

Elmendorf Aero Club

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PIF 10 – 05

Flight Currency, Proficiency, and Knowledge

11 March 2010

PIF 10 – 05 is a reminder to all aviators of Elmendorf Aero Club. This reminder is to maintain **CURRENCY** by flying regularly and making 3 landings, or more, within the 60 or 90 day regulation requirement. To be **PROFICIENT** in the operation of the aircraft they fly by being aware of all aircraft system and flight activity required for safe flight. To have a continuing and increasing level of **KNOWLEDGE** when it comes to updated and improved processes and procedures, as well as the ability to make logical and safe decisions.

There are some pilots that only fly enough to maintain currency, once every 89 days, three touch and go's. There are those that fly enough to possibly keep what skills they have alive. By not reaching out and flying as an enthusiast on a regular basis, seeking updated information, you will never gain the knowledge to remain safe or make that critical decision at the right time. All of this is the responsibility of the Pilot - In - Command (PIC).

PIF 10 – 05 contains the wake – up – call that should be heard by each and every pilot that flies with Elmendorf Aero Club, don't hit the snooze.

Flight Safety

“Make It First, , , Make It Last”

**This PIF is to be in effect until 30 March 2011 or until
the contained dated material has expired**



SAFETYGRAM

Mar 2010

These are my definitions, not Webster's.

1. **Recency** is the time since your last flight, particularly the type of flying you are planning (cross country, mountain flying, flight in actual IMC, etc.).
2. **Proficiency** is related to your skill level. Meeting the PTS standards are minimum requirements to determining proficiency. Being 'qualified and current' does not necessarily mean proficient.
3. **Experience** is not just the number of hours you have, but the variety of situations you encountered during those hours. Time in different aircraft make/models, flying in complex/busy airspace, and working emergencies are some of the things that give you experience. Classroom training also adds to experience.

Toyota has been making a lot of headlines lately. People are afraid to drive any Toyota, even though the recent recall only affects certain models. Are Toyotas really unsafe? How about a Cirrus aircraft? A Cirrus is one of the safest planes ever built. Most have airbags, a parachute, top-notch avionics, and now they have a button that automatically engages the autopilot and levels the plane. Yet practically every day you can read about a Cirrus that was involved in an accident.

I heard this statement on National Public Radio regarding vehicle risk: "Studies show that the vehicle itself is the sole cause of an accident only about 2 percent of the time. Drivers, on the other hand, are wholly to blame more than half the time and partly to blame more 90 percent of the time." Similar data for general aviation is listed in the 2007 Nall Report which states aircraft accidents are caused by pilot-related error in 72% of all accidents. (16% are mechanical, 12% are listed as other or unknown.)

Humans have an emotional attachment to risk management. Specifically, we believe risk forced upon us (flying an airplane that was maintained by someone else) is greater than a risk we choose to make (making a takeoff in low visibility). We didn't maintain the airplane we are about to fly, so we must check every rivet on the walk around because a missing rivet could be fatal. That's great practice, and I don't discourage it, but how often do we truly analyze the greatest risk affecting the flight...the PIC?

Recency, proficiency, and experience are probably the biggest contributors to pilot safety, and you can do something about all of them. Put your efforts into combating the biggest risk (human error) and it should pay off with the biggest reward (a safe flight).

Fly Safe!



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