

Flying Clubs Workshop

Session 1: Pilot Proficiency for Clubs

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Pilot Proficiency for Clubs



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POWERED BY AOPA

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Safety Culture: Poll 2

True or False: Every flying club has a safety culture

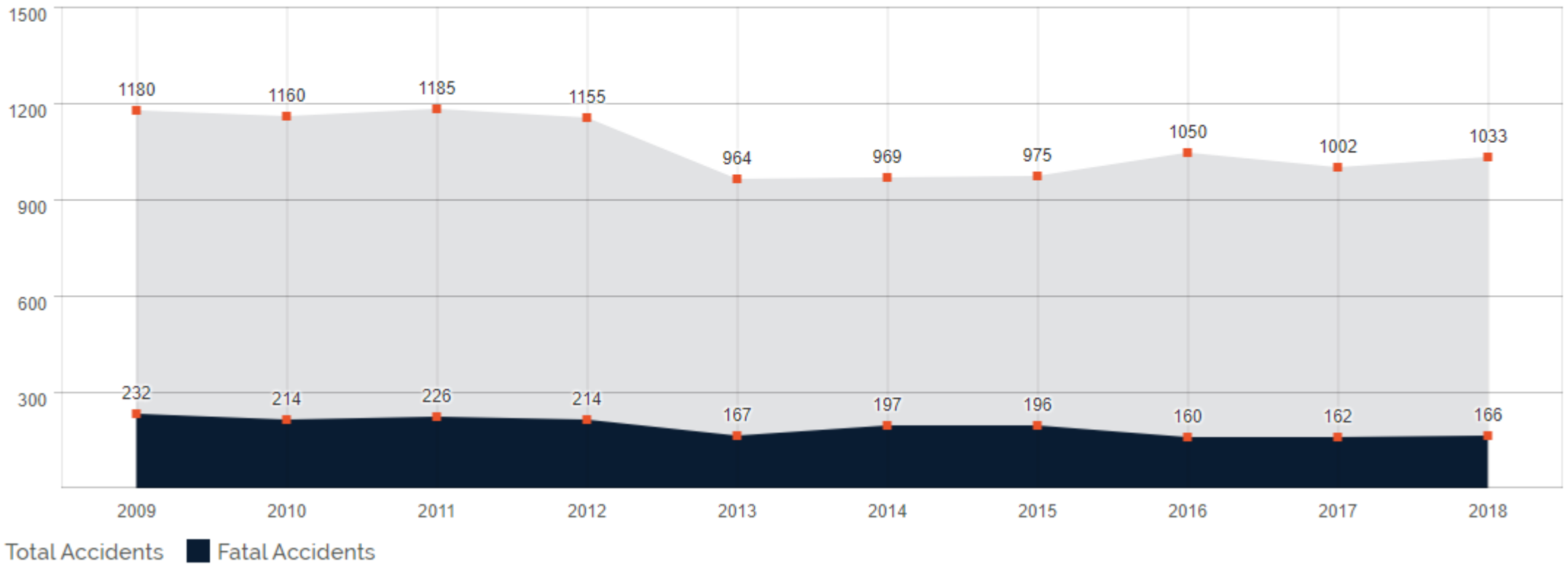


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From the 30th Edition of the ASI Nall Report...

Figure 1.2: General Aviation Accident Trends 2009-2018

2018 Non-commercial fixed-wing



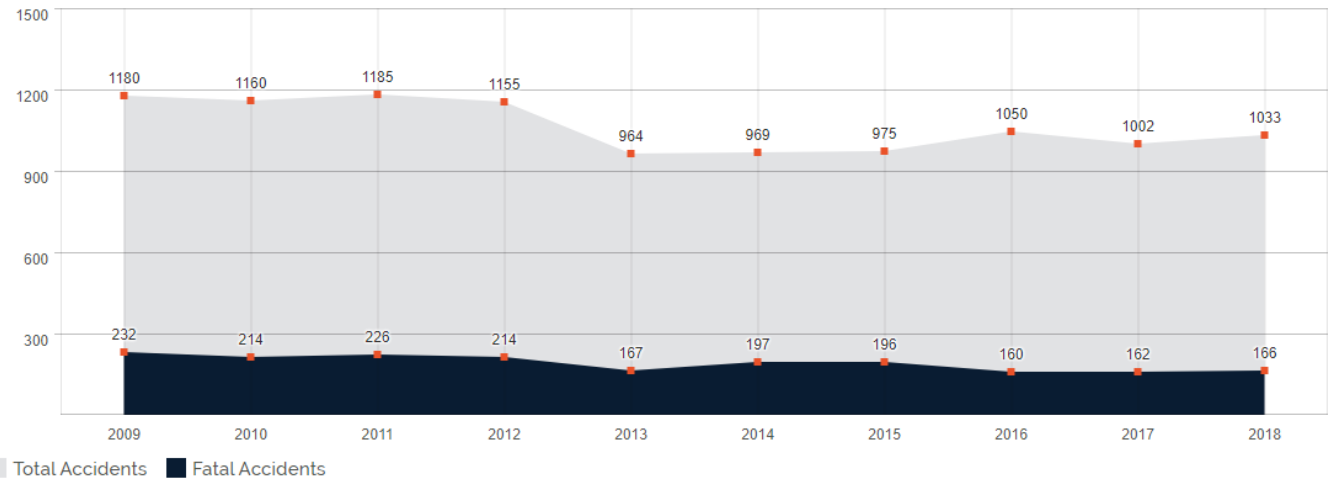
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From the 30th Edition of the ASI Nall Report...

