

~~Hazardous Attitudes~~

Can cost you your life

The periodic use of this workbook can help you identify and correct the hazardous attitude tendencies that may exist in you

This booklet contains hazardous attitude examples for helicopter pilots

HAZARDOUS ATTITUDES

FACTORS AFFECTING DECISION MAKING

The exercises contained herein are drawn from the FAA book entitled *Aeronautical Decision Making for Student and Private Pilots*. They provide an attitude inventory, followed by scenarios, which allow you to identify the most likely actions of a person who is using a particular hazardous thought pattern. Instructions for each area precede the appropriate exercises.

ATTITUDE INVENTORY

This assessment asks you to decide why you, as a pilot, might have made certain decisions. Ten situations are presented each involving a flight decision. After each situation, you will find a list of five possible reasons for a decision. No “correct” answer is provided for any of the situations. You may indeed be correct in believing that a safe pilot would not choose any of the five alternatives. Be assured that most people know better than to act as described in the situations. Just recognize that the inventory presents extreme cases of incorrect pilot decision making to help introduce you to the five special types of hazardous attitudes. Use the following instructions:

1. Use the accompanying Attitude Inventory Answer Sheet
2. Read over each of the situations and the five choices. Decide which one is *the most likely reason* why you might make the choice that is described. Place a numeral 5 in the space provided on the answer sheet.
3. Continue by placing a numeral 4 by the next most probable reason, and so on, until you have filled in all five blanks with ratings of 5, 4, 3, 2, and 1.
4. Do all 10 situations and *fill in each blank*, even though you may disagree with the choices listed. Remember; there are no correct answers.

EXAMPLE:

- a. 1 (your least likely response)
- b. 3
- c. 5 (your most likely response)
- d. 2
- e. 4

ATTITUDE INVENTORY ANSWER SHEET

Situation 1

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____

Situation 2

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____

Situation 3

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____

Situation 4

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____

Situation 5

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____

Situation 6

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____

Situation 7

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____

Situation 8

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____

Situation 9

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____

Situation 10

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____

SITUATION 1

You are on a flight to an unfamiliar, rural location to pick up a sick, but not critically ill patient. Flight service states that VFR flight is not recommended, since heavy coastal fog is forecast to move into the destination area about the time you expect to land. You first consider returning to your home base where visibility is still good, but decide instead to continue as planned and land safely after some problems. Why did you reach this decision?

- a. You hate to admit that you cannot complete your original flight plan.
- b. You resent the suggestion by flight service that you should change your mind.
- c. You feel sure that things will turn out safely, that there is no danger.
- d. You reason that since your actions would make no real difference, you might as well continue.
- e. You feel the need to decide quickly, so you take the simplest alternative.

SITUATION 2

While hover taxiing to the takeoff area, you notice a small amount of feedback through the anti-torque pedals. Once airborne, you begin to feel a high frequency vibration. You are sufficiently concerned about the problem to radio for information. An experienced pilot who is a passenger recommends that you abandon the flight and return to your departure airport. You choose to continue the flight and experience no further difficulties. Why did you continue?

- a. You feel that suggestions made in this type of situation are usually overly cautious.
- b. You have felt these vibrations before and nothing happened.
- c. You figure that if the tail rotor system is going to fail, it's going to fail and there's not much you can do so you might as well continue to your destination.
- d. You immediately decide that you want to continue.
- e. You are sure that if anyone can handle the problem, you can.

SITUATION 3

Your regular helicopter has been grounded because of a mechanical problem. You are scheduled in another helicopter and discover it is a model you are not familiar with. After your preflight, you decide to take off on your business trip as planned. What was your reasoning?

- a. You feel that a difficult situation will not arise, so there is no reason not to go.
- b. You tell yourself that if there were any danger, you would not have been offered the helicopter.
- c. You are in a hurry and do not want to take the time to think of alternate choices.
- d. You do not want to admit that you may have trouble flying an unfamiliar helicopter.
- e. You are convinced that your flight instructor was much too conservative and pessimistic when he cautioned you to be thoroughly checked out in an unfamiliar aircraft.

