



Center For Airmanship Excellence White Paper

Learning To Fly The Airmanship 2.0 Way



INTRODUCTION We encounter only a very few things in life that we can classify as a life-changing event. Graduating from school, getting married, having children and major illnesses are some of them. Learning to fly the Airmanship 2.0 way is another. The lessons you learn while learning to fly the Airmanship 2.0 way will not only serve you well for the rest of your flying career, they will also provide you with new knowledge and skills that can be applied in other areas of your life.

Learning to fly the old Airmanship 1.0 way has 3 very distinct disadvantages. First, you will largely be teaching yourself how to fly. The unstructured and haphazard nature of Airmanship 1.0 flight training and the inexperience and lack of motivation of typical Airmanship 1.0 flight instructors result in ineffective, costly and inadequate airmanship training. Second, Airmanship 1.0 training usually uses old, worn out aircraft that are not typical of modern personal aircraft. And, Airmanship 1.0 training rarely integrates flight-simulator training into its syllabi. Third, the things you learn first will stick with you. The FAA calls this the “law of primacy”. If you learn to fly the Airmanship 1.0 way, you’ll acquire habits that will be hard to change, and those habits will be insufficient to keep you safe. Remember, you are only going to learn to fly once. You need to do it right the first time.

AIRMANSHIP 2.0 FLIGHT TRAINING Airmanship 2.0 flight training is based on the principles of Airmanship 2.0. The Center For Airmanship excellence uses the term “Airmanship 2.0” as shorthand for how airman should fly their aircraft in the Personal Flying 2.0 environment. Airmanship 2.0 employs the same techniques, systems, processes and procedures that airline pilots use to make airline flying the safest form of travel ever invented. Now, you can easily learn how to fly like the professionals, and you can enjoy the convenience of a flight-support team that makes planning and conducting a personal flight a breeze.

Learning To Fly The Airmanship 2.0 Way

LEARN IN A TAILDRAGGER

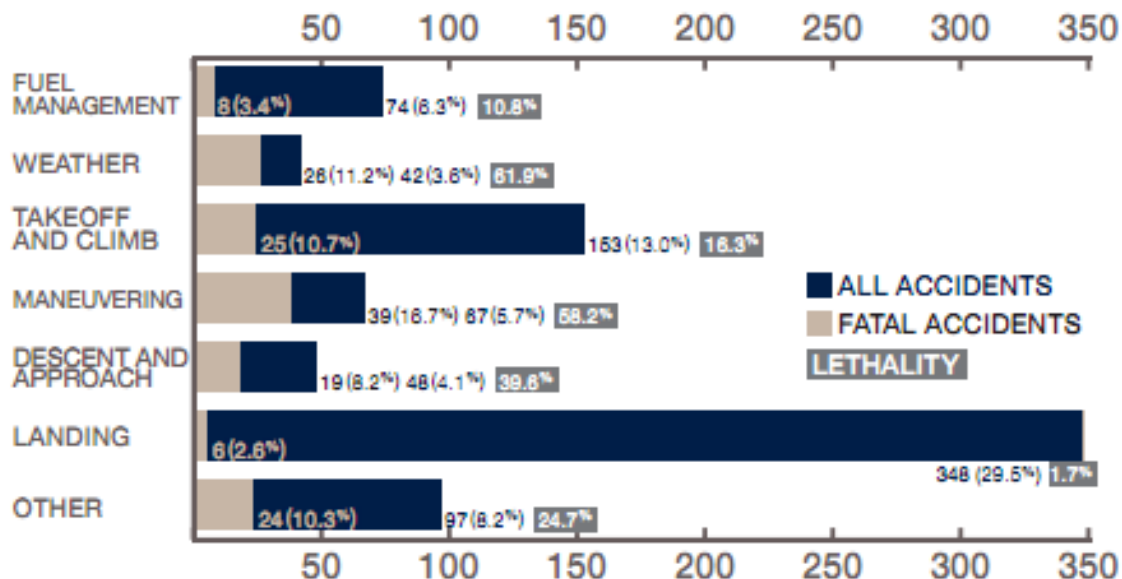
Aviation professionals agree that it is imperative that an aviator acquire excellent “stick-and-rudder” skills. According to the law of primacy, if you learn these skills at the very beginning of your flight training, they will serve you well throughout your flying career. Aviation professionals also agree that the best way to learn good stick-and-rudder skills is to learn to fly in a taildragger.

