



NATIONAL ASSOCIATION OF FLIGHT INSTRUCTORS

MENTOR

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Welcome!

NATIONAL ASSOCIATION OF FLIGHT INSTRUCTORS

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“Is Your Defensive Flying Offensive?”

Presented by,

Gregory A. Feith, CFII, ATP, A/IGI, UAV

Co-host of Flight Safety Detectives Podcast

Member, NAFI Board of Directors

LIVE



A screenshot of a live stream interface. The main area shows a blurred background with the text "Starts Wednesday at 7:00 PM", "NAFI - Training The Blarney Out of...", and "Live program will appear here at the scheduled time." To the right is a "MENTOR LIVE" logo. On the far right is a sidebar menu with the following items: "1 Post", "CFI & Learner Resources", "About This Course", "Christine Madden - Presenter", "Earn WINGS Credit", "Nick DeLozdi - Presenter", "Karen Kaleshek - Host", "Previous MentorLIVE! Programs", "Course Evaluation Link", and "NAFI Education Foundation Giving".

Earn WINGS Credit!

Course Resources

Speaker Biographies

MentorLIVE! Archives

Course Evaluation

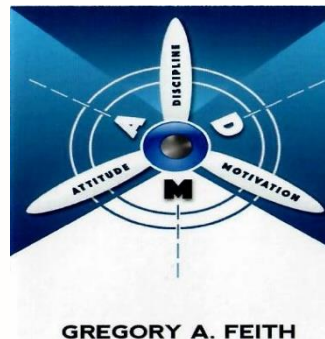
Educational Foundation

Excellence In Aviation

Is Your Defensive Flying Offensive?

Presented By:
Gregory A. Feith
Gregory A. Feith & Associates
KBJC Airport
Broomfield, Colorado

LIVE





Gregory A. Feith

- Former Senior Air Safety Investigator and “Go-Team” captain with the National Transportation Safety Board (NTSB)
- Investigated over 2500 GA, business/corporate and commercial air carrier aircraft incidents and accidents worldwide during his 40 years as an accident investigator and aviation safety expert.
- Honored with several awards including ERAU Distinguished Alumni Award for "extraordinary distinction and success in the field of aviation and achievements“
- Co-Hosts the Flight Safety Detectives Podcast with John Goglia
- Co-inventor of LapKidz aviation child safety restraint device for infant/toddlers less than 24 months
- Regularly appears on aviation safety-related television programs such as MAYDAY, Seconds to Disaster, and Why Airplanes Crash that air on the Discovery channel, TLC, the History Channel, National Geographic, and MSNBC.
- Aviation Safety Analyst for NBC News and recently won a National Emmy Award for expertise as part of the NBC News coverage of the Malaysian Airlines Flight 17 Shootdown