SITUATION 4

You were briefed about possible icing conditions, but did not think there would be any problem, since your departure airport temperature was 60°F (15°C). As you near your destination, you encounter freezing precipitation, which clings to your helicopter. Your passenger, who is a more experienced pilot, begins to panic. You consider executing an approach to the nearest suitable landing area, but continue instead. Why didn't you land as soon as practicable?

- a. You feel that having come this far, things are out of your hands.
- b. The panic of the passenger makes you “commit yourself” without thinking the situation over.
- c. You do not want the passenger to think you are afraid.
- d. You are determined not to let the passenger think he can influence what you do.
- e. You do not believe that the icing could cause your helicopter to crash in these circumstances.

SITUATION 5

You do not bother to check weather conditions at your destination. Enroute, you encounter headwinds. Your fuel supply is adequate to reach your destination, but there is almost no reserve for emergencies. You continue the flight and land with a nearly dry tank. What most influenced you to do this?

- a. Being unhappy with the pressure of having to choose what to do, you make a snap decision.
- b. You do not want your friends to hear that you had to divert to another location.
- c. You feel that flight manuals always understate the safety margin in fuel tank capacity.
- d. You believe that all things usually turn out well, and this will be no exception, besides if you run out of fuel, you’ll just autorotate to the ground.
- e. You reason that the situation has already been determined, because the destination is closer than any other airport.

SITUATION 6

You are 40 minutes late for a trip in a small helicopter and, since the aircraft handled well on the previous day’s flight, you decide to skip most of the preflight check. What led you to this decision?

- a. You simply take the first approach to making up time that comes to mind.
- b. You feel that your reputation for being on time demands that you cut corners when necessary.
- c. You believe that some of the preflight inspection is just a waste of time.
- d. You see no reason to think that something unfortunate will happen during this flight.
- e. If any problems develop, the responsibility would not be yours. It is the maintenance of the helicopter that really makes a difference.

SITUATION 7

You are to fly a helicopter, which you know is old and has been poorly maintained. A higher than normal r.p.m. drop on the magneto check is indicated, and you suspect the spark plugs. Your friend, who is traveling as a passenger, does not want to be delayed. After five minutes of debate, you agree to make the trip. Why did you permit yourself to be persuaded?

- a. You feel that you must always prove your ability as a pilot, even under less than ideal circumstances.
- b. You believe the regulations over stress safety in this kind of situation.
- c. You think that the spark plugs will certainly last for one more flight.
- d. You feel that your opinion may be wrong, since your friend is willing to take the risk.
- e. The thought of changing arrangements is too annoying, so you jump at the suggestion of the passenger.

SITUATION 8

You are flying to your friend's property. On final approach, you notice that the landing area is less than desirable. You consider going to an area further away, but your friend suggests landing anyway, since the landing area "will do." You land in tall grass coming within inches of a large stump. Why did you agree to land?

- a. You have never had an accident, so you feel that nothing will happen this time.
- b. You are pleased to have someone else help with the decision and decide your friend is right.
- c. You do not have much time, so you just go ahead and act on your friend's suggestion.
- d. You want to show your friend that you can land a helicopter anywhere.
- e. You feel that the regulations making the pilot responsible for the safe operation of the aircraft do not apply here, since your friend owns the land.

SITUATION 9

You have just completed your low reconnaissance and begin a normal approach to a landing area. As you intercept the approach angle, you see that the wind has changed, blowing from about 090° right of the nose. You continue the approach without making any sort of wind correction. What was your reasoning?

- a. You believe you are a really good pilot who can safely land no matter what wind conditions exist.
- b. You believe your flight instructor was overly cautious when insisting that a pilot must go around rather than continue an approach during unfavorable wind conditions.
- c. You know there would be no danger in continuing the approach because you do things like this all the time.
- d. You know landing into the wind is best, but obstacles made it impracticable to modify the approach while on short final.
- e. The unexpected wind change is a bad break, but you figure the wind speed is not strong enough to cause a problem.

SITUATION 10

You have flown to your destination only in daylight and believe that you know it well. You learn that your helicopter needs minor repair, which will delay your arrival until well after dark. Although a good portion of the flight is after dark, you feel that you should be able to recognize some of the lighted landmarks. Why did you decide to make the flight?