General Aviation Non-Commercial Fixed Wing Accidents 2009—2018

- Number of accidents increasing, but so are flight hours
- Number of fatal accidents dropping
- OK – keep doing what we are doing...but what else?
- Is it flattening to a new normal—a new “entitlement”

Figure 1.2: General Aviation Accident Trends 2009-2018
2018 Non-commercial fixed-wing



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WADAYATHINK...

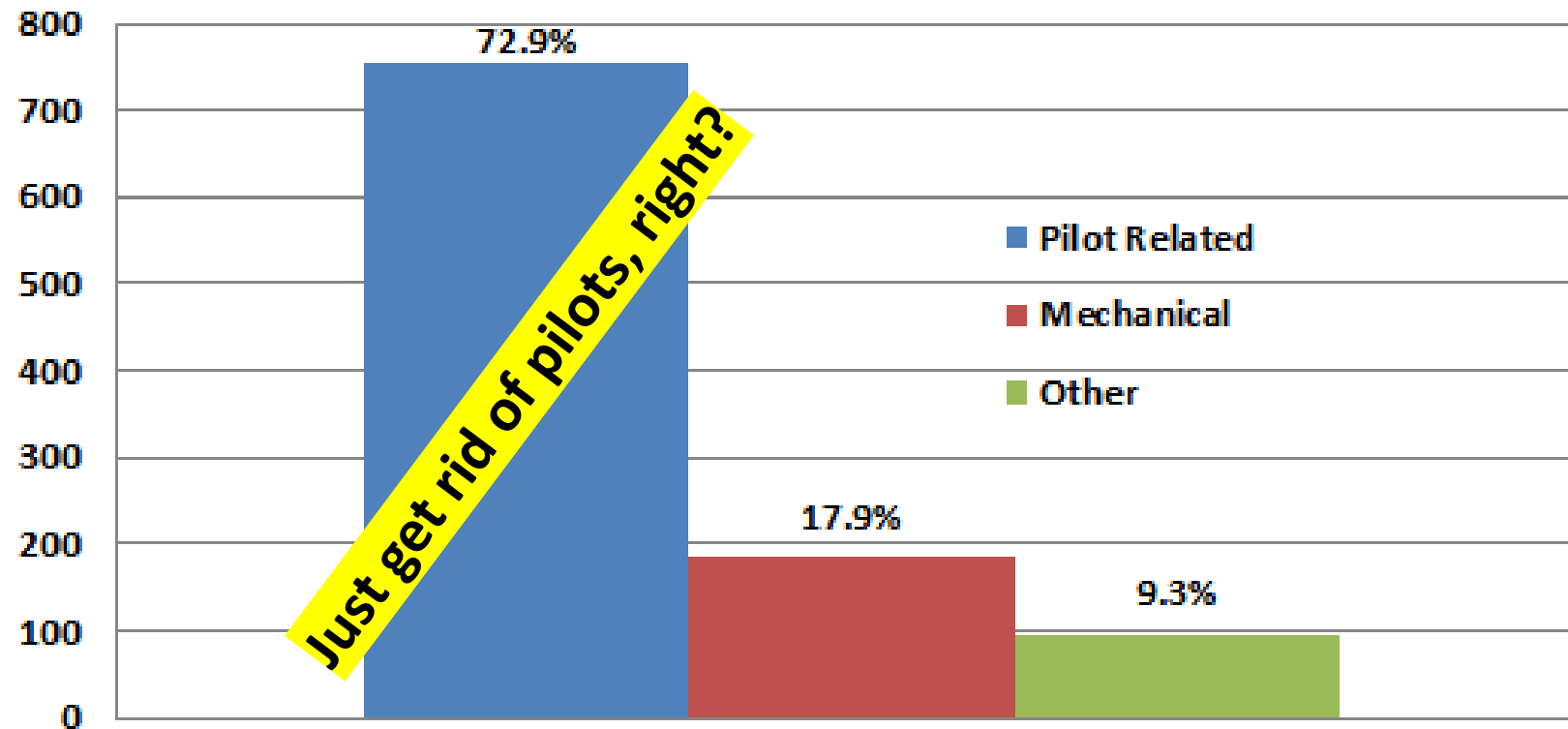
- Number one cause of GA accidents is...?
- Allegedly “Loss of Control”
- Let’s chat more about this...



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From the 28th Edition of the Nall Report...