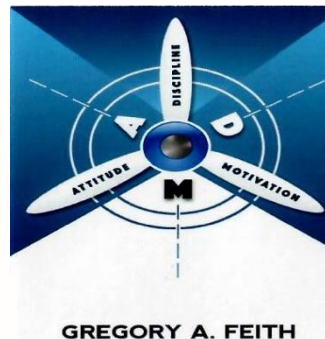
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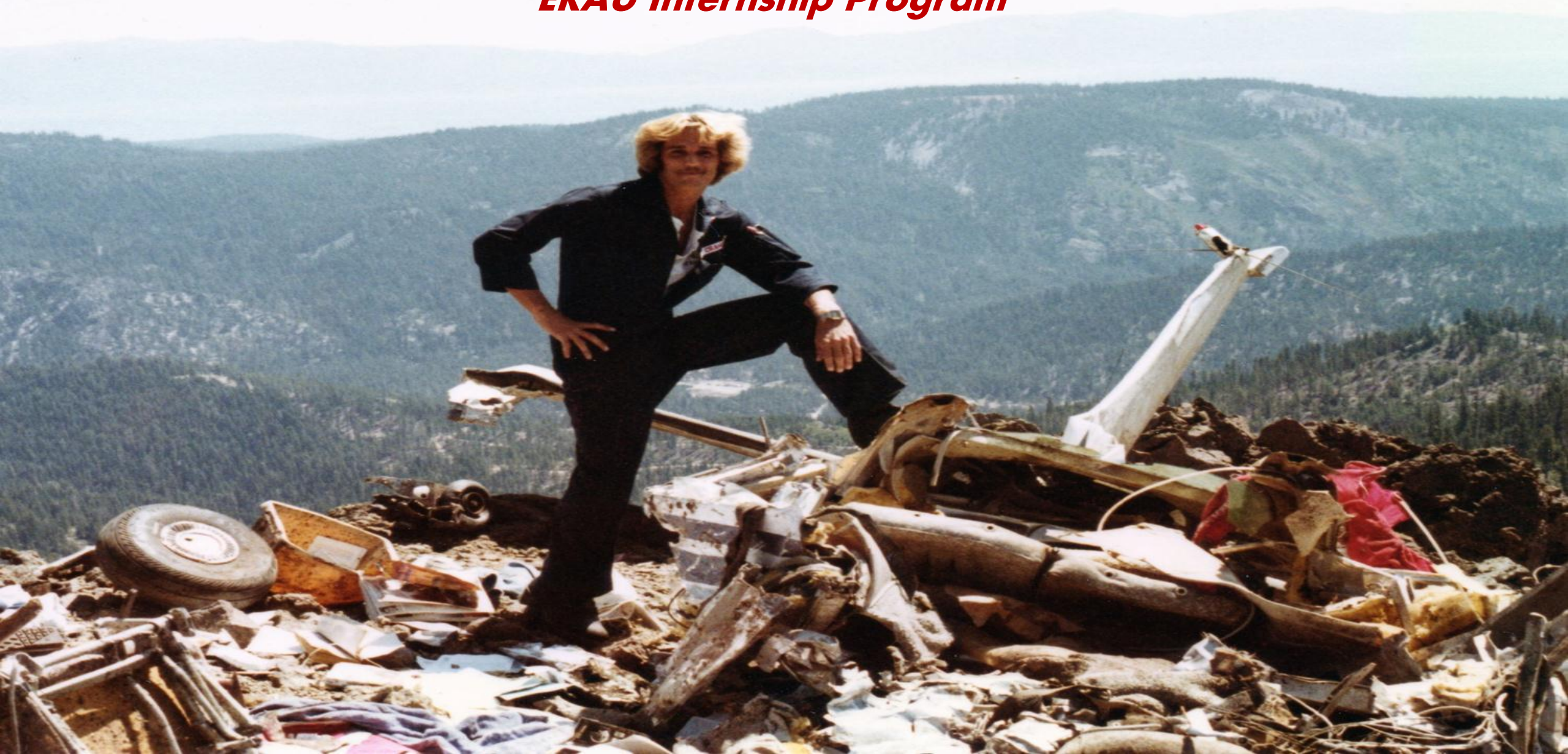
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Cessna T210, Truckee, California, August 1980

ERAU Internship Program

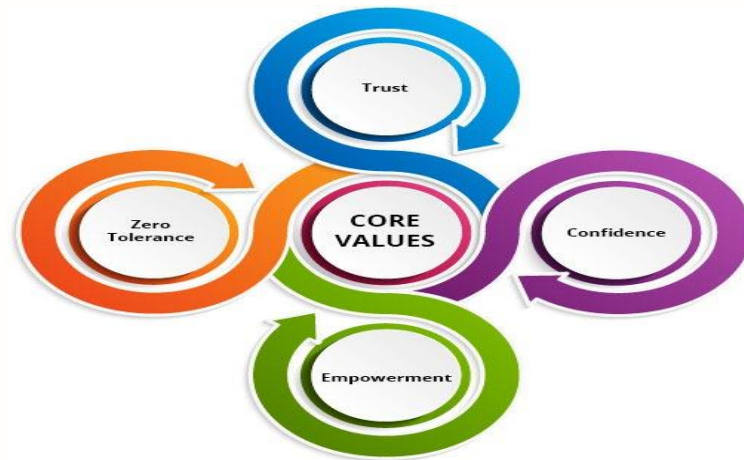


Is Aviation Safe?