- a. You believe that when your time comes you cannot escape, and until that time there is no need to worry.
- b. You do not want to wait to study other options, so you carry out your first plan.
- c. You feel that if anyone can handle this problem, you can do it.
- d. You believe that the repair is not necessary. You decide you will not let recommended, but minor maintenance stop you from getting to your destination.
- e. You simply do not believe that you could get off course despite your unfamiliarity with ground references at night.

SCORING INSTRUCTIONS FOR ATTITUDE INVENTORY

Now that you have completed taking the inventory, the next step is to score it to determine your hazardous attitude profile. You will need to use your answer sheet, as well as the scoring keys, inventory totals form, and profile graph found later in this section.

1. Place the left side of the answer sheet on top of the first scoring key (Anti-Authority) so that it is lined up with the scoring key blanks for situations 1 through 5. Add the numbers written on your answer sheet which appear next to the “x’s” on the scoring key. Keep these totals on a separate piece of paper.
2. When you have done this for situations 1 through 5, move the answer sheet so that its right edge now lines up with the blanks for situations 6 through 10. Add the numbers next to the “x’s” for situations 6 through 10 to the first total, which you recorded on a separate piece of paper.
3. Write this sum on the appropriate line of the Attitude Inventory Form.
4. Repeat this procedure for all five scoring keys.
5. Enter the totals on the Hazardous Attitude Profile Graph

See the following example for the use of the scoring key.

EXAMPLE OF SCORING KEY USE

Scoring Key for Anti-Authority Situation 1

a. _____
b. x
c. _____
d. _____
e. _____

Situation 2

a. _____
b. _____
c. _____
d. x
e. _____

Answer Sheet: Situation 1

a. 4
b. 3
c. 1
d. 5
e. 2

Situation 2

a. 3
b. 2
c. 5
d. 1
e. 4

3 (number next to “x” on scoring key at 1-b)
+ 1 (number next to “x” on scoring key at 2-d)
= 4 sub-total for situations 1 and 2
= ... (numbers next to “x’s” for situations 3 through 10)

Continue until you have a total for all 10 numbers next to the “x’s.” Transfer this total to the “Anti-Authority” blank at the top of the Attitude Inventory Totals Form.