Major Accident Causes 2016 Non-Commercial Fixed-Wing

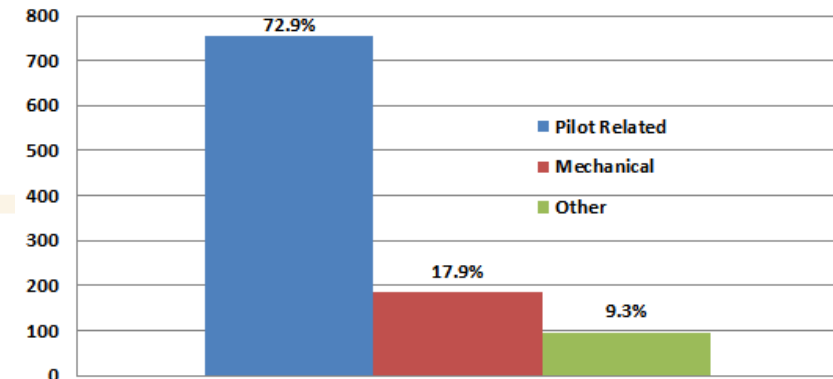


From the 28th Edition of the Nall Report...

- **Pilot Related:** Improper action or inaction of the pilot
 - The same for years—~70% of accidents caused by us
 - 76% of pilot related accidents are fatal
- **Mechanical/Maintenance:** Mechanical failure or maintenance error
- **Other:** Perhaps...bird strikes, loss of power...

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Major Accident Causes 2016
Non-Commercial Fixed-Wing



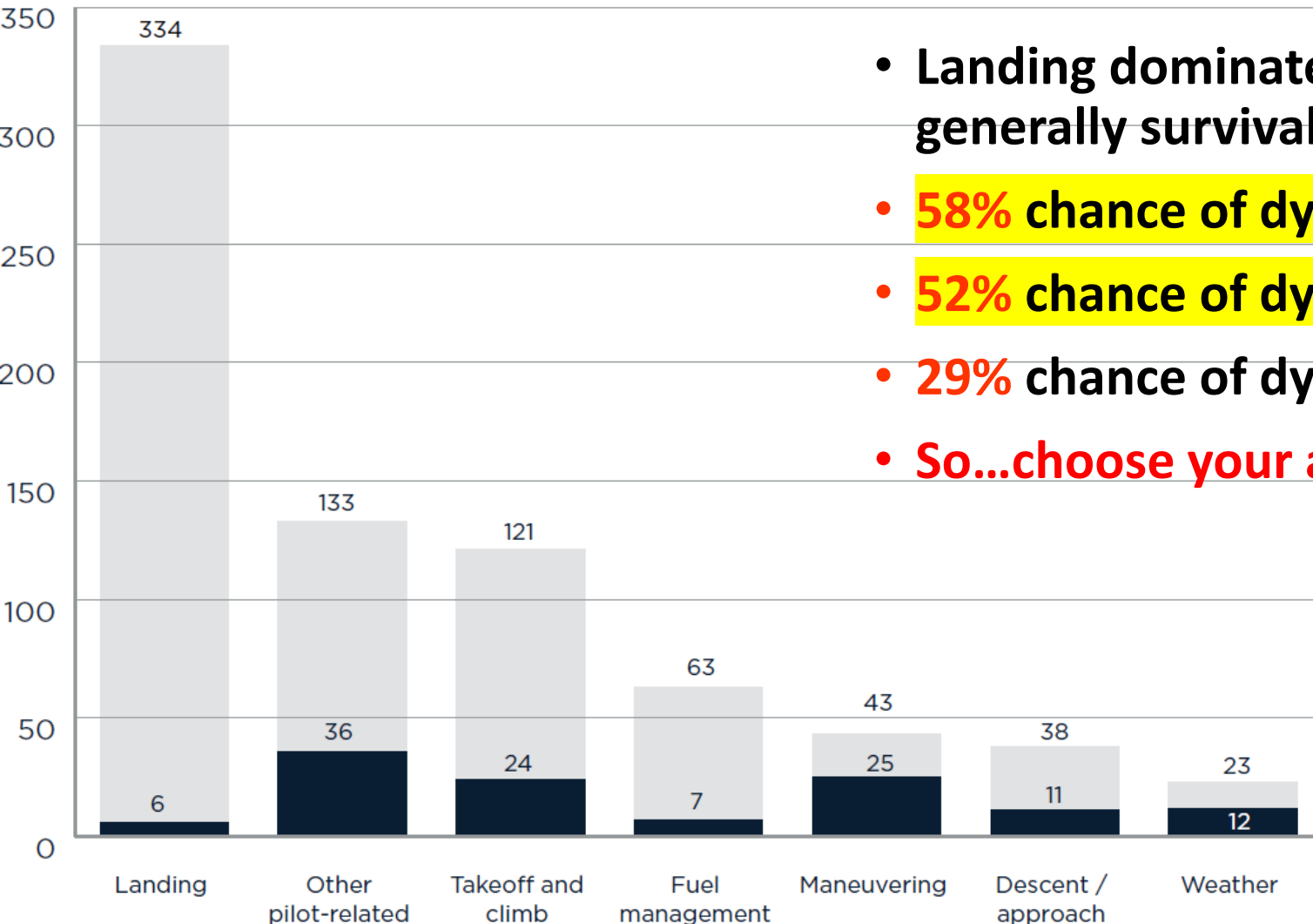
Pilot Related...

- What “pilot related” causes can you think of?
- What phases of flight do you think give the most problems?



