



Theme: Situational Awareness –Defined as the accurate perception of the factors and conditions that affect an aircraft and its flight crew during a defined period of time.



Risk Management & Common Errors

- Instrument flying hazards to include failure to maintain VFR, spatial disorientation, loss of control, fatigue, stress, and emergency off airport landings.
- Failure to seek assistance or declare an emergency in a deteriorating situation
- Collision hazards, to include aircraft, terrain, obstacles, and wires.
- Distractions, loss of situational awareness, or improper task management.
- Failure to interpret flight instruments.
- Failure to unload the wings in recovering from high G situations
- Exceeding the operating envelope during the recovery



Preflight Discussion & Pop-quiz

20- Min

Situational Awareness (SA) can be reduced by a variety of factors including distractions, unusual or unexpected events, complacency, high workload, unfamiliar situations, inoperative equipment, emergencies, weather and inadvertent flight into instrument meteorological conditions (IMC). Loss of SA can cause an aircraft to deviate from the intended flight path and normal flight regime into an unusual attitude. It is important to established procedures to help regain SA and aircraft control.

Attitude instrument flying may be loosely defined as the control of an airplane's spatial position by the use of instruments rather than by outside reference. The 3 fundamental skills of instrument flying are: instrument cross-check, instrument interaction and aircraft control.

In a nose-low descending turn the airspeed and G-loads can increase rapidly which may over stress the engine and airframe. Improper recovery from this type of dive can place greater G-loads on the aircraft causing structural failure.

In a nose-high climbing turn the airspeed can decrease rapidly as the AOA increases which can lead to an inadvertent stall. Improper recovery from this type of attitude can place the aircraft in a spin.

1. Describe the current aircraft Attitude and Recovery procedure to return to S&L flight



Attitude:

Pitch Nose-high Nose-low?
Banked? Yes No

Recovery:



Attitude:

Pitch Nose-high Nose-low?
Banked? Yes No

Recovery:

