FAASTeam presents:

The Spirit of Aviation Week - Pilot Proficiency Center tech talks
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All Spirit of Aviation Week Pilot Proficiency Center tech talks will be eligible for FAA WINGS pilot proficiency program credit just for participating. Once you register and attend one of the presentations, you will receive your WINGS credit automatically.

Please visit our Pilot Proficiency during the EAA Spirit of Aviation Week page for more information about this event.

Please visit (click) individual seminars below to register and see more details about each lecture.

Event Details
Tue, Jul 21, 2020 - 12:00 CDT
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Foreign, FN 00000

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**Directions:** Tuesday, July 21st:
Climb Performance & Factors that Affect Your Climb - by the Boldmethod - What factors affect your climb performance? In this presentation, we'll discuss what makes you climb, and how you can improve your climb performance in different scenarios.

VFR to IMC: What Your CFI Didn't Tell You - by Chris Johnson - VFR into IMC: What your CFI did not tell you...Probably because he or she does not know about the systemic flaws that reside deeply within general aviation flight training. This talk will show empirical research data that illustrates a knowledge gap that exists because private pilots are trained in a "nanny state." Have you ever wondered why the FAA gives private pilots a license to fly in weather they have never experienced, such as marginal VFR and real IMC (not under a hood and blue skies)? We all know it happens, so come to learn about how that compromises systemic safety, creating a deep need for re-imagined, simulation-based training methods to fill the gap.

Briefing and Flying an Instrument Approach - by the Boldmethod - What's the right way to brief an approach? Which items should you include, and how much time should you spend on your briefing? In this presentation, we'll discuss how to effectively brief and fly an instrument approach.

Distracted Pilot - by Tom Letts - All pilots we get distracted all the time. You may be surprised, how simple things we do outside the cockpit, cause distractions in the cockpit. We will look at Aeronautical Decision Making and how it plays a role in distractions. We also will look at distractions in three Categories, Visual, Manual, Cognitive. We will give you suggestions to help you navigate these distractions to help you with better situational awareness of your surrounding both inside and outside the plane.

ATC and You: Communicating with Confidence and Clarity - by NATCA - Communicating with air traffic controllers can be
intimidating if you don’t know the language. Instead of avoiding it, pilots can learn what they need to know to fly safely and efficiently in controlled airspace. This class will give participants the knowledge and insight they need to do just that.

Wednesday, July 22nd:
Common Landing Errors, And How To Fix Them - by the Boldmethod- What are the most common landing errors, and how can you fix them? In this presentation, we'll discuss 3 of the most common landing errors, as well as how to quickly correct all three errors.
Preparing For The Unexpected: Do The Right Thing! - by Doug Stewart - All too often, pilots will act impulsively when faced with an unexpected event, and sometimes their "startle response" will weld the final link in the chain leading to an accident that sadly is fatal. Doug will present a variety of scenarios to help you prepare for that unexpected event, and offer vital suggestions to aid you in Doing The Right Thing when the unexpected does happen to you.
Loss of Control - by Tom Letts - We know that Loss of Control is still the number one item on the ten most wanted list by the General Aviation Joint Steering Committee. Let us learn from other's mistakes on what not to do while flying. We will dissect a few cases that we could find ourselves in to see what happened. We will look at recommendations on how to recognize a loss of control situation and ways to avoid/resolve them while maintaining control of the aircraft.
How To Fly A Forward Slip To A Landing - by the Boldmethod- When should you use a forward slip to a landing? Is it safe to fly? In this presentation, we'll discuss when to use a forward slip, how to fly it, and the safety aspects you should consider when you fly one.
ATC and You: Don’t Let that Cloud Fool You - by NATCA - Who has a more accurate weather picture, ATC, or Pilots?
Both have pieces to the weather puzzle, but both have their limitations. This class will discuss what pilots can expect from ATC and how controllers can help pilots avoid inclement weather. Come and learn how.

Thursday, July 23rd:
Mental Math for Pilots - by the Boldmethod - How can you use mental math to make flying easier? Whether you fly a piston or a jet, we have tips for you.
Breaking Up (With Old Habits) is Hard to Do - by Karen Kalishek - This presentation will challenge participants to form new safety-enhancing habits. Karen Kalishek will present a series of safety habits that can easily be incorporated into every flight. Pilots will learn techniques to utilize before every flight, before every takeoff, during flight, and prior to landing.
Weather 101 (aka "Weather for Dummies.") - by Radek Wyrzykowski (EAA) - "Uneven heating of the earth" – what does it all mean? As the weather and climate change, it is a great time to focus on how that affects our flying. To that end, Radek is presenting Weather 101 (aka "Weather for Dummies.") He breaks down complex concepts in simple terms you can understand without a degree in meteorology.
What you will learn, you will be able to apply for practical purposes in your aviation activities.
Creating a Personal Proficiency Plan - by Josh Harnagel - Proficiency isn’t built in a single Flight Review; it takes careful goal setting and a considered approach to reach and maintain real proficiency. That's why the FAA recommends every pilot develop and follow a Personal Proficiency Plan, but how many actually do it? In this TechTalk, we’ll cover the FAA guidance and industry best practices. Then, we’ll build an example Proficiency Plan and discuss tips to keep it interesting.
ATC and You: VFR Services We Provide - by NATCA - There are many options available to IFR and VFR pilots that will help
them get all the services ATC can provide. Participants will learn the reasons it is a good idea to request VFR Flight Following, how to request it, and what to expect. Special VFR can make all the difference to VFR pilots in weather difficulty, but would you know how and when to use it? VFR On-Top procedures can help pilots on an IFR flight plan, but how do you request it? Attendees to this class will understand how to use these tools, including the proper phraseology, to help make the most of operating in the National Airspace System.