**Scoring Key For
ANTI-AUTHORITY**

Situation 1

- a. _____
- b. x
- c. _____
- d. _____
- e. _____

Situation 2

- a. x
- b. _____
- c. _____
- d. _____
- e. _____

Situation 3

- a. _____
- b. _____
- c. _____
- d. _____
- e. x

Situation 4

- a. _____
- b. _____
- c. _____
- d. x
- e. _____

Situation 5

- a. _____
- b. _____
- c. x
- d. _____
- e. _____

Situation 6

- a. _____
- b. _____
- c. x
- d. _____
- e. _____

Situation 7

- a. _____
- b. x
- c. _____
- d. _____
- e. _____

Situation 8

- a. _____
- b. _____
- c. _____
- d. _____
- e. x

Situation 9

- a. _____
- b. x
- c. _____
- d. _____
- e. _____

Situation 10

- a. _____
- b. _____
- c. _____
- d. x
- e. _____

**Scoring Key For
IMPULSIVITY**

Situation 1

- a. _____
- b. _____
- c. _____
- d. _____
- e. x

Situation 2

- a. _____
- b. _____
- c. _____
- d. x
- e. _____

Situation 3

- a. _____
- b. _____
- c. x
- d. _____
- e. _____

Situation 4

- a. _____
- b. x
- c. _____
- d. _____
- e. _____

Situation 5

- a. x
- b. _____
- c. _____
- d. _____
- e. _____

Situation 6

- a. x
- b. _____
- c. _____
- d. _____
- e. _____

Situation 7

- a. _____
- b. _____
- c. _____
- d. _____
- e. x

Situation 8

- a. _____
- b. _____
- c. x
- d. _____
- e. _____

Situation 9

- a. _____
- b. _____
- c. _____
- d. x
- e. _____

Situation 10

- a. _____
- b. x
- c. _____
- d. _____
- e. _____

**Scoring Key For
INVULNERABILITY**

Situation 1

- a. _____
- b. _____
- c. x
- d. _____
- e. _____

Situation 2

- a. _____
- b. x
- c. _____
- d. _____
- e. _____

Situation 3

- a. x
- b. _____
- c. _____
- d. _____
- e. _____

Situation 4

- a. _____
- b. _____
- c. _____
- d. _____
- e. x

Situation 5

- a. _____
- b. _____
- c. _____
- d. x
- e. _____

Situation 6

- a. _____
- b. _____
- c. _____
- d. x
- e. _____

Situation 7

- a. _____
- b. _____
- c. x
- d. _____
- e. _____

Situation 8

- a. x
- b. _____
- c. _____
- d. _____
- e. _____

Situation 9

- a. _____
- b. _____
- c. x
- d. _____
- e. _____

Situation 10

- a. _____
- b. _____
- c. _____
- d. _____
- e. x

**Scoring Key For
MACHO**

Situation 1

- a. x
- b. _____
- c. _____
- d. _____
- e. _____

Situation 2

- a. _____
- b. _____
- c. _____
- d. _____
- e. x

Situation 3

- a. _____
- b. _____
- c. _____
- d. x
- e. _____

Situation 4

- a. _____
- b. _____
- c. x
- d. _____
- e. _____

Situation 5

- a. _____
- b. x
- c. _____
- d. _____
- e. _____

Situation 6

- a. _____
- b. x
- c. _____
- d. _____
- e. _____

Situation 7

- a. x
- b. _____
- c. _____
- d. _____
- e. _____

Situation 8

- a. _____
- b. _____
- c. _____
- d. x
- e. _____

Situation 9

- a. x
- b. _____
- c. _____
- d. _____
- e. _____

Situation 10

- a. _____
- b. _____
- c. x
- d. _____
- e. _____

**Scoring Key For
RESIGNATION**

Situation 1

- a. _____
- b. _____
- c. _____
- d. x
- e. _____

Situation 6

- a. _____
- b. _____
- c. _____
- d. _____
- e. x

Situation 2

- a. _____
- b. _____
- c. x
- d. _____
- e. _____

Situation 7

- a. _____
- b. _____
- c. _____
- d. x
- e. _____

Situation 3

- a. _____
- b. x
- c. _____
- d. _____
- e. _____

Situation 8

- a. _____
- b. x
- c. _____
- d. _____
- e. _____

Situation 4

- a. x
- b. _____
- c. _____
- d. _____
- e. _____

Situation 9

- a. _____
- b. _____
- c. _____
- d. _____
- e. x

Situation 5

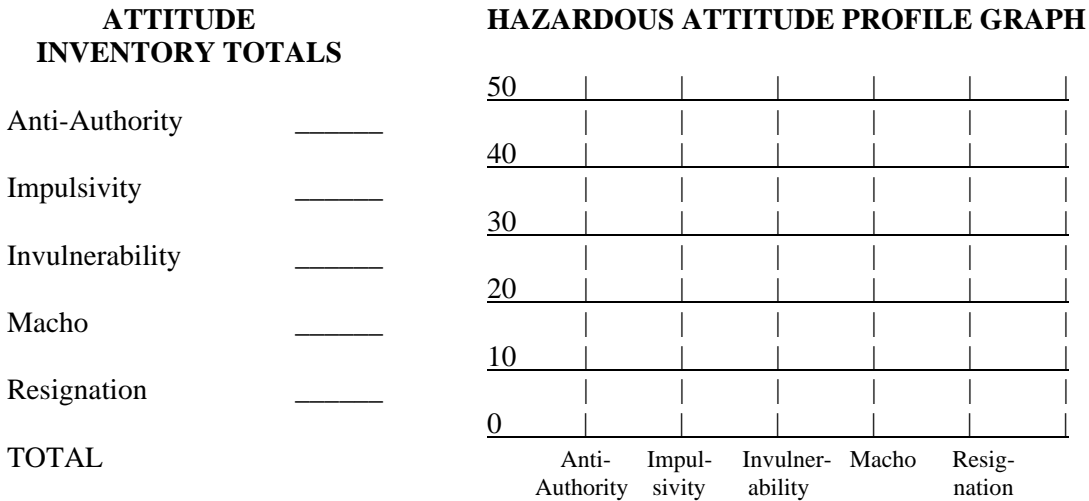
- a. _____
- b. _____
- c. _____
- d. _____
- e. x

Situation 10

- a. x
- b. _____
- c. _____
- d. _____
- e. _____

PROFILE GRAPH

Enter the raw scores obtained from each scoring key in the correct blank space on the Attitude inventory Totals Form. The sum of the five scores should equal 150. If it does not, go back and check your work. Next, look at the Hazardous Attitude Profile Graph. Notice that there are five columns, one for each of the raw scores. Place a mark on each line at the height that matches your score. Now, draw lines connecting the five marks.



