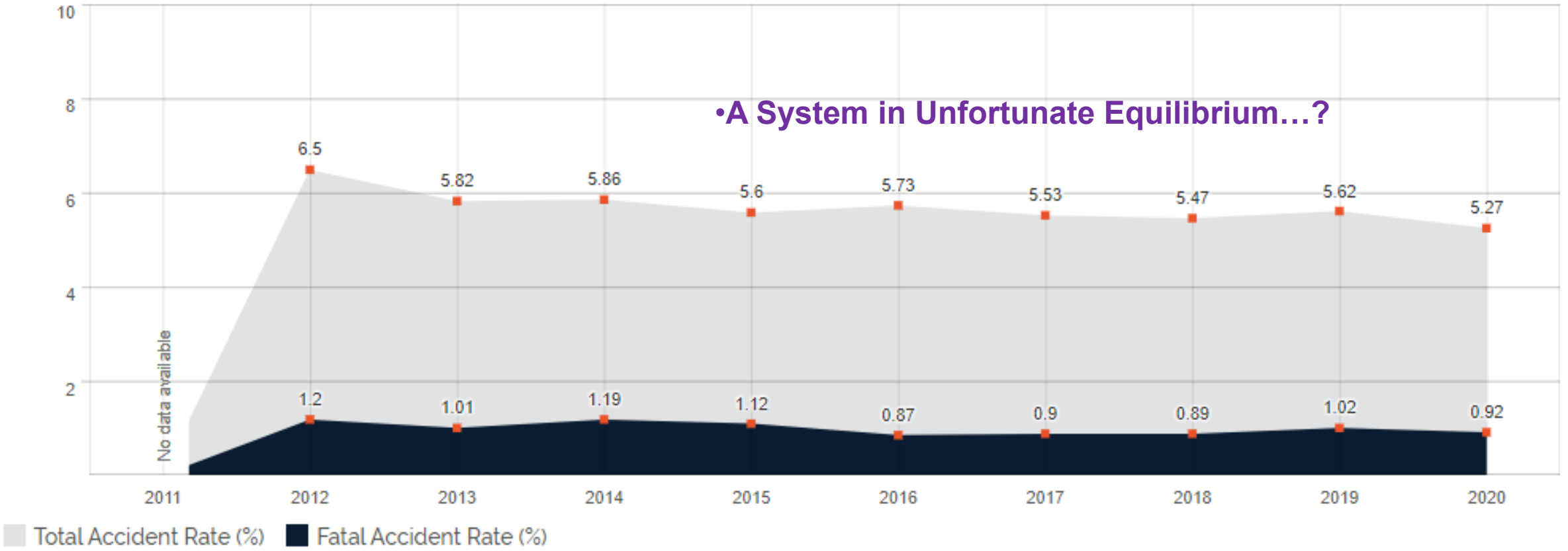



*** General Aviation Joint Safety Committee**

# Non-Comm Fixed Wing Rates: 2011 – 2020 Normalized to 100,000 flight hours

Figure 1.3: General Aviation Accident Rates 2011-2020

2020 Non-commercial fixed-wing




- A System in Unfortunate Equilibrium…?

# Who and When…

## Figure 1.4: General Aviation Accidents in 2020

2020 Non-commercial fixed-wing

| | Accidents | | Fatal Accidents | |
|---|---|---|---|---|
| Pilot-Related | **614** | 69.1% | **79** | 51.6% |
| Mechanical | **153** | 17.2% | **14** | 9.2% |
| Other / Unknown | **122** | 13.7% | **60** | 39.2% |

## Figure 1.7: Flight Conditions

2020 Non-commercial fixed-wing

| | Accidents | | Fatal Accidents | | Fatalities | |
|---|---|---|---|---|---|---|
| Day VMC | **760** | 85.5% | **107** | 69.9% | **178** | 68.5% |
| Night VMC | **71** | 8% | **10** | 6.5% | **15** | 5.8% |
| Day IMC | **24** | 2.7% | **14** | 9.2% | **32** | 12.3% |
| Night IMC | **12** | 1.3% | **11** | 7.2% | **18** | 6.9% |
| Unknown | **22** | 2.5% | **11** | 7.2% | **17** | 6.5% |

**Night fields include dusk.*

# What still bites us…

- Loss of Control
- CFIT
- *FR into IMC
- Unstable approach…all the way to the ground…
- Jump in and go
- Hazardous attitude(s)
- Fuel mismanagement
- Out of ~~currency~~ proficiency
- Fly a new-to-me aircraft without any training
- Incorrect response to emergent situation
- Brain burb in flight—distraction and/or startle
- Ignore hazardous attitudes
- Throw ADM out of the window…

**Good News**

**Bad news**

# Fly the Aircraft, First

- **Implies that something unexpected has happened**
- **Thrown out of our comfort zone**
- **Requires resolution**
- **Involves brain power, decision making and focus**
- **More than "just" flying…ADM as well**
  - Controlled into IMC?

- **What sort of things could cause this…?**

# Possible “Fly the Aircraft First” Situations

- Engine failure on take-off (and go-around)
- Engine failure at any time!
- Landing gear extension/retraction problem
- Landing gear warning horn
- Bird strike
- Cabin/baggage door opening
- Seat belt trapped outside and flapping/banging
- Control issue/failure
- Electrical failure, fire, smoke
- Alarms (e.g., Altitude alert set too low)
- Getting behind the airplane
- Flashing warning lights
- Unexpected clearance change
- *FR into IMC…surprise and a killer

**VFR INTO IMC**

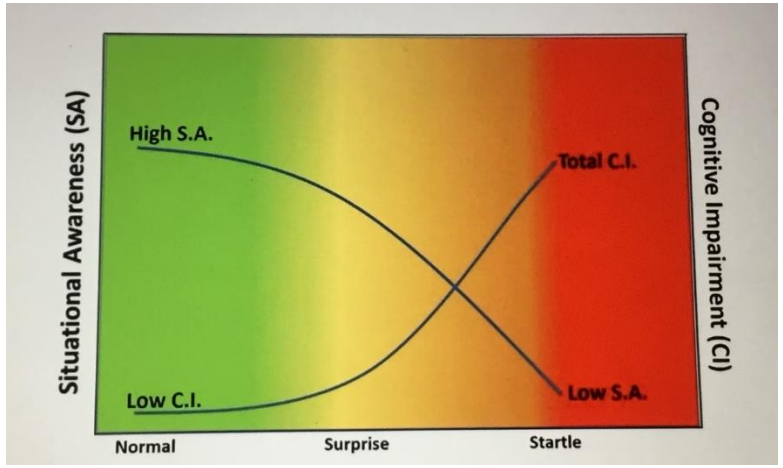
**In most years, half of all weather-related accidents happen as a result of continued VFR flight into instrument meteorological conditions (IMC)…and most of these accidents are fatal.**

178 Seconds to Live

Curious to know what a pilot's last 178 seconds might look like? Watch this gripping video.