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Pilot Related...



- Landing dominates number of accidents, but generally survivable (not including go-around)
- **58% chance of dying if due to “maneuvering”**
- **52% chance of dying if weather related**
- **29% chance of dying if on descent and approach**
- **So...choose your accidents wisely**

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Animal Farm of Flying Clubs...

- According to George Orwell...

Rusty Bad, Proficiency Good

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Maneuvering Example

- If you are involved in an accident involving maneuvering, there is a 58% chance you will die
- So...just stop maneuvering, right?
- No – change and up our training!
- Meaningful checkouts and flight reviews



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Not My Job, Mate...



Current vs. Proficient (Legal Vs. Safe)

- Currency: What the FAA regulations are concerned with:
 - Flight review – 61.56
 - Recent Flight Experience – 61.57
 - 90-day passenger *currency*
 - 90-day night *currency*
 - 90-day tailwheel *currency*
 - IPC
- These are regulatory minimums, but say nothing about how well you did them...
- Proficiency is what we are really after...
 - Level of performance
 - If all you do is remain current, you probably will not be proficient
 - But you'll likely be current if you fly enough to be proficient

Go Beyond the \$149 Hamburger

Practice! Not the same hour every flight:

- Power-Pitch-Performance exercises
- Slow flight – get there in 10 secs
- Actual stalls and recovery
- Ground reference maneuvers – with wind!
- Power as a flight control
- Short & soft takeoffs & landings
- Power-off landings
- Instrument flying
- Maneuver of the Month



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Risks and Issues

- What's the difference?
 - Risk = possible outcome
 - Issue = actual outcome



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Reporting Risks and Issues

- Report both, even the perceived ones
 - This is central to the concept of a safety culture
- Examples...
 - You notice something is not right with an airplane taxiing at a tower-control field
 - A Jet-A truck just drove away from a PA28-180
 - “Remove Before Flight” ...wasn’t
 - More examples?
- Know the risks and your limitations:
 - **PAvE**
- Know all there is to know: FAR 91.103
 - **WK-FART**



WK-FART (FAR 91.103)

- W Weather
- K Known issues
-
- F Fuel management
- A Alternatives
- R Runways at airports of intended use
- T Take-off and landing distances

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TFR



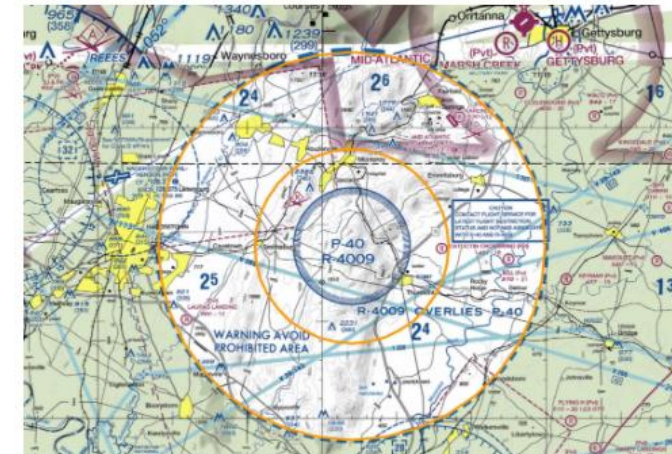
VIP TFR OVER WILIMINGTON, DE BEGINNING
TODAY SATURDAY, MARCH 6, 2021



TFR



VIP TFR OVER HAGERSTOWN/THURMONT, MD
BEGINNING FRIDAY, APRIL 2, 2021
(((CHANGE IN DEPARTURE TIME)))



Loss of Control

- The most lethal GA accident causes:
 - Disorientation (Continued VFR into IMC)
 - Distraction
 - Inappropriate response to emergent event
 - Lack of aircraft handling skill
 - Inadequate risk management
- **Proficiency training addresses all of these**
 - **Not just hours, but skills**



Other LOC Causes Important to Clubs

- Weight and Balance
- Different makes/models
- Technique(e.g. on go-around)...
 - E.g., failure to maintain airspeed/pitch on application of power and flap retraction (C172 vs. RV-12 example)
- Rusty – how long ago is rusty...?
- VFR into IMC pressures
- Distractions

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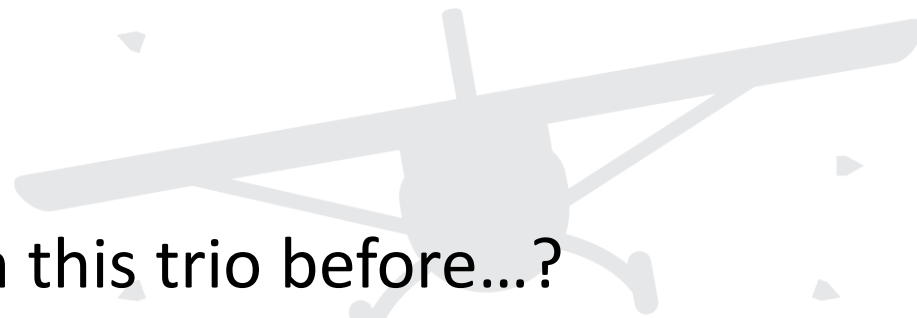
Contributing Factors to LOC

- **Poor judgment**—aeronautical decision making
- Failure to recognize an aerodynamic stall or spin and execute prompt, appropriate **corrective action**
- **Intentional failure** to comply with regulations
- Failure to maintain **airspeed**
- Failure to follow (IFR) **procedure(s)**
- **Use of** prescription, over-the-counter, or illegal drugs or alcohol
- Pilot inexperience and lack of **proficiency**

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So, requires...

