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Flying Discipline

Darren Smith, CFII/MEI

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Quote of the month

"I learned the discipline of flying in order to have the freedom of flight... Discipline prevents crashes."

- Captain John Cook,
British Airways,
Concorde Pilot

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Thanks for your continued support,
Darren

Flying Discipline

Freud says humans by nature "avoid pain and seek pleasure." It hints at taking instant gratification rather than doing the hard work required to be successful. This fundamental human concept is incompatible with tasks required to be a safe pilot. When you read the next accident summary, you will invariably read the statement, "accident caused by pilot's failure to...." If you can substitute the following phrase, you'll have a whole different view of aviation safety: "accident caused by pilot's lack of discipline related to...."

In case you ever wondered, the pilot is one of the most critical parts of a flight. How a pilot flies is an advertisement to all aboard about his character, his discipline, and his attitude towards safety. If he controls every aspect of the flight with skill, good choices, and discipline, the flight is successful. This is the essence of airmanship. Without these three elements operating together, a tremendous amount of potential talent is wasted. Right about now you should be wondering what kinds of things strengthen flying discipline as well as destroy it.

Things that destroy flying discipline

1. Justification. It's easy for us to justify an act which is not up to specifications when the results of the act are successful. I had a student who had a habit of taking off without aux fuel pumps on. No matter how often I reminded him of the possible consequences, Paul had it stuck in his mind that it had worked 735 other times without the aux pumps. Logic dictates that the next time would also be successful. Paul had found a way to justify the shortcuts he was taking in his pre-takeoff checklist. Unfortunately, this was a lesson learned the hard way when Paul lost power one bright morning and landed on the highway adjoining the airport. His engine driven fuel pump had finally failed him. Luckily there wasn't much damage, and he was able to get the airplane back to the airport before rush-hour and News 6 found out what he had done.

2. Lack of Confidence. If we're not practiced in a skill, it's easy for everything to fall apart under pressure. This pressure could come in the

form of a checkride and sometimes even passengers watching your every move. Under pressure, those things not permanently etched upon us disappear. A former student told me about an experience on a checkride in which he failed. He indicated that he had failed to use and follow the aircraft's checklist on three occasions. When I explained that the pressure had gotten to him so he reverted to a primal state under the pressure of a checkride, he understood. He asked, "How do I fix that?" I told him about the two things he had to attack. First was the self-discipline to always use a checklist when the circumstances called for it. Second was the confidence in his own abilities. When its crunch time, he has to be sure in his mind and heart that everything is within his capabilities.

3. Hazardous Attitudes. The FAA has long taught us the 5 hazardous attitudes:

- Antiauthority ("Don't tell me!") - Don't like anyone telling him/her what to do. Resentful of rules & regulations.
- Impulsivity ("Do something - do it now!") - Need to do something, anything, quickly. Don't stop to think about better alternatives.
- Invulnerability ("It won't happen to me.") - Accidents happen to other people, not to me. Therefore, I can take chances.
- Macho ("I can do it.") - Always trying to prove themselves better than others. Take risks and try to impress others.
- Resignation ("What's the use?") - I really can't make a difference. It's going to happen anyway, why bother? Leave it to others.

Each of these has an antidote which should be used if these attitudes affect your flying discipline.

[Keep Reading: techniques to boost your flying discipline...](#)

The Ultimate Checklist: Pilot's Rules of Thumb

The ultimate checklist that every pilot needs. Ten years in development, this is a product that pilots of all levels of experience can immediately use. This tool covers 30 normal and non-normal situations and has 9 special tools that you'll use on every flight. This high-quality plastic ruler/checklist measures approximately 3.75" x 9". Click the picture to see a larger picture of this tool or click the link for [more information](#). Price: \$3.99 (Free Shipping to US addresses).

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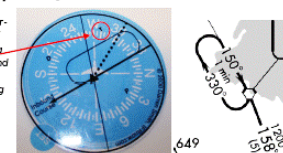


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Teardrop Entry—Heading is 270° direct to the VOR to enter the hold. Point the arrow at 150° and Visi-Hold shows a lead-in entry and a recommended outbound heading of 300° after station passage.



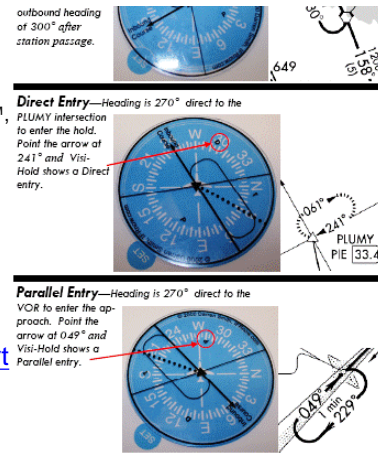
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Finally...Dreamliner wings bend, apparently don't break

EVERETT - The Boeing Co. met another milestone on its new 787 jet program this weekend but still has a long road ahead to meet its goal of delivering the first Dreamliner this year.

On Sunday, Boeing performed its ultimate wing load test, bending the 787's wings 25 feet upward. The goal of the test is to ensure the 787's wings could withstand 150 percent of the most extreme forces the airplane is expected to experience while in service. Although Boeing engineers will need weeks to determine the outcome, the company reported that initial results look positive.

"The test program has been more robust than any conducted on a Boeing commercial jetliner," said Scott Fancher, vice president and general manager of the 787 program, Boeing Commercial Airplanes. "We are looking forward to the technical team's report on the details of the test results."

The four 787s that are in flight testing have logged almost 400 hours in the air during roughly 130 flights. Altogether, Boeing estimates the 787 program will put in 2,000 hours of flight testing.

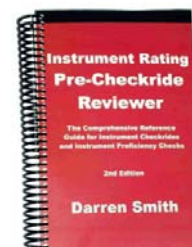
In January, Boeing completed its initial air worthiness testing on the 787 - the testing allowed Boeing to put additional jets and personnel in the air. Its next major milestone will be to receive Type Inspection Authorization from the Federal Aviation Administration. After that obstacle is cleared, Boeing can begin some of the high-profile maneuvers of flight testing: testing in both hot and cold weather, takeoffs at high altitude locations, and hard landings. FAA officials take part in that phase.

[Read the full story at heraldnet.com](#)

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