# Why we are talking about this…

- **Fatal LOC GA accidents may result from… "inappropriate responses to unexpected events":**




- **Improper response due to:**
  - Incorrect initial reaction
  - Delay in reasoning (befuddled or false reasoning path)
  - Over-focused on one particular (wrong) solution…trying to make it work
  - Don't know what to do
    - Never knew
    - Forgot
    - Didn't practice

} The Opportunity

# EA 401


- 29 December 1972
- JFK – MIA (Miami)
- Three flight crew + one other airman
- Extended gear: Nose gear light not illuminated…umm…
- Approach aborted—buy time to debug—smart
- Used autopilot—smart
- But…Control-Wheel-Steering mode erroneously engaged—maintaining last *commanded attitude*
- Someone bumped the controls during the debug effort
- All four professional aviators were so focused, all failed to detect the shallow descent…until…
- 99 fatalities

# First things, first…

- **Don’t put the cart before the horse…**
- **Solving the problem isn’t worth much if you then CFIT**

## Turkish Airlines Flight-1951, 2009

- Fault with LH seat radio altimeter – indicated -8 feet
- **Distracted** and focused
- Systems enter “retard flare” thrust condition
- Speed decays, stick shaker
- First Officer applies partial thrust, but auto throttles reduce thrust to zero
- Captain takes over – thrust stays at zero for nine more seconds
- Unable to recover from stall at ~450’ AGL

## Colgan Air Flight-3407, 2009

- Commencing approach from 2,300’
- Flaps and gear down
- Power left at idle
- Stall waning and stick shaker…
- **Startled.** Reaction was to pull.
- Deeper stall, FO retracts flaps…

## Air France Flight-447, 2010

- Atlantic Ocean
- Pitot becomes blocked by ice
- Autopilots disconnects
- Stick shaker and stall warning
- **Incorrect response:** First Officer **pulls** up at 2,000’
- Fully developed stall – pulls full nose up

**We must train for the initial reaction to PUSH, not pull.**

# A matter of priorities

- **Technical debugging a problem?**
- **Managing passengers?**
- **Dealing with ATC?**

- **Fly the Aircraft, First!**

# A matter of priorities


- **Aviate:** Maintain (retain) aircraft control at all times
- **Navigate:** Restore situational awareness.  Location, fuel…
- **Communicate:** …the plan with ATC, crew, passengers

# What Does “Aviate” Mean?

- **To aviate — use the flight controls and flight instruments to direct and control the airplane’s attitude, airspeed, and altitude**

- **Attitude:** Refers to the aircraft’s orientation— is the nose up or down, or tilted left or right? Visually and on instruments. Push rather than pull
- **Airspeed:** Sufficient! Push for airspeed
- **Altitude:** Sufficient! Push for power

# How do we “Fly the Aircraft, First”?


- Distractions are distracting
- Startles are startling
- High stress management is stressful
- Short time frame to do something
- Limited (no good) options

- How can we prepare?
- Can we train to be spring loaded to respond to situations?

# How do we prepare for problems?

- **Consider the hazards associated with each phase of flight**
  - Ponder what could go wrong
  - Think about, then rank your actions
  - Imagine a scenario and “do it” in your head
  - Review and improve

- **Train for ever-growing proficiency**
  - Practice with a CFI—this is what we do…
  - More scenarios to widen the knowledge base for quicker recall
  - Expand your comfort zone
    - Do familiar things, differently
    - Do new things.
  - In a simulator—practice the unpractisable
  - Brief every phase, even when on your own
    - Including approach and landing

# What sort of things?

- **Prepare**
  - Performance numbers, weather, survival gear
- **Plan**
  - Route, flight plan, fuel stops, runway data, climb & descent profiles, escape routes, no-go/go points & alternates, DA and performance…
- **Practice—at mission weight**
  - Calibrate your aircraft and yourself
  - Familiar maneuvers, differently
  - Short & soft field take-off and landings
  - Power-off approaches to landing

**Pitch, Power, Performance Tables**

| Aircraft type: | Tail #: |
|---|---|
| Pilot: | Date: |

**Level Flight, No Flaps**

| RPM | Pitch Angle | IAS |
|---|---|---|
| 2500 | | |
| 2400 | | |
| 2300 | | |
| 2200 | | |
| 2100 | | |
| 2000 | | |
| 1900 | | |
| 1800 | | |
| 1700 | | |
| 1600 | | |
| 1500 | | |

**500FPM Descent, No Flaps**

| RPM | Pitch Angle | IAS |
|---|---|---|
| | | 80 |
| | | 70 |
| | | 65 |
| | | 60 |

**Altiude Loss Per Turn, Standard Rate, Best Glide =**

| Turn # | Altitude | Alt Lost |
|---|---|---|
| 0 | | |
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |

**Pattern Numbers (3° approach, zero wind)**

| | DW | Abeam | Base | Final |
|---|---|---|---|---|
| RPM | | | | |
| IAS | 80 | 80-70 | 70 | 65 |
| FPM | 0 | -420 | -370 | -340 |
| Flaps | 0 | 1 | 2 | 3 |
| Pitch | | | | |

**500FPM Descent, First Flap**

| RPM | Pitch Ang | IAS |
|---|---|---|
| | | 80 |
| | | 70 |
| | | 65 |
| | | 60 |

**Altiude Lost in "Impossible" Turn At Best Glide =**

| Turn to: | Altitude | Alt Lost |
|---|---|---|
| 90° | | |
| 180° | | |
| 270° | | |
| 180° | | |

**Slow Flight. Level, Full Flaps**

| RPM | Pitch Angle | IAS |
|---|---|---|
| | | 70 |
| | | 65 |
| | | 60 |
| | | 55 |
| | | 50 |
| | | 45 |