SAFETY

Safety is the state of being safe. It is the control of recognized hazards in order to achieve an acceptable level of risk.



SAFETY MUST BE A CORE VALUE!

The Old Approach to Safety

***I don't care what it takes – and what you have to do to get the flight completed –
JUST DON'T SCREW UP!***

***The “old” thinking was REACTIVE - find someone to blame for the pilot's
inadequate skills, abilities or knowledge; or failed policies/procedures that
caused the incident or accident!!!***

***It is easy to point the finger and blame someone else because taking ownership
of a failed policy, procedure or action that results in an incident or accident will
likely result in undesired consequences!***

The Proactive Approach to Safety

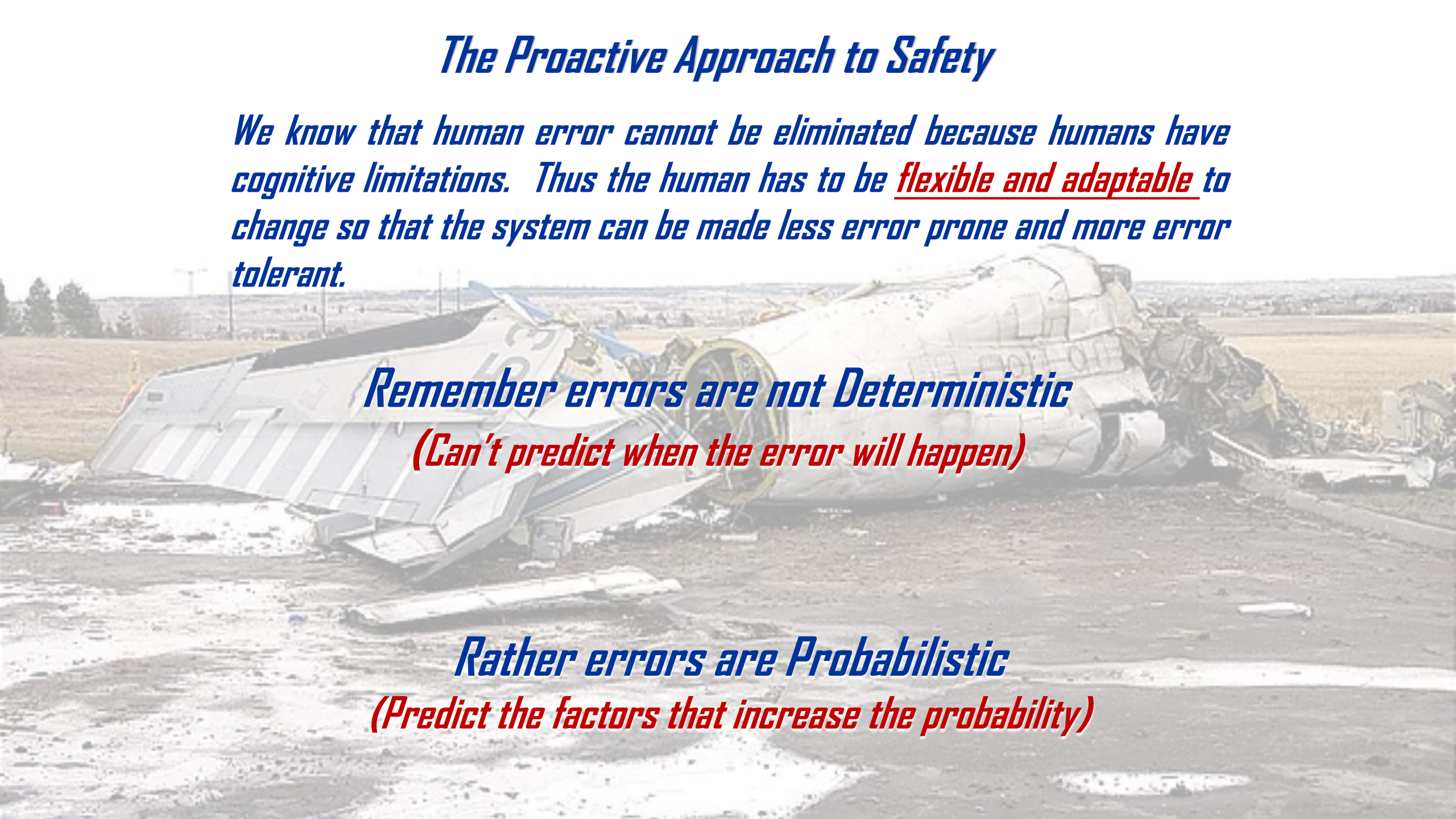
We know that human error cannot be eliminated because humans have cognitive limitations. Thus the human has to be flexible and adaptable to change so that the system can be made less error prone and more error tolerant.

