



## Center For Airmanship Excellence White Paper

### *Airmanship 2.0*



**INTRODUCTION** The Center For Airmanship excellence uses the term “Airmanship 2.0” as shorthand for how airman should now fly their aircraft in the personal flying 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. And, as a bonus, the practice of Airmanship 2.0 leads to airmanship excellence.

**AIRMANSHIP 1.0** It is much easier to understand Airmanship 2.0 if we first look at Airmanship 1.0. Airmanship 1.0 is what personal flyers are doing now. It can trace its roots to the ancient Greeks with their myths about flying (i.e., Daedalus and Icarus). Airmanship 1.0 began to be codified with the early aviation pioneers like the Wright Brothers. The barnstormers and airmail pilots of the early 1900s honed it with planning, discipline and risk assessment. However, it was during World War I and II that Airmanship 1.0 matured. By the end of World War II, it was well understood that discipline, skill, proficiency and knowledge yield situational awareness and good judgment.

In the early 1980s, airline and military pilots split off from the Airmanship 1.0 path and developed what we now call Airmanship 2.0. It is characterized by continuous, formal airmanship development supported by a safety culture and safety-management system. Unfortunately, personal flyers continued down the Airmanship 1.0 path to the present

day. This has resulted in a personal-flying culture wherein over 80% of all personal-flying accidents are caused by pilot error. In fact, the personal-flying accident rate is 34 times worse than that of the airline pilots who practice Airmanship 2.0. And the personal-flying accident rate has remained virtually unchanged for over 30 years despite intensive awareness-and-education campaigns. In addition, personal flyers are leaving the personal-flying community at an alarming rate. Those personal flyers that remain are flying less and new personal flyers are not joining the personal flying community. The Center For Airmanship Excellence believes that all of these negative outcomes are the result of the widespread practice of Airmanship 1.0 by personal flyers.

Airmanship 1.0 is characterized by:

- Flying less-than-modern aircraft.
- Using minimum government standards for airmanship qualification.
- Letting those qualifications deteriorate over time.
- Insufficient initial, recurrent and upgrade training.
- Thinking of an FAA-mandated flight review as recurrent training.
- Flying when not fully qualified to do so.
- Not using flight-risk-assessment tools.
- Making critical flight-related decisions alone.
- Not learning and using formal Aeronautical Decision Making skills and techniques.
- Flying aircraft without modern safety devices.
- Not fully participating in a formal aviation-safety culture.
- Not flying with a professional safety-management system.

In short, Airmanship 1.0 is not flying right.

**AIRMANSHIP 2.0** Airmanship 2.0 is a new paradigm in airmanship for personal flyers. It is not the way they are flying now. However, airline and military pilots have practiced it for over thirty years. Airmanship 2.0 for *personal flyers* is based on the tried-and-true principles of Airmanship 2.0 as practiced by airline and military pilots. Certain elements have been modified for use by personal flyers where necessary. Airmanship 2.0 for personal flyers has been designed to qualify them to operate in today's aviation environment, not the bygone aviation setting Airmanship 1.0 was designed to function in. Airmanship 2.0 asks the question, "If I don't fly right, should I fly at all?" It answers that question with a statement made by General Chuck Yeager, "If you're going to fly, do it right."

This new airmanship model also provides innovative ways for airmen to enjoy flying. Many current personal flyers have lost their zest for flying. This is often due to the increasing burdens placed on them by regulations and the necessity to manage a complex undertaking like personal flying. And if their personal-mobility needs are not great enough to generate a large requirement for personal flying, they are often at a loss for a good reason (in their minds) to go flying. Airmanship 2.0 supports personal flyers in ways that lessens the burdens of making sure all the requisite boxes are checked on the airman's personal list of things he must do if he wants to continue to fly. It also provides multiple motivations for airmen to fly.

For example, the **Airmanship Development Support Organization** (ADSO) that an Airmanship 2.0-practicing airman belongs to tracks all of the ancillary requirements the airman must adhere to (like periodic FAA medical examinations, training requirements and aircraft qualifications) and makes the arrangements that are necessary for the airman to stay in compliance with all the applicable rules and regulations.