**500FPM Descent, Full Flaps**

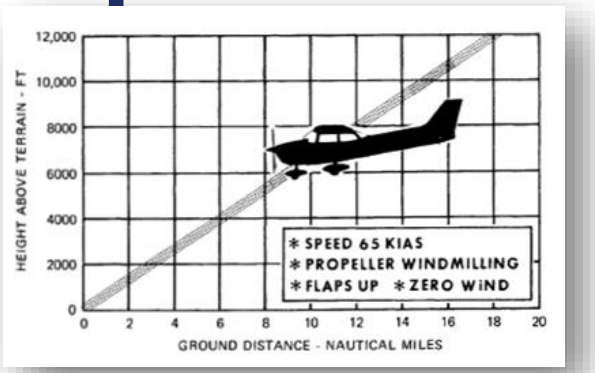
| RPM | Pitch Angle | IAS |
|---|---|---|
| | | 80 |
| | | 70 |
| | | 65 |
| | | 60 |
| | | 55 |
| | | 50 |

**Power Idle, Best Glide =**

| Flaps | Descent FPM |
|---|---|
| 0 | |
| 1 | |
| 2 | |
| 3 | |

# Fly the aircraft first: power loss example

- **Fly the airplane**
  - Establish, *configure for* and maintain best glide speed
- **Identify landing site**
  - Maneuver toward landing area
  - Spiral descent
- **Investigate the problem**
  - Loss of power checklist
  - Restore power and continue or….
- **Land**




| Power Idle<br>Best Glide = Kts | | |
|---|---|---|
| Flaps | Pitch Angle | Descent FPM |
| 0 | | |
| 1 | | |
| 2 | | |
| 3 | | |

| Altiude Loss Per Turn<br>Standard Rate<br>Best Glide = | | |
|---|---|---|
| Turn # | Altitude | Alt Lost |
| 0 | | |
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |

| Emergency Speeds | IAS (Kts) |
|---|---|
| Pwr-Off Ldg - no flap | 70 |
| Pwr-Off Ldg - 30 flap | 65 |
| Max. Glide | 68 |
| Glide Ratio: | 9.1 |
| AGL (feet) | Miles |
| 2000 | 3.4 |
| 4000 | 6.9 |
| 5000 | 8.6 |
| 6000 | 10.3 |
| 8000 | 13.8 |
| 10000 | 17.2 |

# Tips

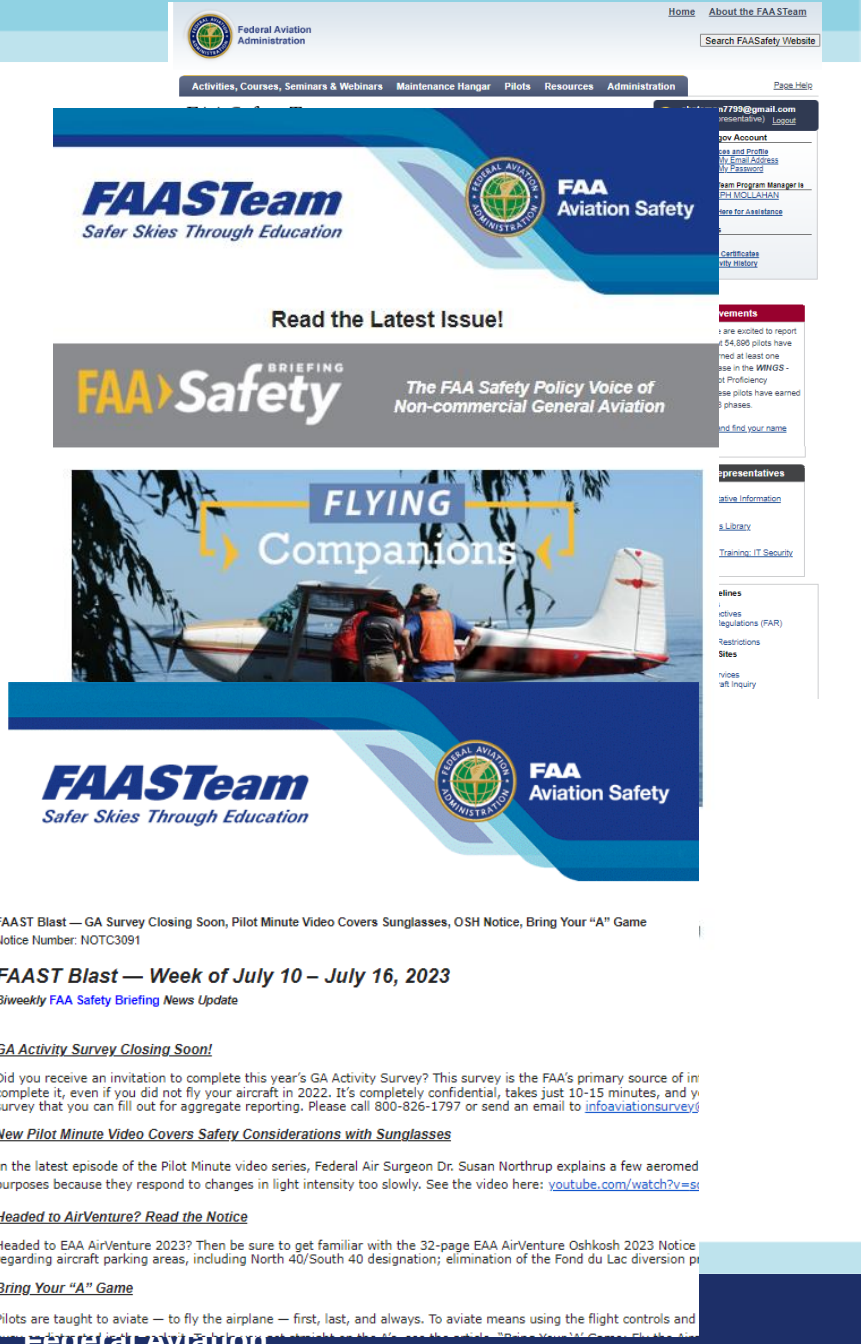
- **Fatal distractions**
  - Set passenger expectations
  - Sterile cockpit
  - Give passengers a job
- **Let George do it**
  - Use the autopilot
    - If you know how to use it!
    - Wing leveling mode in turbulence
- **Proficiency training**
  - *WINGS* flight activities
  - Document in *WINGS*

# Tips:


- **Brief each *takeoff, approach, and landing***
  - FAR 91.103
  - Correct runway
  - Runway and available distance for takeoff or landing
  - Aircraft configuration and target airspeeds
  - Rejected takeoff or landing decision point
  - Departure/approach path
  - Return to airport altitude
  - Forced landing prospects