Remember errors are not Deterministic

(Can't predict when the error will happen)

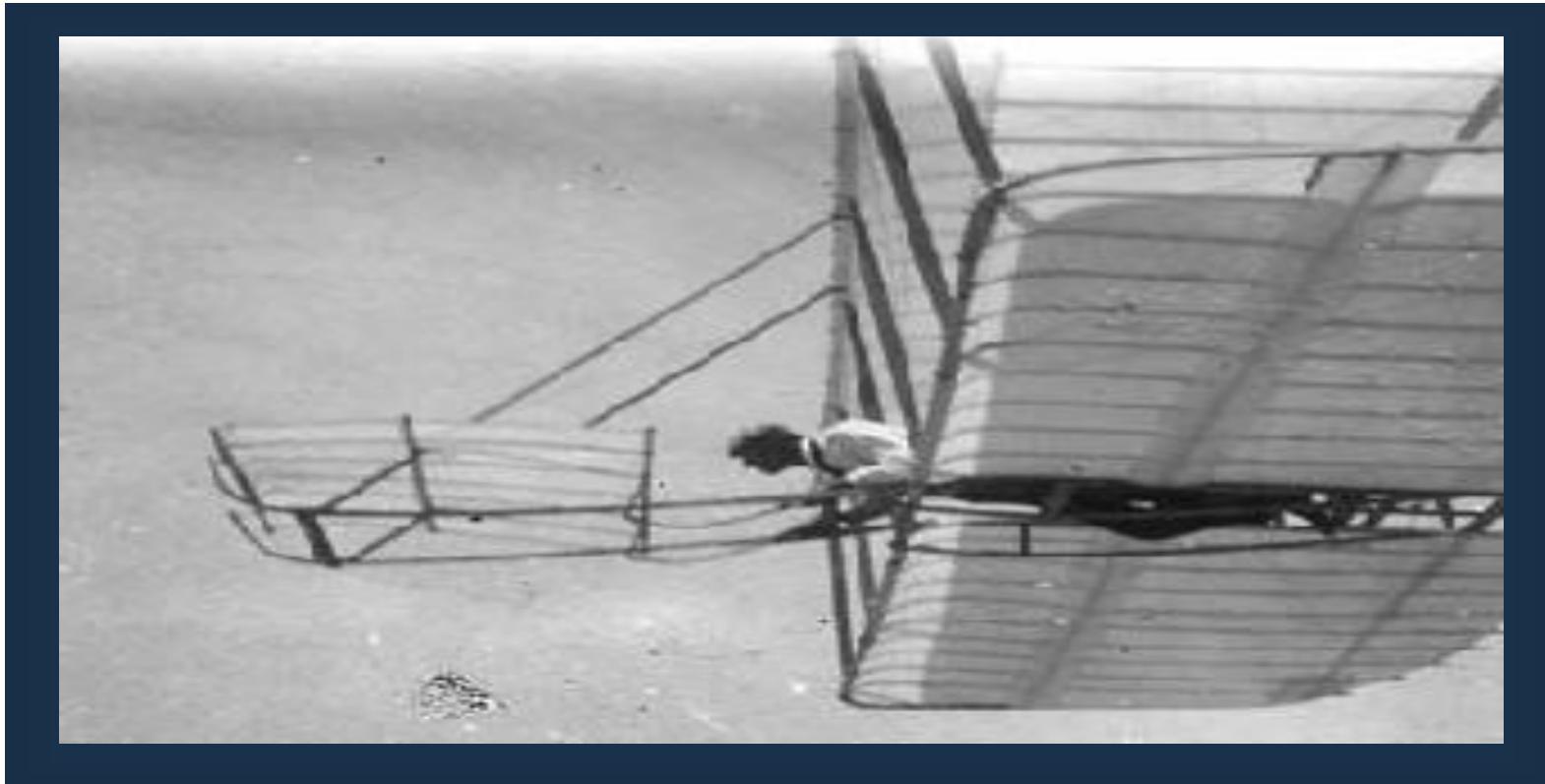
Rather errors are Probabilistic

(Predict the factors that increase the probability)



“Carelessness and overconfidence are more dangerous than deliberately accepted risk”

Wilbur Wright - 1901



LIVE

September 17, 1908
The Birth of Aviation Risk Management





*The **CYCLE** of Risk Management*

Identify the RISK

Evaluate the RISK

***Determine Appropriate
Corrective Actions to
Mitigate the RISK***

Edu

***Execute the Corrective
Actions & Evaluate***

Identify New RISK



14 CFR Part 91

91.3 Responsibility and Authority of the Pilot-In-Command

(a) The Pilot-In-Command of an aircraft is directly responsible for, and is the final authority as to the operation of that aircraft.....



Putting the responsibilities in context, as the PIC operating the airplane single-pilot on a dark and stormy night, in weather conditions that are at minimums, you will be responsible for, among other things:

- **Being prepared – knowing the operational status of the airplane;**
- **Knowing the various elements of the instrument approach (minimums, missed approach point and procedures, etc...)**
- **Performing all appropriate briefings and checklists, communicating with ATC, handling clearance changes;**
- **Acting as the flight attendant to passengers;**
- **Maintaining the necessary descent rate and glidepath to the runway – checking and verifying you and the aircraft are good to continue the approach;**
- **Maintaining the appropriate airspeed for the approach and weather conditions;**
- **Configuring the aircraft for landing (gear, flaps, etc.);**
- **Ensuring the approach is stable by 1000 feet in Instrument Meteorological Conditions (500 feet for a Visual Meteorological Conditions approach);**
- **Reevaluating the weather, the airplane flightpath (and correcting as necessary) and preparing to abandon the approach and go missed;**
- **Determining whether to attempt the second approach or go to the alternate;**
- **Managing the increasing Stress and Anxiety that is naturally associated with IFR flight;**



The Person

→ *Character*

→ *Accountability*

→ *Integrity*

→ *Responsibility*



Human Factors



Paradigm Filters

The "Perfect" World or Example



Personal Paradigms = Filter Data

*This is also called Decision Rationalization,
Justification, Ignorance, Etc.*

You see the world based on the rules that you have created. Therefore, because of your individual rules, you distort the data to fit your Paradigm.