- **Knowledge**
 - **Risk management**
 - **Skill**
- Where have we seen this trio before...?
- Oh...gosh...all the three aspects of the Airman Certification Standards (ACS)!
- This is also the basis of the FAA WINGS pilot proficiency program!
- Practice to become proficient – and be rewarded for it!



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The Safety Stigma

- “Yes, it’s important, but again? Really?”
- “The same old safety speech? I’ve heard this before.”
- “Let’s have a safety topic at the end of every meeting”
- “Insert the metal fitting into the buckle and tighten so the seatbelt fits low and tight across your hips.”
- We need:
 - A culture of safety through common standards of proficiency

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What is a Safety Culture?

How would you define it?

Safety Culture: Create an organization-wide effort that **encourages** reporting, **rewards** safe actions and behaviors, and keeps the entire organization (not just the leaders) **engaged and involved** in correcting issues.

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The Six Elements of Culture

- Shout out some ideas on what makes a Culture:
 - Language
 - Norms
 - Values
 - Beliefs
 - Roles
 - Social collectives
- It's the multi-dimensional frames of reference adopted by organizations to get this done



Safety Culture

- Establishment of required behaviors and standards
- Based on common framework and shared experience
- Common frames of reference for:
 - Participation
 - Performance
 - Measurement and reward
- Mandate through bylaws and operating rules
- Reward participation—lower insurance premiums = lower dues = more flying
- Enforcement—Loss of flying privileges.

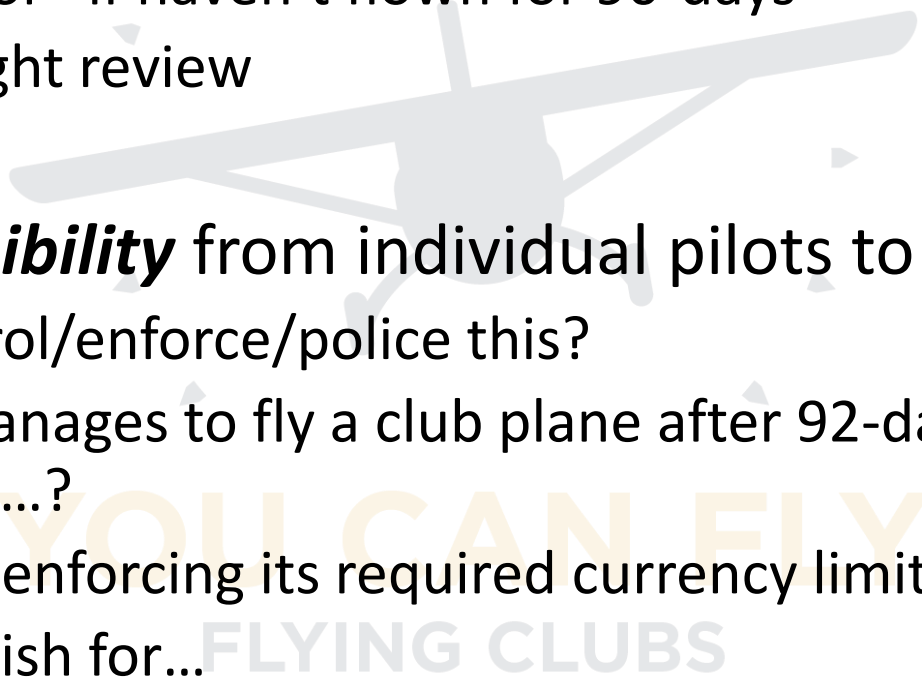


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Safety Culture for Clubs

- Culture revolves around groups of people
- Flying clubs consist of groups of people
- A club will have a culture, whether you like it or not...even if you don't design it, one will emerge
- The culture establishes expectations and norms...a multiplier effect
- “Changing a culture is a lot harder than creating one”
- “Cultures aren't created, they evolve”
- True – but they can be influenced, steered, reinforced...