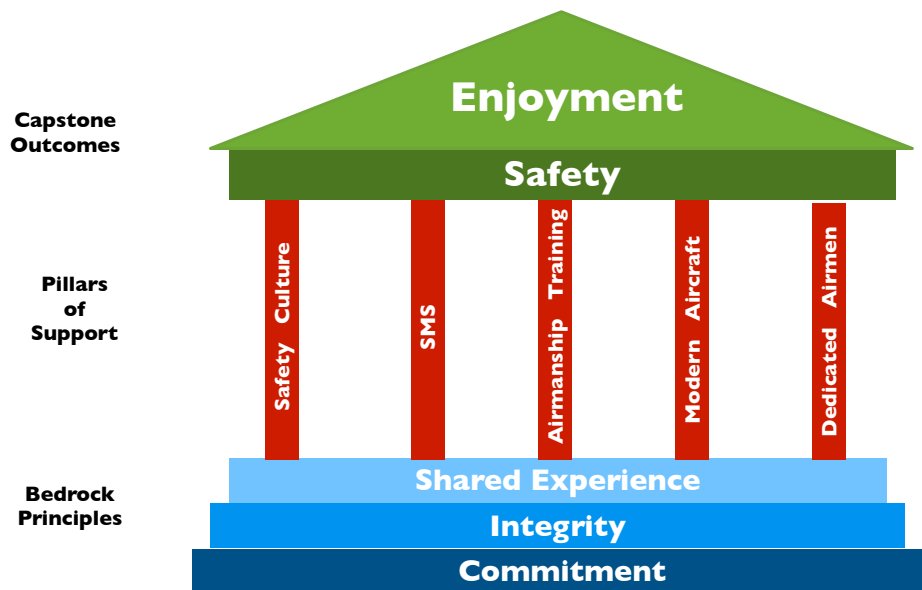
Also, an ADSO professional flight-planning team prepares a thoroughly researched flightplan for every flight the airman makes, thus reducing the preflight-preparation burden for the airman and increasing the quality of the flightplan. The ADSO also provides a professional ground-support team to assist its members with pre-flight and post-flight aircraft handling, preparation and securing. Every flight is monitored and supported by a team of professional flight dispatchers. You're never out there alone.

The **Personal Airmanship Development Plan** that every airman who practices Airmanship 2.0 maintains includes elements like **Airmanship Challenges** that motivate the airman to fly more often by providing exciting and airmanship-developing aeronautical challenges. Also, the practice of Airmanship 2.0 requires airmen to fly often enough to maintain the proficiency that is required for safe flying. The social aspects related to membership in an Airmanship 2.0 culture also significantly add to an airman's enjoyment of personal flying. And the rewards and recognition that are an integral part of the culture meaningfully enhance an airman's overall enjoyment of flying.

Airmanship 2.0 also notably increases the value you get for your flying dollar over that derived from Airmanship 1.0. The overall costs of practicing Airmanship 2.0 can be even lower than those incurred while practicing Airmanship 1.0. But even if they are higher in specific cases, the value received in terms of utility, enjoyment and safety are well worth it. Airmanship 2.0 continuously enhances your airmanship skills, knowledge and capabilities. Airmanship 1.0 does not. Airmanship 2.0 is a sure-fire way for you to become a safer, more-proficient aviator.

Airmanship 2.0 includes your formal flight-and-ground training, your informal airmanship training and your Personal Airmanship Development Plan. It also includes the types of aircraft you fly and the way that you fly them. For example, an airman who practices Airmanship 2.0 will always, when he is taking passengers along with him, select an aircraft that has all of the modern safety features that are appropriate to the flight (i.e., whole-aircraft parachute, air bags, glass cockpit, satellite phone). And the airman will fly that aircraft in compliance with the industry-best practices that have been adopted by his ADSO.

The below illustration is a model for Airmanship 2.0. The model is a flightplan for achieving and maintaining airmanship excellence. It consists of three Bedrock Principles (Commitment, Integrity and Shared Experience). Upon the three Bedrock Principles, five Pillars of Support (Airmanship 2.0 Culture, Safety Management System, Airmanship Training, Modern Aircraft and Dedicated Airmen) are erected. The Capstone Outcomes of Safety and Enjoyment sit atop the five Pillars of Support.