***DISTRACTIONS, COMPLACENCY, SELF-INDUCED PRESSURE, OVER
CONFIDENCE, MIS-COMMUNICATION, ... CAUSE ACCIDENTS***



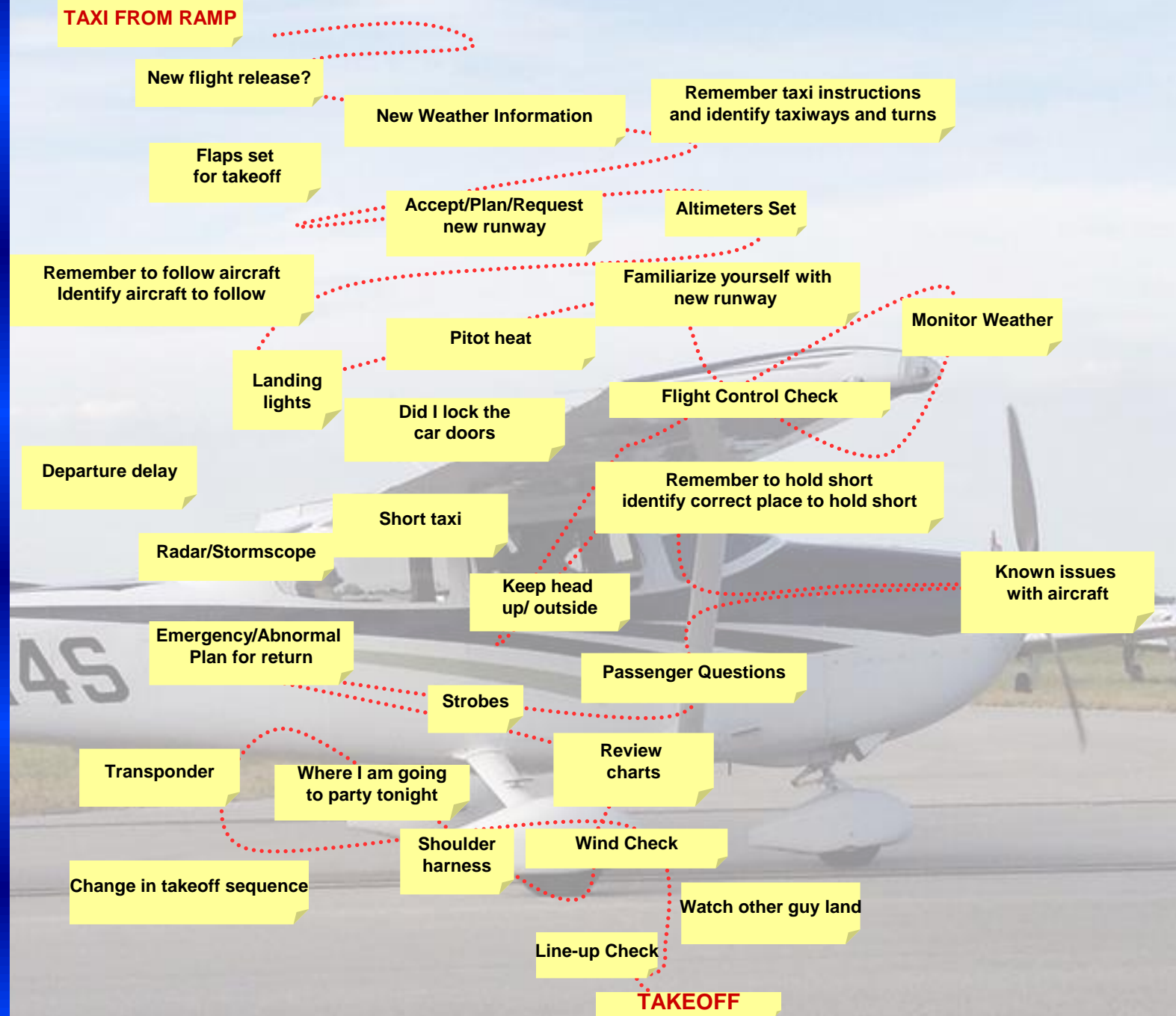
The ACT of Taxiing!