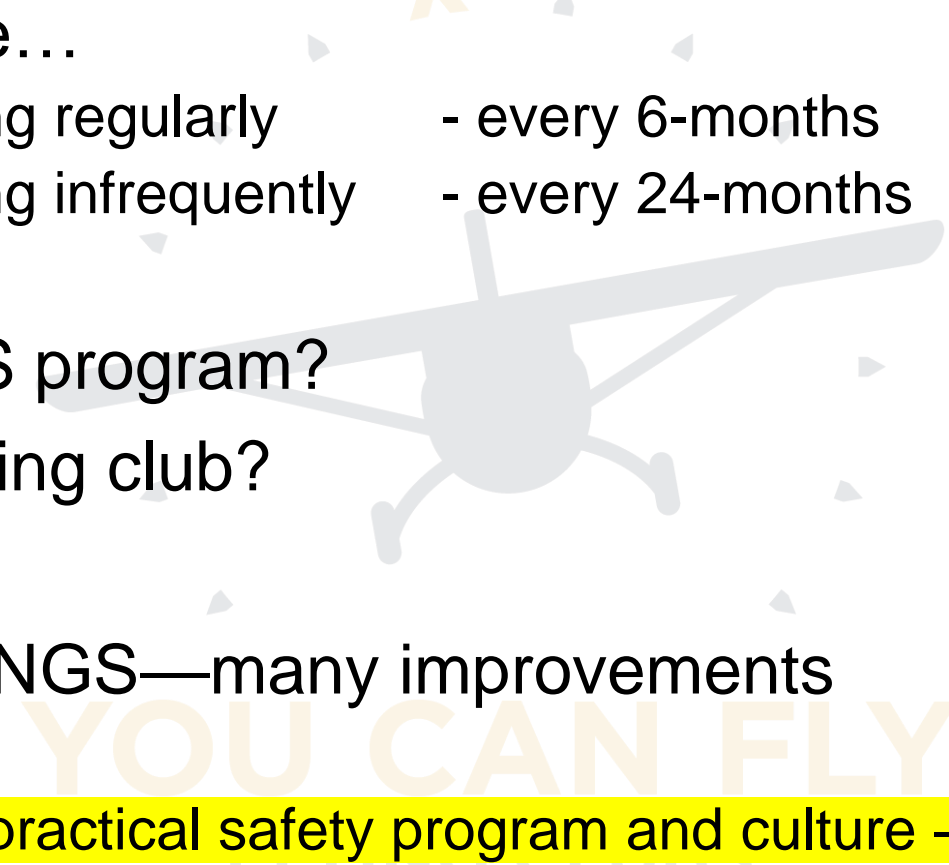
Second-Guessing the Regs

- Many clubs want to do the right thing but go about it the wrong way by imposing additional required currency requirements on members:
 - Fly with “club instructor” if haven’t flown for 90-days
 - 12 calendar month flight review
 - Others...?
 - This ***transfers responsibility*** from individual pilots to the club
 - How does a club control/enforce/police this?
 - What if a members manages to fly a club plane after 92-days, and wipes out a hospital...who is liable...?
 - Likely the club for not enforcing its required currency limits
 - Be careful what you wish for...
- 

~~Second-Guessing the Regs.~~ Use Existing Tools

- What we strive for is being better pilots = *higher levels of proficiency*
- Currency is NOT a surrogate for Proficiency
 - Just like airspeed is NOT a surrogate for angle of attack
- The FAA has already provided the solution!
 - A general aviation pilot proficiency program
 - Proficiency though evaluated achievement in ACS topics to ACS standards:
 - Knowledge
 - Risk management
 - Airmanship/skill
- This is EXACTLY what the WINGS program is design to do – why roll your own, with all the work and consequences?

GA Proficiency Vs. The Pros

- It doesn't make sense...
 - Airline pilots - flying regularly - every 6-months
 - GA pilots - flying infrequently - every 24-months
 - Who uses the WINGS program?
 - Individually, or in a flying club?
 - Not your mother's WINGS—many improvements
 - All done for you
 - **This is the basis of a practical safety program and culture – WINGS for Clubs!**
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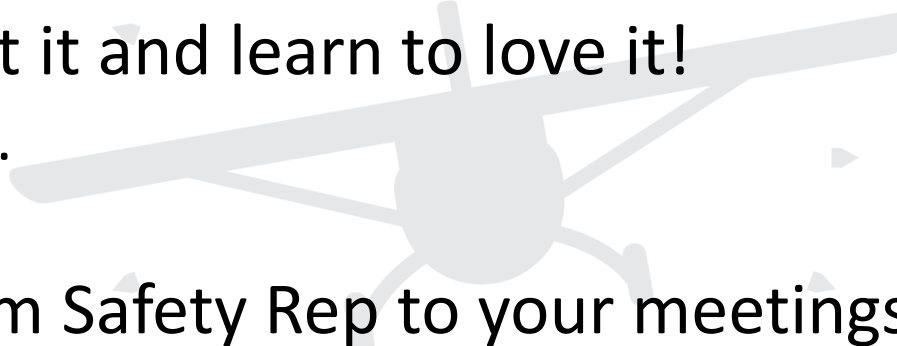
GA Proficiency: 24-Month Flight Review

- Accidents happen due to lack of *proficiency* so at least treat the flight review with respect!
- This is not a chore—it is a gift from the FAA—get something out of it
- Review the plan of action with the CFI
- You are PIC for the flight review so get value for money – make your CFI for you work!

