GENERAL INFORMATION

ACCIDENT CAUSE FACTORS

- The 10 most frequent cause factors for general aviation accidents that involve the pilot-in-command are:

  1. Inadequate preflight preparation and/or planning
  2. Failure to obtain and/or maintain flying speed
  3. Failure to maintain direction control
  4. Improper level off
  5. Failure to see and avoid objects or obstructions
  6. Mismanagement of fuel
  7. Improper in-flight decisions or planning
  8. Misjudgment of distance and speed
  9. Selection of unsuitable terrain
  10. Improper operation of flight controls

REFERENCES

- FAR/AIM, AIM 7-5-1 - Accident Cause Factors
GENERAL INFORMATION

PROBLEM SOLVING FLOWSHEET

DOES THE DAMN THING WORK

- YES
  - DON'T FUCK WITH IT
    - NO
    - DOES ANYONE KNOW?
      - NO
      - HIDE IT
      - CAN YOU BLAME SOMEONE ELSE?
        - NO
        - YOU POOR BASTARD
          - YES
          - WILL YOU CATCH HELL?
            - NO
            - SHIT-CAN IT
          - NO
          - NO PROBLEM
        - YES
      - YOU DUMB SHIT
        - YES
        - DID YOU FUCK WITH IT?
          - NO
          - NO
        - NO
    - YES
      - YOU POOR BASTARD
        - YES
        - WILL YOU CATCH HELL?
          - NO
          - NO
    - NO
  - NO
- NO

Thomas Jørgensen
Updated 23.08.2005
BASIC FLYING RULES

1. Try to stay in the middle of the air.

2. Do not go near the edges of it.

3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees, and interstellar space. It is much more difficult to fly there.

Source: http://safecopter.arc.nasa.gov/
Got nothing to be thankful for...? CHECK YOUR PULSE!
HELIICOPTERS ARE DIFFERENT FROM PLANES

A. AIRPLANE

B. HELICOPTER

AN AIRPLANE (A), BY ITS NATURE WANTS TO FLY, AND IF NOT INTERFERED WITH TOO STRONGLY BY UNUSUAL EVENTS OR BY A DELIBERATELY INCOMPETENT PILOT, IT WILL FLY.

A HELICOPTER (B) DOES NOT WANT TO FLY

IT IS MAINTAINED IN THE AIR BY A VARIETY OF FORCES AND CONTROLS WORKING IN OPPOSITION TO EACH OTHER; AND IF THERE IS ANY DISTURBANCE IN THE DELICATE BALANCE, THE HELICOPTER STOPS FLYING IMMEDIATELY AND DISASTROUSLY. THERE IS NO SUCH THING AS A GLIDING HELICOPTER.

AIRPLANE PILOT

HELIICOPTER PILOT

THIS IS WHY BEING A HELICOPTER PILOT IS SO DIFFERENT FROM BEING AN AIRPLANE PILOT, AND WHY, IN GENERAL, AIRPLANE PILOTS ARE OPEN, CLEAR-EYED, BUOYANT EXTRAVERTS, AND HELICOPTER PILOTS ARE BROODERS, INTROSPECTIVE ANTICIPATORS OF TROUBLE. THEY KNOW IF ANYTHING BAD HAS NOT HAPPENED IT IS ABOUT TO

GREAT WORK—THOMAS J. J. (SOURCE: A HELICOPTER PILOT)
Helicopter Pilots Are Different

"The thing is, helicopters are different from planes. An airplane by its nature wants to fly, and if not interfered with too strongly by unusual events or by a deliberately incompetent pilot, it will fly. A helicopter does not want to fly. It is maintained in the air by a variety of forces and controls working in opposition to each other, and if there is any disturbance in this delicate balance the helicopter stops flying, immediately and disastrously."

"There is no such thing as a gliding helicopter.

"This is why being a helicopter pilot is so different from being an airplane pilot, and why, in general, airplane pilots are open, clear-eyed, buoyant extroverts, and helicopter pilots are brooders, introspective anticipators of trouble. They know if something bad has not happened, it is about to."

—Harry Reasoner

July 1977