



Federal Aviation Administration

Avoid assessing only what is wrong, and also take inventory of what is right and what resources are available. A pilot must be able to work through emergency situations by thinking and acting purposefully. Learning how to think and act purposefully is best accomplished through repeated and controlled exposure to scenario-based training exercises.

### Simple Steps To Help You Improve Control During All Phases of Flight

- Keep your mental and physical skills sharp.
- Review and rehearse emergency procedures often.
- Participate in the FAA WINGS Pilot Proficiency Program.
- Treat your flight review as an opportunity to learn something new or to simulate accident scenarios and polish rusty skills.
- Consider enrolling in a spin, emergency maneuver, or upset prevention and recovery training course.



FAA Team resources: [FAASafety.gov/Standdown](http://FAASafety.gov/Standdown)

Help us improve future Safety Standdowns.

Send comments to:

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Participate in **WINGS** Program at

[www.FAASafety.gov](http://www.FAASafety.gov)

Your Aviation Safety Web Site

HQ-121557



# “Don’t Be Surprised— Be Prepared!”

## Help Improve Loss of Control-Inflight Accident Statistics

# Loss of Control-Inflight

## The Leading Cause of Fatal GA Accidents, 2001–2010

**300%** more LOC-inflight accident fatalities occur than second leading cause— controlled flight into terrain.

**40%** caused by LOC-inflight events.

**27%** occur during maneuvering phase of flight.

# 3 Ways To Improve LOC-Inflight Accident Statistics

The FAA Safety Team’s 3rd Annual Safety Standdown focuses on how pilots can avoid or recover from loss-of-control (LOC) situations. The Standdown is designed to help pilots of all experience levels discover ways to improve the safety of their flights. Listen and learn as pilots and safety experts share news about improving LOC-inflight accident statistics.

1. **Going beyond your preflight checklist.**
2. **Decisionmaking— Make yours better and faster.**
3. **Loss of control—How to recover.**

[www.FAASafety.gov](http://www.FAASafety.gov)

# Reduce LOC-Inflight Accidents With Time-Tested Techniques

Loss of control is the leading cause of general aviation (GA) fatalities. LOC-inflight fatal accidents occurred 3 times more often than the second most common cause—controlled flight into terrain. These accidents result from situations in which a pilot should have either maintained or regained control of an aircraft but did not.

LOC-inflight accidents do not occur evenly across all phases of flight. Most LOC-inflight fatal accidents occur during the maneuvering phase—about 26 times more often during this phase of flight than during emergency landing phases of flight.

This year's Safety Standdown helps you understand these LOC-inflight scenarios and safety statistics so you can avoid becoming a statistic.

## Advanced Preflight Checklist

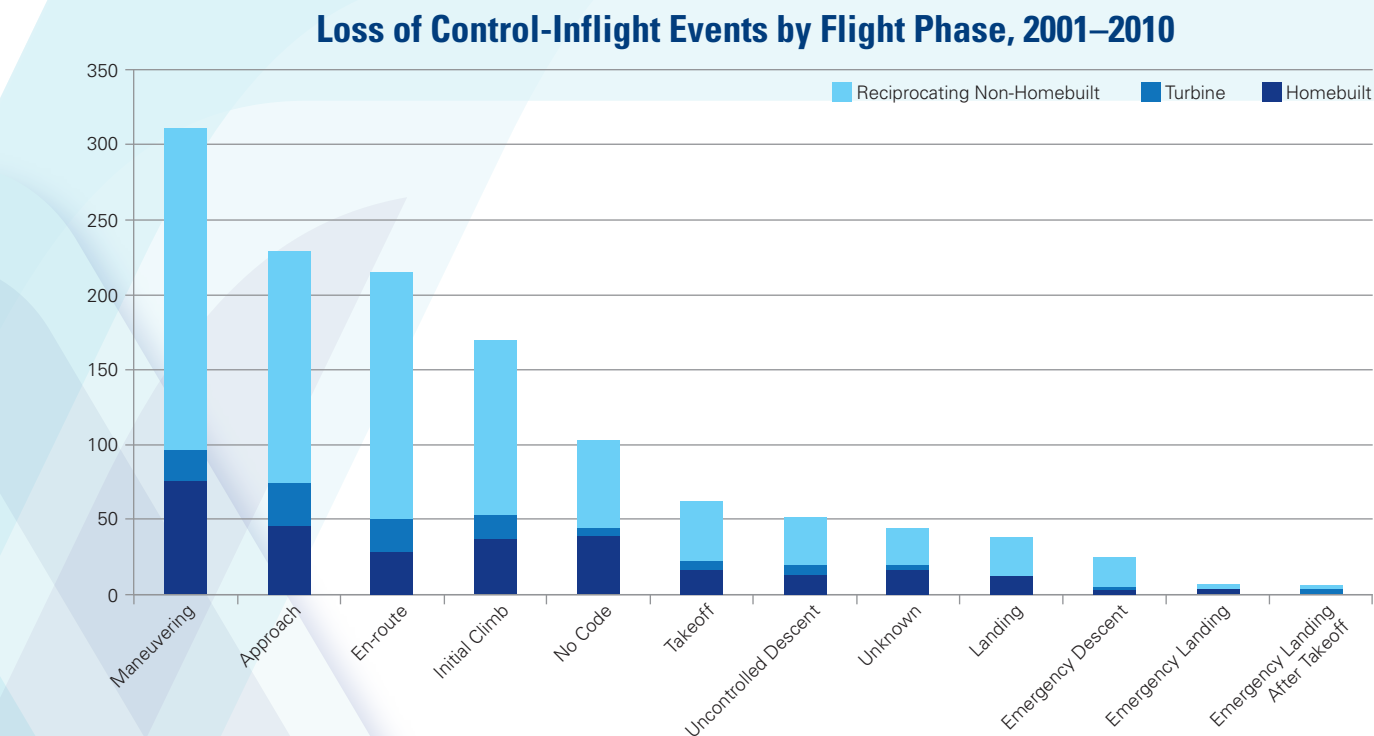
Your current preflight checklist may be missing critical items. A few tips from the FAA's Advanced Preflight Program can help you create an advanced preflight checklist.