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Wings For Clubs

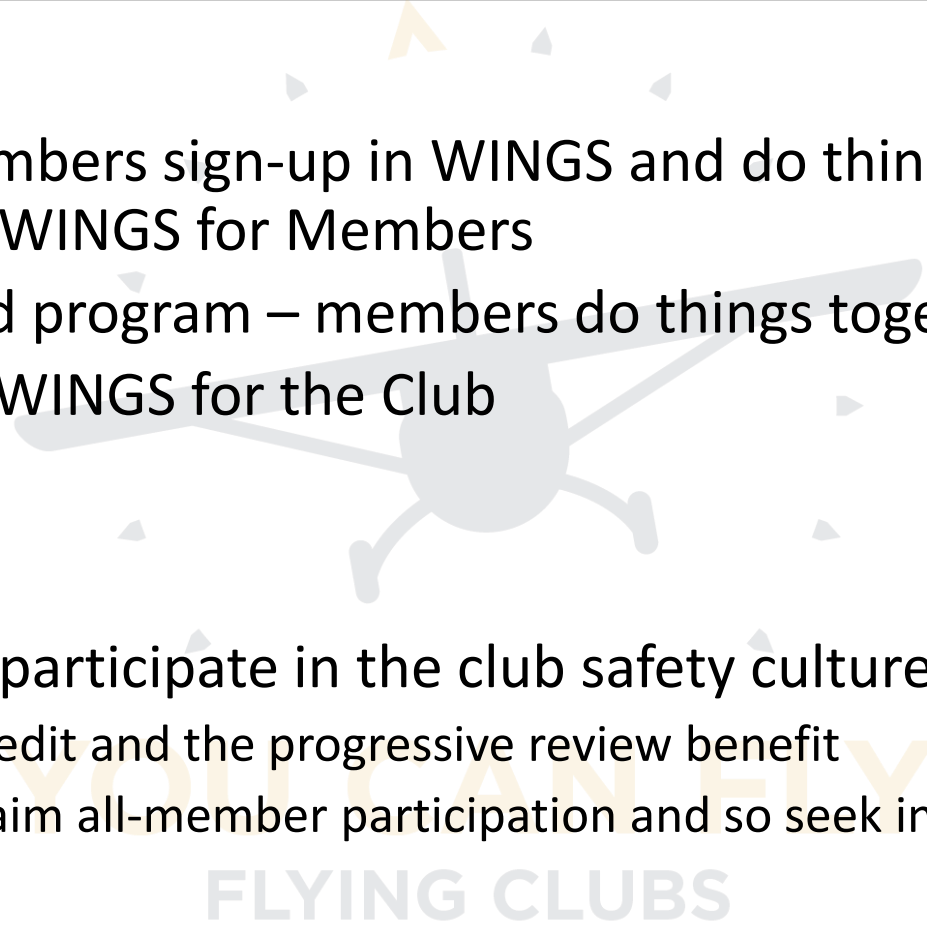
- Board must get behind the idea—or change the board...
- OK, the WINGS website is a bit challenging to use...
 - Stop moaning about it and learn to love it!
 - It is under review....
 - a) Invite an FAASafety Team Safety Rep to your meetings...or...
 - b) A member becomes a FAASafety Team Representative...then...
 - c) Visit with the FSDO FAASafety Team Program Manager...or...
 - d) Work with a WINGSPro to get you up and running...then...



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Wings For Clubs

- Design your process:
 - Adequate: All members sign-up in WINGS and do things at their own pace.
This is WINGS for Members
 - Preferable: Aligned program – members do things together.
 - This is WINGS for the Club
- Required?
 - Pros: All club members participate in the club safety culture
 - Members get WINGS credit and the progressive review benefit
 - Club can legitimately claim all-member participation and so seek insurance benefits
 - Cons: NONE!



Wings For Clubs

1. Set it up:

- 1) All members get WINGS log-ins
- 2) All members read – *read* – The WINGS User's Guide
- 3) Have a FAASTeam Rep or WINGSPRO run through basics and website
 - a) It really isn't that bad if you read the instructions...
- 4) Set-up your *profiles* according to your club's aircraft
 - a) SEL, SES, MEL, etc.

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Wings For Clubs

2. Club fly-outs to WINGS seminars – support!
3. Host safety events/seminars using WINGS resources
 - Provide a service—involve the local pilot community
 - Create your own seminars
 - Advertise using SPANS
 - Gets you on the FAA safety.gov website
 - Send emails to all WINGS participants within x-miles of your location
 - Become known as safe club
4. Collate all your events as part of your insurance renewal package and get discounts