PROFILE EXPLANATION

You now have a profile graph which indicates the comparative strength of each of the five hazardous attitudes for you. The higher the relative number, the greater the likelihood that you will respond with that hazardous attitude. Keep the results in mind as you read further.

If you have not already done so, look back at your profile to see which hazardous attitudes most often matched your own thinking when you answered the questions. This shows which patterns you tend to use when your judgement becomes influenced by hazardous thinking. The inventory does not show that you are bound to act in the manner of one or more of the hazardous thoughts,. Having thoughts similar to the ones described is common and normal. But as you progress in your flight training, you will find yourself thinking fewer and fewer hazardous thoughts as you become able to identify and counteract them. The important thing to learn is to balance all your thoughts against possible outcomes so that you act only in a safe manner.

A critical part of your training, then, is learning to examine your own thinking and control hazardous attitudes. Whether you now engage in one or more of these thought patterns often or only rarely, learning to control them will be worthwhile; you will become a safer pilot the less often you act upon a hazardous thought. When you work on all five attitudes in the next section, pay particular attention to the ones on which you scored the highest.

IDENTIFYING HAZARDOUS THOUGHT PATTERNS

This portion is designed to help you identify and understand the five hazardous attitudes and to see how they can influence your reactions. As you recall, these attitudes are: anti-authority, impulsivity, invulnerability, macho, and resignation.

Following these instructions, you will find another series of situations. At the end of each situation, you will be asked to select an alternative which best illustrates the reactions of a pilot who is thinking a particular hazardous attitude. After you select what you feel is the best alternative, look immediately at the following response list for the proper response. This will tell you if your answer is correct or incorrect. If you answered correctly, go on to the next situation. If you answered incorrectly, you will be told why. Then, go back to the situation and select another alternative. Keep selecting alternatives until you select the correct one.

SAMPLE SITUATION

You arrive at the airport late, and decide to take off without cleaning the canopy. On final approach, you are barely able to see the landing area, due to the sun's glare on the dirty canopy. Which of the following alternatives best illustrates the anti-authority hazardous attitude?

- a. You feel that it's the lineman's job to clean the canopy.
- b. You refuse to clean the canopy because your flight instructor always insisted that you do so.
- c. You just wanted to get going—now!
- d. You feel that your vision is sharp enough to see through the dirty canopy.
- e. You've flown with a dirty canopy before without any problems.

SAMPLE SITUATION RESPONSE

Alternative a:

No. Assigning responsibility for cleaning the canopy to someone else is an example of the hazardous attitude resignation. Go back to the sample situation and select another alternative.

Alternative b:

This is the correct hazardous attitude involved. The pilot obviously resented the authority of the instructor.

Alternative c:

This is the impulsivity hazardous attitude. Go back and select another alternative.

Alternative d:

This clearly is an example of the macho hazardous attitude. Select another alternative.

Alternative e:

No. This is the invulnerability hazardous attitude. Just because you got away with it before doesn't mean you can get away with it again. Select another alternative.

THE ANTI-AUTHORITY HAZARDOUS ATTITUDE

You do not conduct a thorough preflight. On takeoff, you notice that the airspeed indicator is not working. Nevertheless, you continue the departure. Your passenger feels strongly that you should discontinue the flight and return to the airfield. You then become upset with your friend. Which of the following alternatives best illustrates the anti-authority reaction?

- a. You tell your passenger to “cool it” for butting in.
- b. You start banging the indicator to get it working.
- c. You think that the preflight check is something thought up by bureaucrats just to waste a pilot’s time.
- d. You tell the passenger that nothing dangerous will happen on the flight.
- e. Your passenger continues to become upset, but you do nothing, because you feel there is no use trying to calm the fellow down.

ANTI-AUTHORITY RESPONSE LIST

Alternative a:

By acting in a superior way, you are being macho. You are thinking, “I can do it.” Reread the situation and select another alternative.