The picture on the right is of a modern version of the venerable Piper Cub. The new version of the Cub is equipped with modern safety devices, but it retains the cache and handling qualities of the original Piper version. Imagine being able to tell your friends and family that you learned to fly in a Cub just like veteran professional pilots did. You'll notice that the Cub has 2 main wheels near the front of the airplane and a small tailwheel at the back. This type of landing-gear arrangement is known as “conventional landing gear”. An aircraft equipped with conventional landing gear is also referred to as a “taildragger”.



The below chart depicts the types and frequency of pilot-related accidents among personal flyers. Note that the accident categories of “Takeoff and Climb”, “Maneuvering”, Descent and Approach” and “Landing” account for about 66% of all personal-flying, pilot-related accidents. These accidents are directly attributable to poor stick-and-rudder skills. If you acquire and maintain excellent stick-and-rudder skills, you will be much less susceptible to these types of accidents. Learning to fly in a taildragger is the best way to acquire these stick-and-rudder skills.

FIGURE 14 : TYPES OF PILOT-RELATED ACCIDENTS



Learning To Fly The Airmanship 2.0 Way

FOCUS ON AIRMANSHIP EXCELLENCE Learning to fly the Airmanship 2.0 way focuses on airmanship excellence. The Center For Airmanship Excellence defines airmanship excellence as *the possession of airmanship knowledge and skills that exceed those demanded by the type of flying being undertaken*. This focus on airmanship excellence is shared by the cultures that today's airline and military pilots belong to. You can achieve and maintain airmanship excellence in the type of personal flying you want to do by learning to fly the Airmanship 2.0 way.

COMPREHENSIVE AIRMANSHIP TRAINING Learning to fly the Airmanship 2.0 way means receiving comprehensive airmanship training. That training includes initial training that fully qualifies you to do the kind of flying you want to do. Your initial training will incorporate multi-media ground instruction, flight simulators and modern training aircraft. Your training will be overseen and delivered by a team of flight pros (a Mentor Pilot, a Senior Flight Instructor and an Associate Flight Instructor).

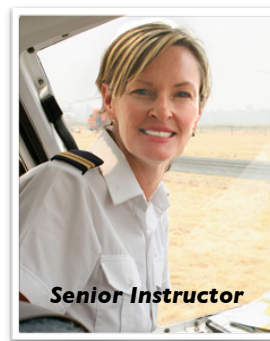


Airmanship 1.0 training, for the most part, ends when a new pilot reaches his/her first airmanship goal—an FAA Sport Pilot or Private Pilot Certificate. The only FAA-mandated training that is required subsequent to initial certification is one-hour of ground training and one-hour of flight time with a Certified Flight Instructor every 2 years. Everyone in the personal flying community knows that this is woefully insufficient. Professional pilots participate in recurrent-training sessions at 90-day, 6-month, 8-month or 12-month intervals. The Center For Airmanship Excellence recommends that new personal flyers participate in structured and comprehensive recurrent training every 90 days.

Learning to fly the Airmanship 2.0 way continues throughout an airman's or airwoman's entire flying career. After initially qualifying to do the kind of flying he or she wants to do, an aviator who is practicing



Airmanship 2.0 will participate in frequent, highly structured recurrent training. An airman or airwoman who learns to fly the Airmanship 2.0 way receives comprehensive ground, simulator and flight training whenever he/she transitions to a different aircraft. And an Airmanship 2.0 culture promotes and supports the acquisition of advanced ratings and certificates by the members of the culture. Comprehensive airmanship training also includes classroom instruction. The classroom environment encourages interaction and the sharing of knowledge among the students. The classroom instructor can ensure that the students' questions and concerns are properly addressed.

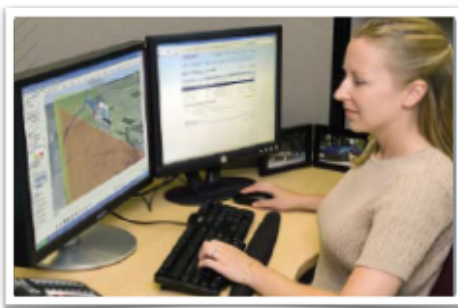


Learning To Fly The Airmanship 2.0 Way

The Airmanship 2.0 way of learning to fly also includes one-on-one ground training with a Flight Instructor before and after every simulator and flight lesson. The pre-lesson briefing ensures that the student is prepared for the lesson and the post-lesson debriefing provides immediate feedback to the student and allows him/her to clarify anything in the lesson that may not be clear.