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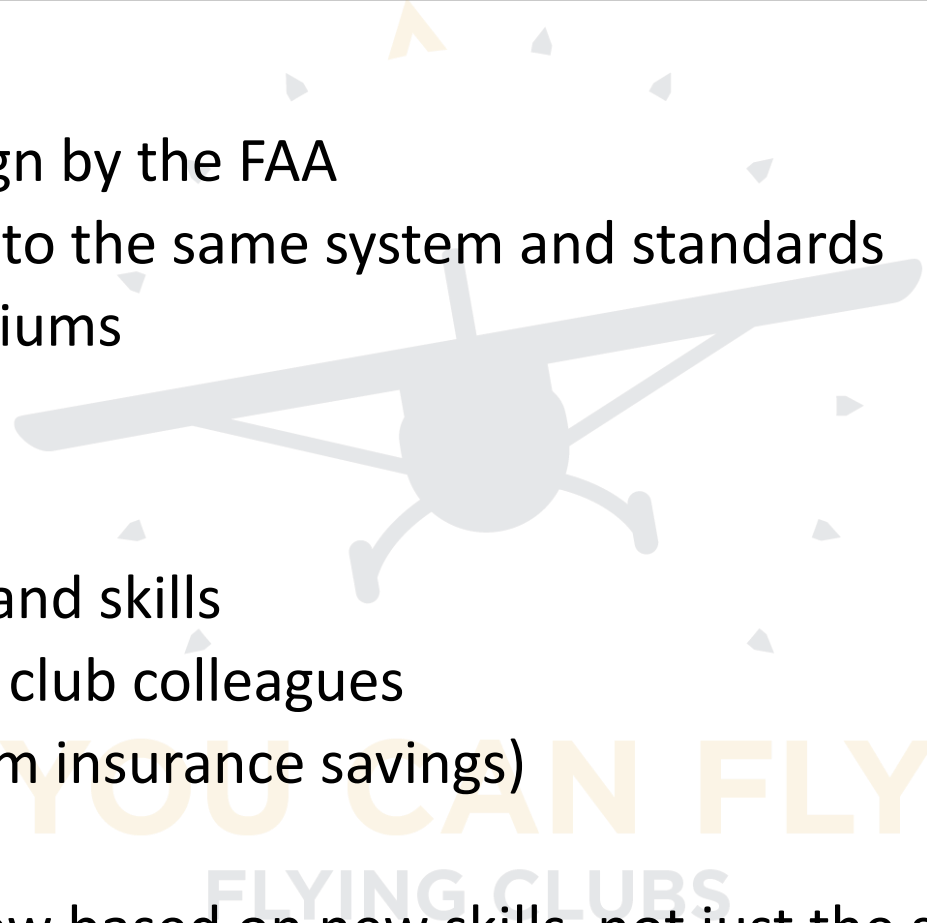
WINGS in a Nutshell—1

- *Your* Pilot Proficiency Program
- *You* work towards a “phase” of WINGS
- When *you* achieve a phase within 12-months, you qualify for a Flight Review
- The regular flight review is a gift from the FAA...take it, embrace it...
- Using WINGS, it become the gift that keeps on giving...priceless!
- Does it get any better...?
- Yes...You’ve already paid for it...

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WINGS in a Nutshell—2

- The club gets:
 - A safety program design by the FAA
 - Safer pilots all aligned to the same system and standards
 - Lower insurance premiums
 - A great reputation
- Members get:
 - Increased proficiency and skills
 - Confidence in self and club colleagues
 - Lower flying costs (from insurance savings)
 - Certificates and pins!
 - Progressive flight review based on new skills, not just the same old ones every 24-months



WINGS in a Nutshell—3

- To earn a WINGS phase, just complete three knowledge topics and three flight activities—for example:
- Basic Level:
 - Knowledge Topic 1—Aeronautical Decision Making, including Runway Safety Issues
 - Knowledge Topic 2—Performance and Limitations, including Loss of Control Issues
 - Knowledge Topic 3—Pre-flight Planning, Risk Management, Fuel Management
 - **Flight Topic 1 —Takeoffs and Landings**
 - **Flight Topic 2 —Positive Aircraft Control, including Loss of Control Issues**
 - **Flight Topic 3 —Basic Flying Skills**
- Why wouldn't you want to do this, every 12-months?

WINGS For Clubs

- Start your monthly club meetings with a WINGS knowledge activity:
 - Seminar
 - Course
 - Quiz
 - ToM
 - ToQ
- Use SPANS to advertise the safety part of the club meeting
- Invite local pilots to this part of your meeting
- In SPANS, assign credits
- I can help with this...yo, dude, I'm a WINGSPro!
- Relentless attention to detail:
 - Always – always, give credit for all WINGS activities – people will drop out if you slack off...

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WINGS For Clubs

- Challenge your Safety Officer (and/or “Club CFIs”) to become WINGS representatives
- If you also elect to become a “Training Provider” you can design your own flight activities, as well as create your own seminars.
 - Don’t go here unless you have someone who has the time to look after the details...
- Use all available information...

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WINGS For Clubs

- Use all available information...
- WINGS reps have access to the FAA Knowledge Network
 - 1,000s of presentations, seminars, etc.
- Air Safety Institute (ASI)
- EAA webinars, courses, etc.

- USE IT ALL!



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ASI Safety Education Products – Give WINGS Credit

- Safety seminars at 200+ locations/year
- 75 videos
 - Accident Case Studies
 - Real Pilot Stories
 - Safety videos
 - Ask ATC, and more
- Podcasts
- 70 quizzes
- 100 publications
- 36 online courses
- "Safety-to-Go" downloads
- Focused Flight Review



AIRSAFETYINSTITUTE.ORG

Wings For CFIs

- WINGS for CFIs
 - CFIs should also participate in WINGS...set the tone
 - Can satisfy the FIRC requirements – see AC 61-91
 - Also, a FIRC itself counts as 3 knowledge credits at the Master level



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Homework Assignment 4:

Seriously consider using the WINGS program as the basis of your club's safety culture.

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