- Be aware of safety-related data pertaining to your aircraft.
- Build relationships with maintenance technicians who maintain your aircraft.
- Become knowledgeable about your aircraft's maintenance history.

Get to know your aircraft and the person who inspects and maintains it. Both are critical components of an advanced preflight checklist.

## Simple Steps To Take Toward Developing an Advanced Preflight Checklist

The backbone of any good preflight inspection begins with knowledge—knowledge of your aircraft's history, its systems and components, and its propensity for possible failures or weak spots—the sometimes inconspicuous items not always covered in an Airworthiness Directive or Service Bulletin.



Do a quality records review. Include all available resources:

- Logbooks and records.
- Maintenance manuals.
- Airworthiness directives.
- Manufacturer's service letters and bulletins, as well as any repair and alteration history.
- If you are not the original owner, try to find out where your aircraft has been stored, what types of environments it has been exposed to, and what type of flying was done. Request a complete copy of records for your aircraft by going to <http://aircraft.faa.gov/e.gov/ND/>.

Learn how to apply these and other preflight checklist techniques by participating in the FAA's Advanced Preflight Program.

## Good Decisionmaking Helps Avoid LOC-Inflight Accidents

Pilots often miss, or even ignore, readily available clues that could prevent an LOC-inflight event. These clues may include icing conditions, flight control malfunctions, and wake turbulence. Ultimately, inattention to such clues can lead to inadvertent pilot-induced upsets.

## Simple Steps To Improve Decisionmaking

Human factors scientists continually study the pilot decisionmaking process. Try these practical and straightforward cognitive (thinking) techniques—perceive, process, perform (3 Ps). You can develop these techniques into solid mental habits that can help you pay closer attention and more accurately perceive information that could be a precursor to an LOC-inflight upset.

### → Perceive

To avoid or mitigate risk factors, consciously seek out the clues providing information about yourself and your surroundings. "What am I paying attention to? What am I thinking about? Is my focus where it should be at this point?" Consciously monitor the engine parameters to seek information on the status of your aircraft systems. Look outside for weather and traffic. These suggestions may sound simple enough, yet pilots often fail to perceive obvious clues.

### → Process

Mix the information you perceive with your aeronautical knowledge to become aware of risk factors. "How am I doing? How is the aircraft performing? Is the weather as expected? Is there anything that I need to do? Will my current situation change?"

### → Perform

Do what is necessary to mitigate any risk or decide not to take action.

Use the 3Ps to continually monitor yourself and your flight.

## Loss of Control—How To Recover

During 2001 through 2010, nearly 27 percent of all fatal LOC-inflight accidents occurred during the maneuvering flight phase. Some 41 percent of those fatal accidents ended with a stall/spin. These statistics do not include the near-accidents that are not reported.

Although many factors can drive an LOC-inflight event—inadequate preflight inspection, poor decisionmaking, faulty risk management, inexperience, complacency, distraction, or surprise—the final act in the accident sequence usually comes down to a misapplication of the controls by the pilot.

During any unexpected or unusual event, fly the airplane—no matter what. This fly-the-airplane-first priority starts by maintaining control over yourself and immediately regaining control of the aircraft; or, if control has not been lost, by not taking subsequent actions that could cause an LOC-inflight event.