# faasafety.gov

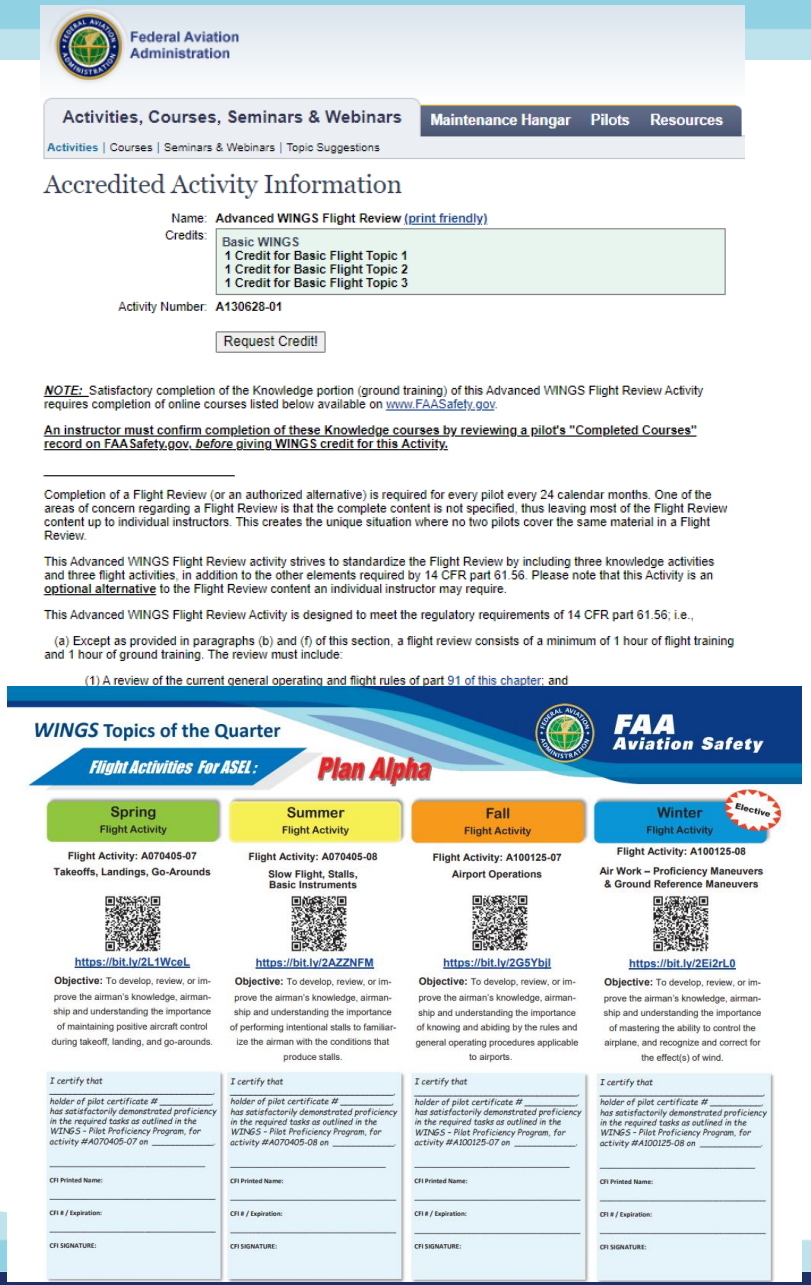
- Provided by the FAA…yeah…that FAA!
- General aviation pilot proficiency program
- faasafety.gov website is a bit challenging but hey, we're pilots, so no whining!
- Abundant improvements over the past few years
- Create an account today!
- FAA Safety Briefing,  FAAST Blast…and more…
- Knowledge activities *AND* flight activities…
- Get cheaper insurance!
- Email/call me if you need help with anything *WINGS:*
  *steve.bateman@aopa.org*
  *Tel: 301 695 2356*




Federal Aviation Administration

# Progressive Flight Review

- Use *WINGS* to conduct a *progressive flight review*
- *INSIST* that your CFI gives *WINGS* credit after every instructional flight…earn *WINGS* credits
- Three knowledge activities and three *flight activities* in 12-months
- Do one flight and ground activity per quarter—earns the client a phase of *WINGS* with all the benefits and rewards (insurance discounts)
- Use *Familiar Maneuvers, Differently*, or the *WINGS* Topic of the Quarter



Federal Aviation Administration

Activities, Courses, Seminars & Webinars | Maintenance Hangar | Pilots | Resources

Activities | Courses | Seminars & Webinars | Topic Suggestions

Accredited Activity Information

Name: Advanced WINGS Flight Review (print friendly)

Credits: Basic WINGS
1 Credit for Basic Flight Topic 1
1 Credit for Basic Flight Topic 2
1 Credit for Basic Flight Topic 3

Activity Number: A130628-01

Request Credit!

NOTE: Satisfactory completion of the Knowledge portion (ground training) of this Advanced WINGS Flight Review Activity requires completion of online courses listed below available on www.FAASafety.gov.

An instructor must confirm completion of these Knowledge courses by reviewing a pilot's "Completed Courses" record on FAASafety.gov, *before* giving WINGS credit for this Activity.

Completion of a Flight Review (or an authorized alternative) is required for every pilot every 24 calendar months. One of the areas of concern regarding a Flight Review is that the complete content is not specified, thus leaving most of the Flight Review content up to individual instructors. This creates the unique situation where no two pilots cover the same material in a Flight Review.

This Advanced WINGS Flight Review activity strives to standardize the Flight Review by including three knowledge activities and three flight activities, in addition to the other elements required by 14 CFR part 61.56. Please note that this Activity is an optional alternative to the Flight Review content an individual instructor may require.

This Advanced WINGS Flight Review Activity is designed to meet the regulatory requirements of 14 CFR part 61.56; i.e.,

(a) Except as provided in paragraphs (b) and (f) of this section, a flight review consists of a minimum of 1 hour of flight training and 1 hour of ground training. The review must include:

(1) A review of the current general operating and flight rules of part 91 of this chapter; and



WINGS Topics of the Quarter

FAA Aviation Safety

Flight Activities For ASEL: Plan Alpha

| Spring | Summer | Fall | Winter |
|---|---|---|---|
| Flight Activity | Flight Activity | Flight Activity | Flight Activity (Elective) |
| Flight Activity: A070405-07 | Flight Activity: A070405-08 | Flight Activity: A100125-07 | Flight Activity: A100125-08 |
| Takeoffs, Landings, Go-Arounds | Slow Flight, Stalls, Basic Instruments | Airport Operations | Air Work – Proficiency Maneuvers & Ground Reference Maneuvers |
| https://bit.ly/2L1WceL | https://bit.ly/2AZZNFM | https://bit.ly/2G5Ybil | https://bit.ly/2Ei2rL0 |
| **Objective:** To develop, review, or improve the airman's knowledge, airmanship and understanding the importance of maintaining positive aircraft control during takeoff, landing, and go-arounds. | **Objective:** To develop, review, or improve the airman's knowledge, airmanship and understanding the importance of performing intentional stalls to familiarize the airman with the conditions that produce stalls. | **Objective:** To develop, review, or improve the airman's knowledge, airmanship and understanding the importance of knowing and abiding by the rules and general operating procedures applicable to airports. | **Objective:** To develop, review, or improve the airman's knowledge, airmanship and understanding the importance of mastering the ability to control the airplane, and recognize and correct for the effect(s) of wind. |