Alternative b:

By becoming upset and banging the airspeed indicator and by not thinking about the situation, you are being impulsive. You are telling yourself, “do something—quickly!” Reread the situation and select another alternative.

Alternative c:

You have correctly identified the hazardous attitude involved. Looking on rules and procedures as just a “waste of time” instead of taking them seriously is an indication of the anti-authority hazardous thought, “Don’t tell me.” Go on to the next situation.

Alternative d:

Thinking that nothing will happen to you illustrates the hazardous attitude of invulnerability, “It won’t happen to me.” Reread the situation and select another alternative.

Alternative e:

By assuming that what you do has no effect on the passenger, you are illustrating the resignation hazardous attitude, “What’s the use?” Reread the situation and select another alternative.

A good attitude . . .

If your airspeed indicator is not “alive” on departure, abort and return to the departure area.

THE IMPULSIVITY HAZARDOUS ATTITUDE

As you begin your final approach segment the tower suddenly changes the landing area in which you've been cleared to. Distracted, you forgot to use the before-landing checklist. On short final you find yourself extremely high. Which of the following alternatives best illustrates the impulsivity reaction?

- a. You feel that nothing is going to happen, because you've made steep approaches before.
- b. You laugh and think, "Boy, this is a really steep approach, People will think I'm doing an autorotation."
- c. You think that using a checklist is a stupid requirement.
- d. You immediately decrease throttle and lower the collective to the full down position.
- e. As you begin to develop settling with power, you think, "Well this helicopter is a goner."

IMPULSIVITY RESPONSE LIST

Alternative a:

Feeling that nothing bad can happen suggests the invulnerability hazardous attitude. Select another alternative.

Alternative b:

When you are thinking about impressing people on the ground, watch out for the macho hazardous attitude. This can cost you dearly. Select another alternative

Alternative c:

Thinking that checklists are stupid suggests that you feel the aircraft designers, the government, and your instructor – all of whom urge the use of checklists – are wrong. This suggests a "Don't tell me" reaction which is the anti-authority hazardous attitude. Select another alternative.

Alternative d:

Right! Immediately reducing throttle and collective is an example of the impulsivity hazardous attitude. Unfortunately, this type of situation can lead to settling with power and a possible emergency. Go on to the next situation.

Alternative e:

If you are convinced that there is nothing to do about settling with power, this implies hazardous attitude resignation, "What's the use." Select another alternative.

A good attitude . . .

Distractions can be dangerous – always use your checklist!

THE INVULNERABILITY HAZARDOUS ATTITUDE

You are making a pleasure flight with a friend, who is drinking. You refuse to drink, but your friend reminds you that you have flown this route many times and that the weather conditions are excellent. He begins to mock you for not drinking with him. Which of the following alternatives best illustrates the invulnerability reaction?

- a. You decide to drink, thinking that a little liquor will not have any bad effect on you.
- b. You believe that the government is far too rigid in its regulations about drinking.
- c. You resent your friend's insults and start drinking, saying to yourself, "I'll show him."
- d. You bend to his will, saying to yourself, "If my time is up, it's up whether I drink or not."
- e. You suddenly decide to take a drink.

INVULNERABILITY RESPONSE LIST

Alternative a:

This is the correct response. Liquor affects everybody, and a pilot who believes that it will not affect him considers himself invulnerable. He thinks, "It won't happen to me." Go on to the next situation.

Alternative b:

Regarding the authority of the government as too rigid is one way of thinking, "Those rules are much more strict than they need to be, so I can disregard them." That is the hazardous attitude of anti-authority. Select another alternative.

Alternative c:

The desire to show somebody how great you are – the need to prove your self – represents the macho hazardous attitude, "I can do it." Select another alternative.

Alternative d:

You are thinking what will happen is determined by fate, that you have nothing to do with it. That is the resignation hazardous attitude. Select another alternative.

Alternative e:

The sudden decision to drink, omitting any serious thought about the situation, is an example of impulsivity, "Do something – quickly!" Select another alternative.

A good attitude . . .

If you drink, don't fly.