**Airmanship 2.0 Model**

“Commitment” is the first Bedrock Principle of the Airmanship 2.0 Model. If you are going to achieve airmanship excellence, you must first make a solid commitment to its pursuit. Your quest is not a short one. You will be on it for the rest of your flying life. The commitment can’t be weak or half-hearted. Without this serious commitment of your focus, time, effort and money, you have little-to-no chance of achieving and maintaining airmanship excellence.

The second Bedrock Principle, “Integrity”, must be an integral part of your pursuit of airmanship excellence. In the context of Airmanship 2.0, integrity means being honest and open and adhering consistently to the principles of Airmanship 2.0. It also means doing the right thing even when no one else will know whether or not you did it. Integrity means you can be relied upon to never distort information you are sharing with your team members and to not withhold information that may be of use to the team.

“Shared Experience” is the third Bedrock Principle. You cannot fully practice Airmanship 2.0 in isolation. You need to share the experience with your team and peers, and they need to share their experiences with you. This Bedrock Principle can’t be eliminated from your pursuit of airmanship excellence. You can’t achieve airmanship excellence all by yourself.

The first Pillar of Support, “Airmanship 2.0 Culture” is critical to a successful pursuit of airmanship excellence. The airmanship culture you belong to can either assist or hinder your pursuit of airmanship excellence.

“Safety Management System”, the second Pillar of Support, is needed to not only keep you safe when you fly, but also to help you to continuously improve your airmanship.

The third Pillar of Support, “Airmanship 2.0 Training”, incorporates leading-edge training systems, processes, procedures and tools to provide airmanship training that facilitates the pursuit of airmanship excellence and enhances the enjoyment the aviator gets out of the training.

“Modern Aircraft” is the fourth Pillar of Support. Modern aircraft have the improved safety features that make personal flying much safer and more efficient.

The fifth Pillar of Support, “Dedicated Airmen”, is important to your pursuit of airmanship excellence because, once again, you can’t pursue it alone. You need the positive and negative reinforcement that only fellow airmen



who are also dedicated to the pursuit of airmanship excellence can provide. These airmen must be dedicated to following the principles of Airmanship 2.0 and to freely sharing their experiences, knowledge and ideas with everyone in their ADSO.

The two Capstone Outcomes placed atop the five Pillars of Support in the Airmanship 2.0 Model are “Safety” and “Enjoyment”. These outcomes are what Airmanship 2.0 is designed to deliver. Airmanship 2.0 has proven that it can produce significant safety improvements for airmen who practice it (i.e., airlines and military). If you and your passengers can feel confident that your flying is as safe as possible, you and they will experience significantly increased enjoyment from the flight.

The Airmanship 2.0 Model is a flightplan for your pursuit of airmanship excellence. The directions for following that flightplan are: First, make a sincere commitment to the pursuit of airmanship excellence. Then practice Airmanship 2.0 with unwavering integrity. Share your airmanship experiences with your peers and support team. Always belong to an Airmanship 2.0 culture. Fully participate in an effective Safety Management System. Acquire and maintain your airmanship knowledge and skills through Airmanship 2.0 training programs and a Personal Airmanship Development Plan.

Whenever possible and/or appropriate, fly modern aircraft. Dedicate yourself to following the principles of Airmanship 2.0 and to freely sharing your experiences, knowledge and ideas with everyone in your Airmanship 2.0 culture. If you follow these directions, you will be assured that your flying is as safe as it can be and you will arrive at a true enjoyment of your flying experiences.

**SUMMARY** Airmanship 2.0 provides a clear flightplan for new and experienced aviators that will lead them to the desired goal of airmanship excellence. It continuously increases the utility of your flying. It keeps personal flying enjoyable and it is rewarding. Airmanship 2.0 increases your level of safety and continuously provides new flying challenges. The bottom line: Airmanship 2.0 is flying right.

**YOUR NEXT STEP** Have you decided yet that Airmanship 2.0 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 it offers. Go to [www.airmanshipexcellence.org](http://www.airmanshipexcellence.org) for more information on how to get started on your Airmanship 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](mailto:info@airmanshipexcellence.org). Just let us know how we can help you.