I certify that _____ holder of pilot certificate # _____ has satisfactorily demonstrated proficiency in the required tasks as outlined in the WINGS – Pilot Proficiency Program, for activity #A070405-07 on _____

CFI Printed Name: _____

CFI # / Expiration: _____

CFI SIGNATURE: _____

I certify that _____ holder of pilot certificate # _____ has satisfactorily demonstrated proficiency in the required tasks as outlined in the WINGS – Pilot Proficiency Program, for activity #A070405-08 on _____

CFI Printed Name: _____

CFI # / Expiration: _____

CFI SIGNATURE: _____

I certify that _____ holder of pilot certificate # _____ has satisfactorily demonstrated proficiency in the required tasks as outlined in the WINGS – Pilot Proficiency Program, for activity #A100125-07 on _____

CFI Printed Name: _____

CFI # / Expiration: _____

CFI SIGNATURE: _____

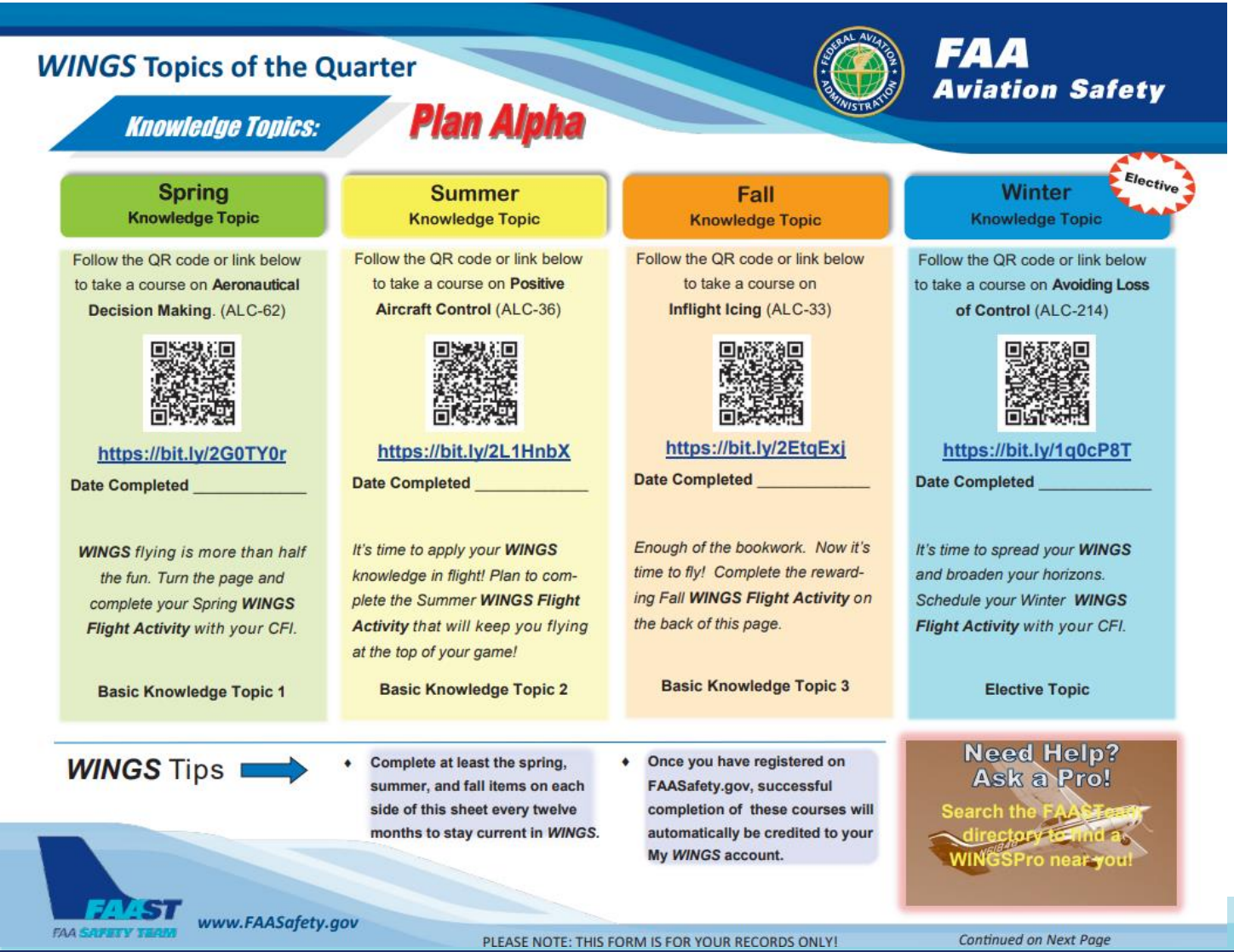
I certify that _____ holder of pilot certificate # _____ has satisfactorily demonstrated proficiency in the required tasks as outlined in the WINGS – Pilot Proficiency Program, for activity #A100125-08 on _____

CFI Printed Name: _____

CFI # / Expiration: _____

CFI SIGNATURE: _____

# *WINGS* Topic of the Quarter – Knowledge



**WINGS Topics of the Quarter**

FAA Aviation Safety

**Knowledge Topics: Plan Alpha**

| Spring Knowledge Topic | Summer Knowledge Topic | Fall Knowledge Topic | Winter Knowledge Topic (Elective) |
|---|---|---|---|
| Follow the QR code or link below to take a course on **Aeronautical Decision Making**. (ALC-62) | Follow the QR code or link below to take a course on **Positive Aircraft Control** (ALC-36) | Follow the QR code or link below to take a course on **Inflight Icing** (ALC-33) | Follow the QR code or link below to take a course on **Avoiding Loss of Control** (ALC-214) |
| https://bit.ly/2G0TY0r | https://bit.ly/2L1HnbX | https://bit.ly/2EtqExj | https://bit.ly/1q0cP8T |
| **Date Completed** _____ | **Date Completed** _____ | **Date Completed** _____ | **Date Completed** _____ |
| ***WINGS** flying is more than half the fun. Turn the page and complete your Spring **WINGS Flight Activity** with your CFI.* | *It's time to apply your **WINGS** knowledge in flight! Plan to complete the Summer **WINGS Flight Activity** that will keep you flying at the top of your game!* | *Enough of the bookwork. Now it's time to fly! Complete the rewarding Fall **WINGS Flight Activity** on the back of this page.* | *It's time to spread your **WINGS** and broaden your horizons. Schedule your Winter **WINGS Flight Activity** with your CFI.* |
| **Basic Knowledge Topic 1** | **Basic Knowledge Topic 2** | **Basic Knowledge Topic 3** | **Elective Topic** |