Single Pilot Actions – Taxi to Runway

- *Request/receive taxi clearance
- *Examine airport chart/form mental model of taxi route
- *Clear the ramp and taxiways as aircraft progresses to runway
- *Monitor radios
- *Continue to check for aircraft/obstacles
- *Monitor/assess environmental conditions
- *Brief passenger/check passengers
- *Monitor aircraft systems
- *Continue to check for aircraft/obstacles
- *Perform Taxi/Pre-takeoff system checks
- *Monitor radios/answer radio calls, receive ATC clearance
- *Monitor traffic
- *Maintain positional and situational awareness
- *Monitor Tower
- *Review departure procedure/clearance
- *Program/re-program navigation system
- *Continue to check for aircraft/obstacles
- *Monitor Cockpit/Cabin environment
- *Continue to check for aircraft/obstacles
- *Taxi check complete
- *Switch to tower frequency
- *Monitor traffic

Taxi & Pre-Takeoff Actions





I am Captain Courageous
Hold my beer and watch this ladies!

- ***Overconfidence***
- ***Been There - Done That!***
- ***Can't happen to me!***
- ***It's not too bad!***
- ***Complacency***
- ***Distraction***
- ***Self-Induced Pressure***
- ***Get-Home-Itis***







Professionalism

Professionalism is first and foremost an attitude but is manifested by a series of behaviors consistent with that attitude. One definition of professionalism includes “meticulous adherence to undeviating courtesy, honesty, and responsibility, plus a level of excellence that goes over and above the commercial considerations and legal requirements.”

NTSB Chairman Robert Sumwalt

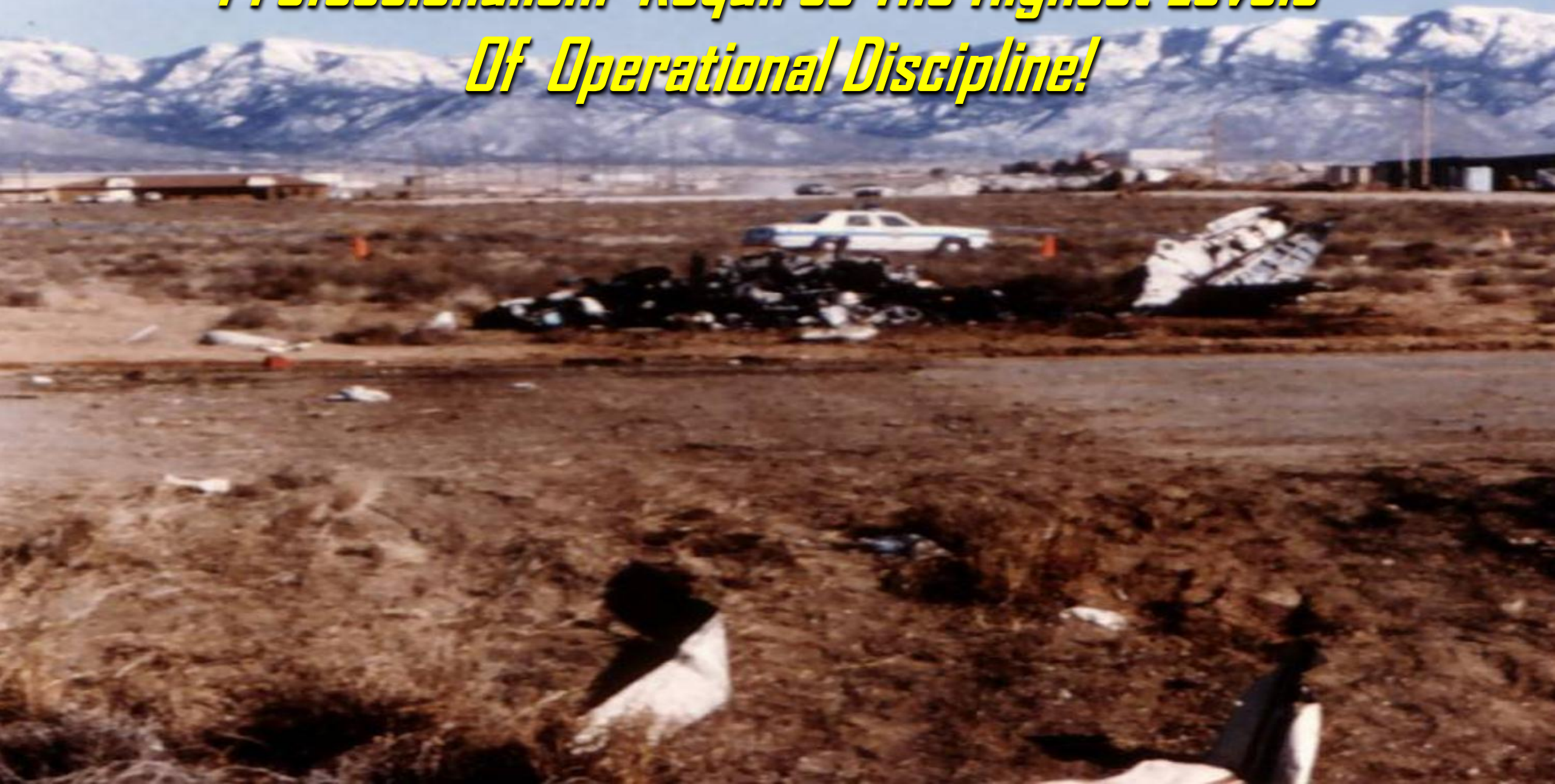
Just remember the FAA sets technical standards for the aviation profession but DOES NOT regulate PROFESSIONALISM!