THE MACHO HAZARDOUS ATTITUDE

Visibility is just over one mile in fog and rain, with an intermittent 500-foot ceiling. Earlier visibility was 3 miles in fog, but takeoff has been delayed for 15 minutes due to rain and snow. Visibility is again deteriorating, and you wonder if you will be able to take off. Which of the following alternatives best describes the macho reaction?

- a. You feel that there is no use in checking the weather again because there is nothing you can do about it.
- b. You believe that you can take off in these conditions and think of how impressed your friends will be when they hear of it.
- c. You take off immediately, thinking that any further delay will worsen the problem.
- d. You reason that you can do it, because other pilots have done so and nothing happened to them.
- e. You resent being delayed 15 minutes and decide you are not going to heed the advice of the weather specialist.

MACHO RESPONSE LIST

Alternative a:

When a pilot does not see himself as affecting what happens, he is illustrating the hazardous attitude of resignation. He thinks, "What's the use?" Select another alternative.

Alternative b:

Absolutely! This is the correct hazardous attitude involved. You want to prove yourself, to show off, to have others think that you are great. This is the hazardous attitude of macho, "I can do it." Go on to the next situation.

Alternative c:

You take off immediately. No thinking; no planning; no looking ahead. Action without thought illustrates impulsivity. Select another alternative.

Alternative d:

When you think, "Nothing happened to them," you are really saying, "it won't happen to me." That is the hazardous attitude of invulnerability. Select another alternative.

Alternative e:

Pilots who resent using appropriate safety procedures because they are prescribed by some authority are illustrating the anti-authority hazardous attitude. "Don't tell me." Select another alternative.

A good attitude . . .

There are times when safety overrides desire and flying should be delayed until more favorable conditions exist.

THE RESIGNATION HAZARDOUS ATTITUDE

You would like to arrive early for an important business meeting. If you stick to your flight plan, you will just about make it, assuming there are no problems. Or, you can take a route over the mountains, which will get you there much earlier. If you choose the route through the mountain passes, it means you might encounter low-hanging clouds, while good weather prevails over the planned route. Which of the following alternatives best illustrates the resignation reaction?

- a. You take the mountain route, even though the weather briefer has advised against it.
- b. You take the mountain route, thinking that a few clouds in the passes will not cause any trouble for this flight.
- c. You feel it will be a real victory for you if you can take the mountain route and arrive early.
- d. You tell yourself that there is no sense sticking to the planned route because, "There's nothing else to do to be sure to make it early."
- e. You quickly choose the mountain route, deciding that you just must get there early.

RESIGNATION RESPONSE LIST

Alternative a:

Not accepting the advice of the weather briefer is an example of the hazardous attitude of anti-authority. Rules do not apply to me, "Don't tell me." Select another alternative.

Alternative b:

This illustrates the hazardous attitude of invulnerability, "It won't happen to me." Select another alternative.

Alternative c:

Vying for victory means you are trying to prove you are better than others, making the situation a personal challenge rather than a problem to be solved with care. This illustrates the macho hazardous attitude, "I can do it." Select another alternative.

Alternative d:

Correct! Well done—you have identified the hazardous attitude involved. Thinking that there is nothing you can do is an illustration of the hazardous attitude of resignation, "What's the use?"

Alternative e:

A quick decision, without careful thought or consideration of the consequences, illustrates impulsivity, "Do something—quickly!" Select another alternative.

A good attitude . . .

Low-hanging clouds and flying through mountain passes don't mix.

THE DECISION-MAKING PROCESS

A DECIDE model has been used in many disciplines for a lot of years, but the FAA has been able to adapt this technique to fit flying scenarios. This should not be confused with a logic tree, which forces the participant to think in a robotic, unrealistic flow. Rather, it breaks down the natural thinking pattern to illustrate the steps involved in a decision-making process.

You'll find this to be an interesting and thought-provoking exercise for analyzing an accident. It can also be a valuable tool for evaluating how errors are made during the course of any flight.

The steps to take

- **D—Detect:** The pilot detects the fact that a change has occurred that requires attention.
- **E—Estimate:** The pilot estimates the significance of the change to the flight.
- **C—Choose:** The pilot chooses a safe outcome for the flight.
- **I—Identify:** The pilot identifies plausible actions to the change.
- **D—Do:** The pilot acts on the best options.
- **E—Evaluate:** The pilot evaluates the effect of the action on the change and on the progress of the flight.