**WINGS Tips**

- Complete at least the spring, summer, and fall items on each side of this sheet every twelve months to stay current in *WINGS*.
- Once you have registered on FAASafety.gov, successful completion of these courses will automatically be credited to your My *WINGS* account.

Need Help? Ask a Pro!
Search the FAASTeam directory to find a WINGSPro near you!

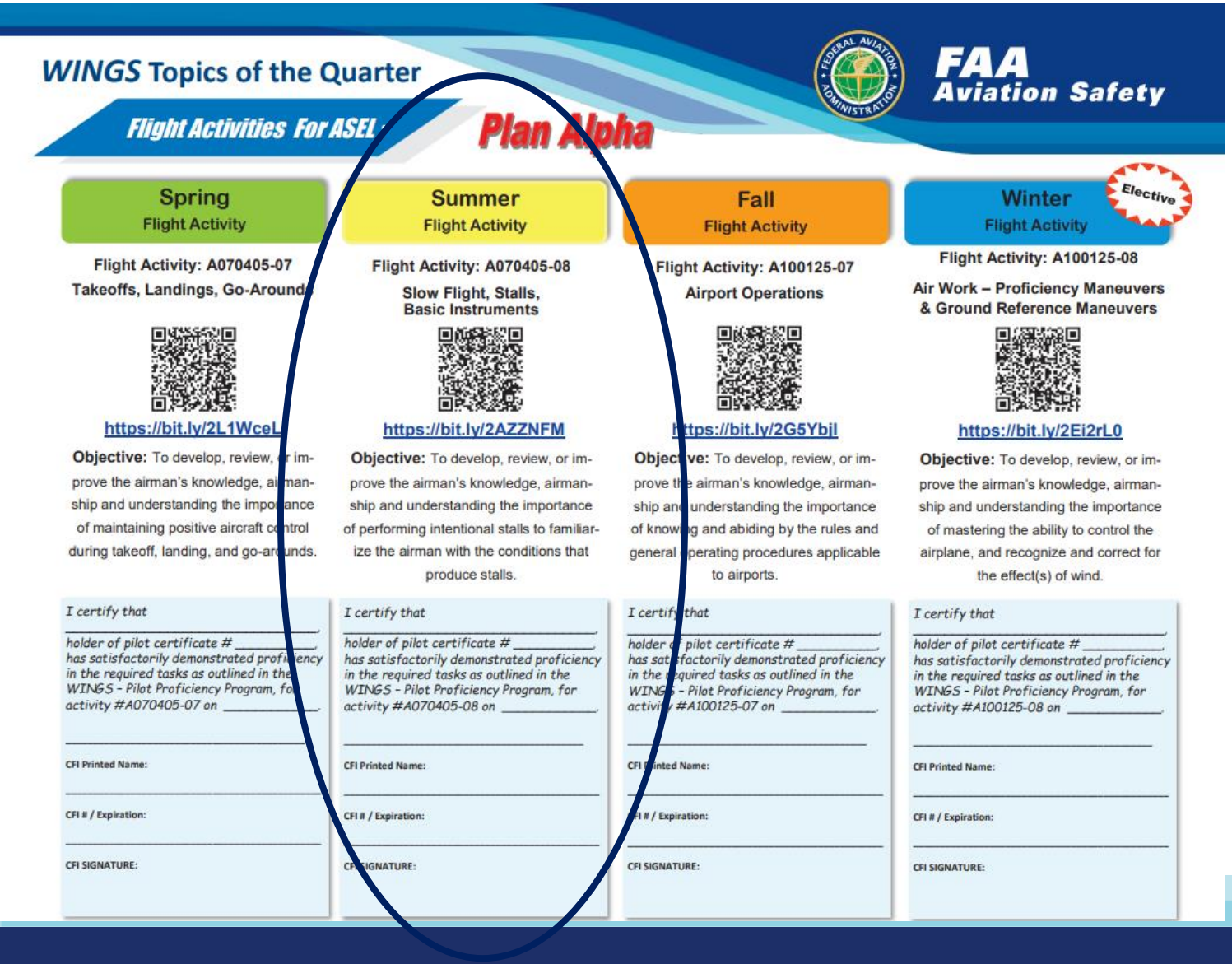
FAAST FAA Safety Team www.FAASafety.gov

PLEASE NOTE: THIS FORM IS FOR YOUR RECORDS ONLY!

*Continued on Next Page*

- **Easy to do the three knowledge activities**
- **Online proficiency courses**
  - Self-paced
  - Do it at home
  - Build solid decision-making skills on the ground