Will "Professionalism" Really Prevent This?





*Professionalism Requires The Highest Levels
Of Operational Discipline!*





So What is AIRMANSHIP

→ ***Attitude***

→ ***Experience & Knowledge***

→ ***Intra-Personal Skills & Mental Capabilities***

→ ***Natural or Trained Tactile Skills***

→ ***Self Awareness & Discipline***

→ ***LUCK!!***



Airmanship starts long before a pilot begins a flight and it ends long after the flight has been completed!





Procedural (Intentional or Unintentional) Non-Compliance PiNC or PuNC?

- **PINC** - *Not following FARs, OEM procedures & standards, or company/organization policies*
- **PUNC** - *Mistakes, inattention, distraction (i.e. missing checklist call -outs, ATC transmission, etc.)*



PiNC

- **Pilots, maintenance techs and managers know the rules - they demonstrate knowledge and proficiency during initial and recurrent training with a designated examiner, company check airman, or oversight inspections, but.....**
- **The PROBLEM arises when the pilot, maintenance tech or manager returns to their respective environments and they knowingly break the rule(s) during line operations - out of the watchful eye of the company or the oversight authority (i.e. the FAA!)**



So Why Do We Do It?

➤ *Reward (Mission Accomplished, Money, etc.)*

➤ *High probability of success (been there done that before)*

➤ *No adverse reaction from peers (No Criticism)*







***Cessna 404
Aspen, Colorado***

*Piper Navajo
Greeley, Colorado*











519



*The key to insuring AVIATION SAFETY is to be **PROACTIVE** and
learn from the **REACTIVE!***



Remember:

Flying is a skill

Safety is an attitude!

Practice with Purpose



Execute with Purpose



*Greg's three KEYS to reducing risk and
enhancing aviation SAFETY?*

ATTITUDE

DISCIPLINE

MOTIVATION



100 Foot Circle of Influence



NATIONS COWER...MILLIONS FLEE BEFORE IT...

I FLY A CESSNA 150

THE MIGHTY AIRPLANE THAT BRINGS CITIES TO THEIR KNEES!

FEAR ME

2 SEATS, 26 GALLONS OF GAS, 100 HP AND 90 KNOTS OF SCREAMING TERROR!

**KEEP AVIATION ACCIDENT
INVESTIGATORS WHERE
THEY BELONG -
ON VACATION!!!!**



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Associates**

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Earn WINGS Credit!

Course Resources

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Educational Foundation

Save the Date!

Join us for next month's MentorLIVE, June 16th at 8:00 p.m. ET



***“The Practical Teacher:
What I Wish I’d Known as
a New CFI”***

Presented by Aaron Dabney

MSEd, MCFI, CFII, owner Waco Flight Training

LIVE



Thanks for Watching!

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