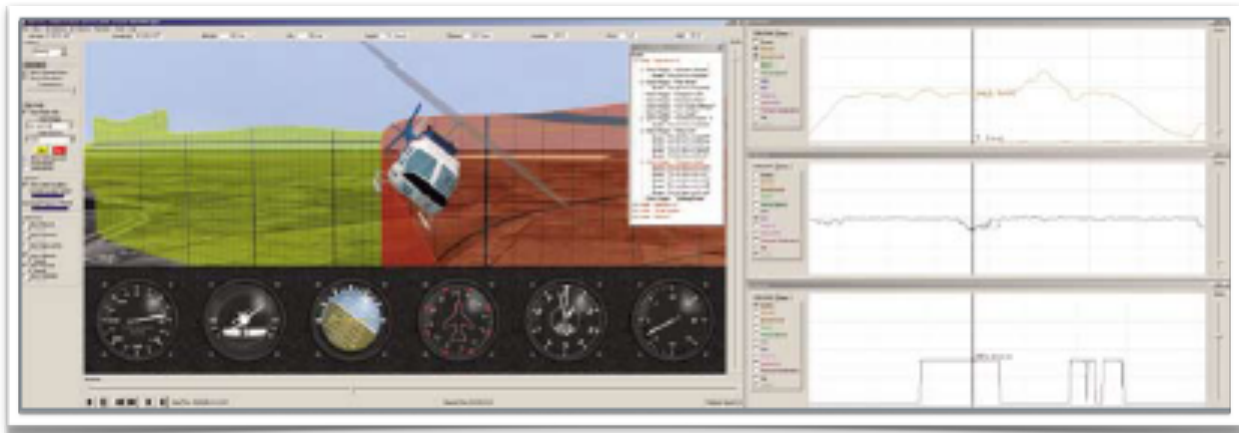


Comprehensive airmanship training is grounded in a scenario-based training system as opposed to Airmanship 1.0 training that relies primarily on the outmoded demonstrate-practice, maneuver-based training paradigm. In a scenario-based training system, students are taught in a realistic environment. The training is a purposeful, active process that is multifaceted. Learning comes as the result of experience rather than conditioning. The scenario-based training used in learning to fly the Airmanship 2.0 way complies with FAA/Industry Training Standards.



Airmanship 1.0 training rarely uses a flight-lesson recording-and-playback system. Comprehensive Airmanship 2.0 training always incorporates this type of system into its training programs. Every flight lesson is video recorded. All in-cockpit and external communications are also recorded and synchronized with the video recording. Aircraft parameters like position, altitude, heading, airspeed, attitude and accelerations are also recorded. After the flight lesson, the recordings are

uploaded to a server with flight-analysis software. The student and instructor can access the server through an Internet connection and look at the recording of the flight lesson in many different ways. This Airmanship 2.0 training tool greatly increases the effectiveness of your flight training thereby reducing the time it takes to learn to fly and the cost of flight training.



Learning To Fly The Airmanship 2.0 Way



And finally, Comprehensive Airmanship 2.0 training takes place in a high-performance safety culture. This culture is made up of safety-leadership, performance-management, safety-coaching and behavioral-safety elements. These same safety elements are included in the Airmanship 2.0 culture that the new airman is invited to join upon completion of his/her initial training.

YOUR NEXT STEP Have you decided yet that learning to fly the Airmanship 2.0 way is for you? If you have, the Center For Airmanship Excellence can help you to become fully qualified to take advantage of the many benefits Airmanship 2.0 offers. Go to www.airmanshipexcellence.org for more information on how to get started on your Personal Flying 2.0 experience.

If you haven't made up your mind yet and you need more information to make such a life-changing decision, the Center For Airmanship Excellence has a wealth of additional information available on its Website, or you can contact the Center at info@airmanshipexcellence.org. Just let us know how we can help you.