# *WINGS* Topic of the Quarter – Flights



**WINGS Topics of the Quarter**

FAA Aviation Safety

**Flight Activities For ASEL – Plan Alpha**

| Spring Flight Activity | Summer Flight Activity | Fall Flight Activity | Winter Flight Activity (Elective) |
|---|---|---|---|
| Flight Activity: A070405-07 | Flight Activity: A070405-08 | Flight Activity: A100125-07 | Flight Activity: A100125-08 |
| Takeoffs, Landings, Go-Arounds | Slow Flight, Stalls, Basic Instruments | Airport Operations | Air Work – Proficiency Maneuvers & Ground Reference Maneuvers |
| https://bit.ly/2L1WceL | https://bit.ly/2AZZNFM | https://bit.ly/2G5Ybjl | https://bit.ly/2Ei2rL0 |
| **Objective:** To develop, review, or improve the airman's knowledge, airmanship and understanding the importance of maintaining positive aircraft control during takeoff, landing, and go-arounds. | **Objective:** To develop, review, or improve the airman's knowledge, airmanship and understanding the importance of performing intentional stalls to familiarize the airman with the conditions that produce stalls. | **Objective:** To develop, review, or improve the airman's knowledge, airmanship and understanding the importance of knowing and abiding by the rules and general operating procedures applicable to airports. | **Objective:** To develop, review, or improve the airman's knowledge, airmanship and understanding the importance of mastering the ability to control the airplane, and recognize and correct for the effect(s) of wind. |
| *I certify that* _____, *holder of pilot certificate #* _____, *has satisfactorily demonstrated proficiency in the required tasks as outlined in the WINGS – Pilot Proficiency Program, for activity #A070405-07 on* _____. | *I certify that* _____, *holder of pilot certificate #* _____, *has satisfactorily demonstrated proficiency in the required tasks as outlined in the WINGS – Pilot Proficiency Program, for activity #A070405-08 on* _____. | *I certify that* _____, *holder of pilot certificate #* _____, *has satisfactorily demonstrated proficiency in the required tasks as outlined in the WINGS – Pilot Proficiency Program, for activity #A100125-07 on* _____. | *I certify that* _____, *holder of pilot certificate #* _____, *has satisfactorily demonstrated proficiency in the required tasks as outlined in the WINGS – Pilot Proficiency Program, for activity #A100125-08 on* _____. |
| CFI Printed Name: _____ | CFI Printed Name: _____ | CFI Printed Name: _____ | CFI Printed Name: _____ |
| CFI # / Expiration: _____ | CFI # / Expiration: _____ | CFI # / Expiration: _____ | CFI # / Expiration: _____ |
| CFI SIGNATURE: | CFI SIGNATURE: | CFI SIGNATURE: | CFI SIGNATURE: |

- **Easy to do these rewarding light activities**
  - With your CFI
  - At least 3 times a year!
  - Go on…do the bonus 4th!

# Summer Training (Flights)

**Summer**
**Flight Activity**

**Flight Activity: A070405-08**

**Slow Flight, Stalls, Basic Instruments**

https://bit.ly/2AZZNFM

**Objective:** To develop, review, or improve the airman's knowledge, airmanship and understanding the importance of performing intentional stalls to familiarize the airman with the conditions that produce stalls.

*I certify that*
_____,
*holder of pilot certificate #* _____,
*has satisfactorily demonstrated proficiency in the required tasks as outlined in the WINGS – Pilot Proficiency Program, for activity #A070405-08 on* _____.

_____
**CFI Printed Name:**

_____
**CFI # / Expiration:**

_____
**CFI SIGNATURE:**

Federal Aviation Administration

Activities, Courses, Seminars &

Activities | Courses | Seminars & Webinars | Topic Su

Accredited Activity Infor

Name: ASEL-Slow Flight,S
friendly)
Credits:
1 Credit for Bas
Activity Number: A070405-08
Syllabus: S-BF2-W1.00-080124
Slow Flight, Stalls, Sp
Request Credit!

**Name: ASEL – Slow Flight, Stalls, Basic In**

**– (Pvt, Comm'l, ATP)**

**Activity Number: A070405-08**

**Credits: 1 Credit for Basic Flight Topic 2**

**Revision: June 2019**

**Syllabus: S-BF1-W1.00-080124-02-01**

**1. BACKGROUND** – Loss of control, particular
Aviation fatal accidents. This and other ***WINGS***
airmanship, proficiency, flight discipline and risk

In this WINGS Flight Activity the airman an
recommended procedures for the safe ope

Slow Flight and Stalls. It is essential that th
its aerodynamic buffet or stall-warning, and
airplane feels and looks. It is important to u
develop proficiency in stall recognition and

## *WINGS* Flight Activity # A070405-08 Worksheet
## ASEL – Slow Flight, Stalls, Basic Instruments

**DATE:**

**LOCATION:**

| **AIRMAN:** | **AIRMAN CERTIFICATE #:** | **AIRMAN EMAIL:** | **TYPE AIRCRAFT/SIMULATOR USED** | **BLOCK TIME** |
|---|---|---|---|---|
| **CFI:** | **CFI CERTIFICATE #:** | **CFI EMAIL:** | ***WINGS* Flight Activity Completed:** ☐ **YES** ☐ **NO** | |

**NOTE:** The Flight Instructor will ensure the airman possesses the knowledge, ability to manage risks, and skills consistent in the performance of flight maneuvers specifically listed in the Areas of Operation for Takeoffs, Landings and Go-Arounds; Emergency Operations, and Night Operations (as applicable) to the ACS completion standards. While this ***WINGS*** Flight Activity targets specifically the Takeoff, Landing, and Go-Around Area of Operation, Airmen should satisfactorily demonstrate all pertinent parts of the ACS in their Preflight, Flight, and Post Flight activities consistent with their certificate or rating. For ***WINGS*** credit, the airman will satisfactorily demonstrate the maneuvers and procedures listed in bold text below, using both outside visual references and cross checked with the flight instruments, for the privileges of the certificate or rating being exercised in order to act as Pilot-in-Command (PIC).

**Principal ACS Areas of Operations for this *WINGS* Flight Activity (Bold Items Required):**

| **AREA OF OPERATION** | **GRADE** FM | SRM | **AREA OF OPERATION** | **GRADE** FM | SRM |
|---|---|---|---|---|---|
| I. PREFLIGHT PREPARATION | | | **VIII. BASIC INSTRUMENT MANEUVERS** | | |
| II. PREFLIGHT PROCEDURES | | | • **STRAIGHT-AND-LEVEL FLIGHT** | | |
| III. AIRPORT AND SEAPLANE BASE OPERATIONS | | | • **CONSTANT AIRSPEED CLIMBS** | | |
| IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS | | | • **CONSTANT AIRSPEED DESCENTS** | | |
| V. PERFORMANCE AND GROUND REFERENCE | | | • **TURNS TO HEADINGS** | | |
| VI. NAVIGATION | | | • **RECOVERY FROM UNUSUAL FLIGHT ATTITUDES** | | |
| **VII. SLOW FLIGHT AND STALLS** | | | • **RADIO COMMUNICATIONS, NAVIGATION SYSTEMS/FACILITIES, AND RADAR SERVICES** | | |
| **1. MANEUVERING DURING SLOW FLIGHT** | | | IX. EMERGENCY OPERATIONS | | |
| **2. POWER-OFF STALLS** | | | X. MULTIENGINE OPERATIONS | | |
| **3. POWER-ON STALLS** | | | XI. NIGHT OPERATIONS (AS APPLICABLE) | | |
| **4. SPIN AWARENESS** | | | 1. NIGHT PREPARATION | | |
| **5. MANEUVERING DURING SLOW FLIGHT** | | | XII. POSTFLIGHT PROCEDURES | | |