Friday, July 24th:
Engine Failure After Takeoff - by Russ Still - After takeoff power is first applied, pilots enter a 3-minute period of significantly increased risk. Over 20% of general aviation accidents occur in this short period. The best mitigation is to recognize the four phases of the takeoff profile and take action to reduce pilot exposure. Train and be ready for an “Engine Failure After Takeoff.”
The Art of Flying IFR: Situational Awareness - by Doug Stewart - It is critically important for an instrument pilot to stay ahead of the airplane at all times. It requires awareness of a large variety of elements that go beyond just knowing where one is and what is next. In this seminar, Master CFI and DPE Doug Stewart will discuss how he employs many different elements of situational awareness (SA) to drive his IFR best practices. Although this presentation focuses on instrument flying, there is much that the VFR pilot can learn from it.
The Art of Flying IFR: Communicating Command - by Doug Stewart - Many instrument pilots relinquish their pilot-in-command authority through the use of improper phraseology. Doug will discuss not only the "how" of maintaining command through standard phraseology but, more importantly, the reasons "why" communicating properly will reinforce a positive interaction between the pilot and Air Traffic Control. Although this presentation focuses on instrument flying, there
is much that the VFR pilot can learn from it.
Sharpening your skills with CloudAhoy - by Ty Shuff - If you are an experienced pilot flying by yourself most of the time - data-driven debrief is a powerful tool to get objective feedback so that you can become a better pilot on your own scale. For training, the data-driven debrief is an effective way to reflect and prepare for the next lesson. This interactive session will demonstrate how to use CloudAhoy to debrief your flights and sharpen piloting skills.
ATC and You: The Differences Between VFR and IFR Services - by NATCA - The services ATC provides can vary dramatically if you are IFR or VFR. What are the benefits to you and what can you expect? Participants will also learn why it may be a good idea to request flight following, what they can expect, and how to request it.

Saturday, July 25th:
The Way We Teach Stalls and Spins  - by Doug Stewart - Many Loss of Control Accidents are a result of pilots failing to recognize an impending stall and failing to recover when a stall does occur. In this seminar, Doug will take a look at the way many pilots have learned about stalls and recoveries. He will present some suggestions on how to gain a better understanding of when a pilot might experience an inadvertent stall and how to recover when this does happen. He will also discuss recovering from spins and spiral dives and the differences between the two.
Fun Facts about the FAR’s - by Tom Letts- Did you know that regulations were not written to make a pilot's life miserable? Rules are designed to help protect the pilot. That's right, and we will look as some of the most common regulations and see how they genuinely do protect us. We will look at a few cases that emphasize why we have regulations. We as well will take an in-depth look at some of the rules that pilots misinterpret, like logging PIC in a single-engine General Aviation aircraft.
Departure Alphabet Soup - by Karen Kalishek - You are departing into the soup from an unfamiliar airport. Does it have a DVA, a DP, an ODP, or a VCOA? What are these, where do they come from, who chooses which apply to your departure, and are there alternatives? Learn about departure procedure requirements, how they are designed, and your options. Understanding these factors and other considerations relating to departures in IMC can help to keep you and your passengers safe when the ceilings are low and the terrain is high.

Distractions in the cockpit in Technically Advanced Aircraft (TAA) - by Amy Laboda - We will discuss a transition to digital flight instrumentation and satellite navigation, and how a TAA connected cockpit can cause as many problems as it solves. Pilots are vulnerable to "head's down" syndrome when facing so many brightly colored screens containing so much information. Learn how to program on the ground, fly first, reprogram second, and be ready to go back to old school flying at any time.

ATC and You: Don’t Let that Airport Mislead You - by NATCA - The FAA identifies errors involving runways as one of the “Top 5” safety issues in the aviation system. This is due to the potential for catastrophe, and the frequency with which it happens. These incidents involve everyone from Student Pilots to Airline Transport Pilots. Participants in this class will learn then specifics behind the statistics and methods to avoid becoming one of them.
A message from the National FAASTeam Manager

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The FAA Safety Team (FAASTeam) is committed to providing equal access to this meeting/event for all participants. If you need alternative formats or services because of a disability, please communicate your request as soon as possible with the person in the “Contact Information” area of the meeting/event notice. Note that two weeks is usually required to arrange services.