

Stand Down for Safety/Stand UP to Error

The FAASTeam is having it's 2nd annual Safety Standdown April 2nd at Sun 'n Fun in Lakeland Fl. But, we are back here in sunny AZ. So how can we take part? Easy-Do to yourself. Why, because 85% of GA accidents result from pilot error. 15% of GA accidents result from mechanical or maintenance problems. A whopping 55% of fatal GA accidents result from flying VMC into IMC. And lastly, 25% of fatal accidents occur while flying within 800 feet AGL. As no one has never made a mistake, we use “flying “machines”, and we all fly within 800'AGL at some point, this means that you are a potential subject to being a “statistic”.

On or about April 2nd, (or sooner if you wish) go on line to www.faasafety.gov/standdown and take the courses for the safety standdown. The focus areas are:

Positive Flight Attitude

It's all about improved decision making. Starting with preflight activities, identifying risks and improving planning skills set the stage for a safe flight and outcome. You do not need to be a professional (paid) pilot to be professional in your airman attitudes. Become disciplined in improving your flight and airmanship skills.

Going Beyond Preflight

Learn to focus on mechanical and maintenance issues. There is more to airworthiness to logbook entries. Identify potential mechanical and system issues with enhanced preflight techniques. Understand your aircraft logs.

Enroute Cruise-Fatal Errors

Why do pilots get themselves into IMC and loose control? Could dependence on technology be a part? Learn to control distraction that could lead to loss of control. Learn how to plan avoiding marginal or IMC conditions if you do not plan on being on an instrument flight plan.

Maneuvering Flight

This area covers the usual causes of loss of aircraft control with stall/spin accidents. But also, the practice of aerobatics and buzzing (showing off) get pilot in the news.

A Safety Standdown should be a required activity for any *professional pilot*-whether you are paid to fly, fly for business, or just for the enjoyment of flight. Do the *Professional* thing, you won't be sorry and your passengers will thank you for it.

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