**COMMENTS: (Use back for additional notes)**

# Take back control of your flight review

- **Flight review is gift #1 from the FAA**
  - "One hour of ground and one hour of flight", every 24-calendar months, won't hack it
  - Go beyond boring:
    - Get value for money
    - Expand your horizons
- **FAA *WINGS* program is gift #2 from the FAA**
  - A GA pilot proficiency program
  - Knowledge, risk management and skills
  - *WINGS* include flight activities
- **Benefits**
  - *Practice until you don't get it wrong*
  - Three knowledge activities + three flight activities = phase of *WINGS*
  - Equivalent to a flight review every 12-months
  - You learn more and retain more = can handle more

# Going to AirVenture?

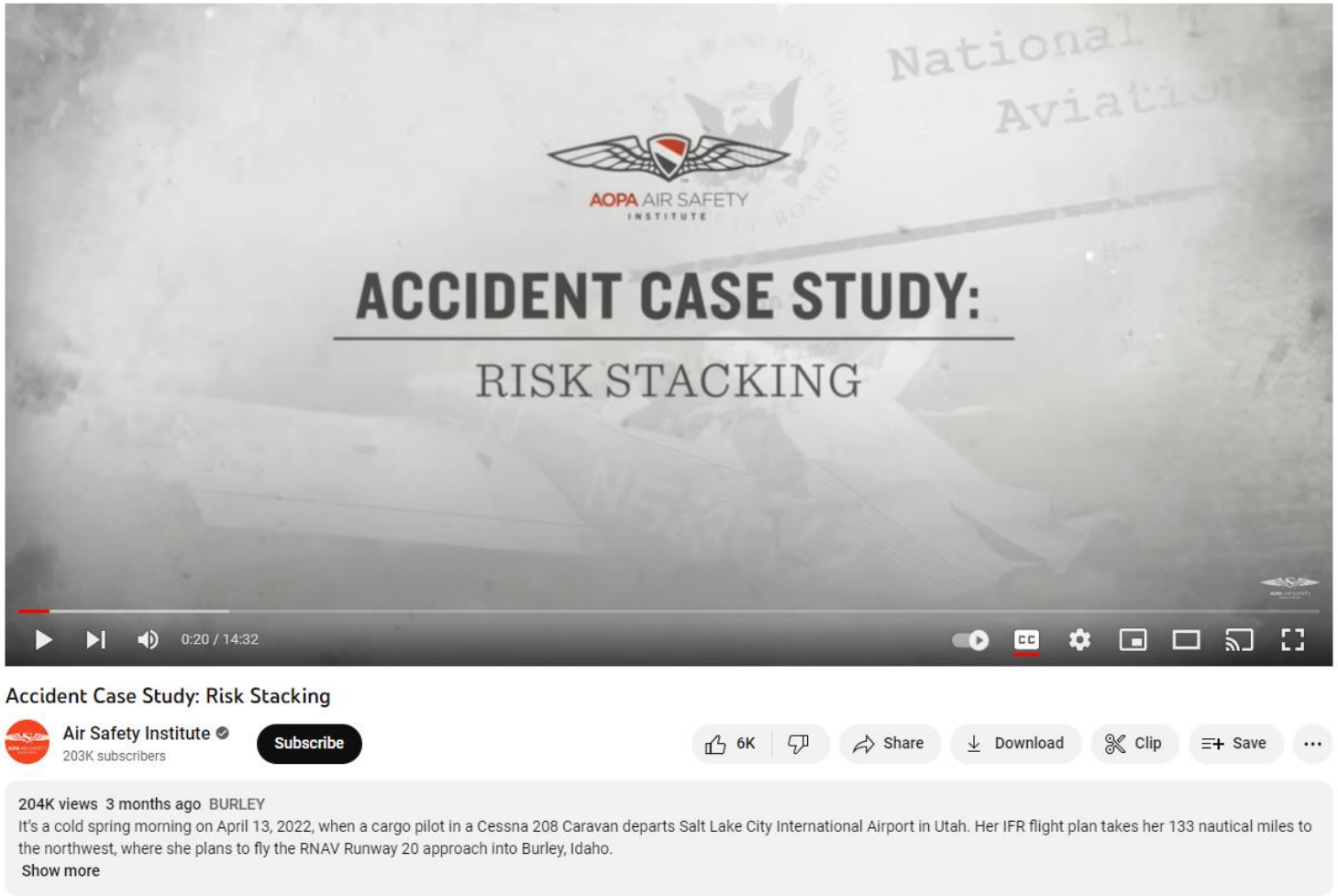
- **NAFI Professional Development Tent:**

**Thursday July 27th at 10:00 am**
**“Beyond the ACS—A Meaningful Flight Review”**

**Steve will introduce several unintended consequences of using the ACS as a training manual and will discuss how we can use gift #1 from the FAA, the Flight Review, to take pilots beyond the ACS and to help them learn better stick-and-rudder skills for real life flight situations.**

**Full disclosure—such a flight review will take more than “one hour of ground and one hour of flight”!**

# Homework-1




THE HAZARDS OF RISK STACKING

https://www.aopa.org/news-and-media/all-news/2023/july/flight-training-magazine/asi-tips-risk-stacking

# Homework-2

**After every flight, SLAP yourself:**

**S:** How were my *s*kills today?

**L:** What did I *l*earn today?

**A:** How was my *A*DM today?

**P:** How was my *p*lanning today?

# Homework-3 (Review ADM chain of events…)

https://www.aopa.org/training-and-safety/online-learning/accident-case-studies/lake-renegade

# Homework-4 (Review ADM chain of events…)

Watch: *Flying the Aircraft First During Go-arounds in 57 Seconds*


https://www.youtube.com/watch?v=KhHKxzeKNr8&list=PL5vHkqHi51DQdF_PXKQT7uJUPd4UzlxNS

# Homework-5:


https://medium.com/faa/bring-your-a-game-428a8da41b9b

# Summary

- **Train in order to “Fly the Aircraft First”**
- **Calibrate your airplane and yourself**
- **Flight reviews are boring—take back control**
- ***WINGS* flying activities are fun—and rewarding**
- **Proficiency, not just currency**

# Next Month…

## FAASTeam Topic of the Month
## August 2023

Federal Aviation Administration

### Personal Minimums and Weather Cameras

Presented to: Safety Minded Aviators, Everywhere…

By: Stephen Bateman, CFI. AOPA Flying Clubs

Date:

**Produced by:**

**The National FAA Safety Team (FAASTeam**

# Thank you for attending

- **You are vital members of our GA safety community.**