

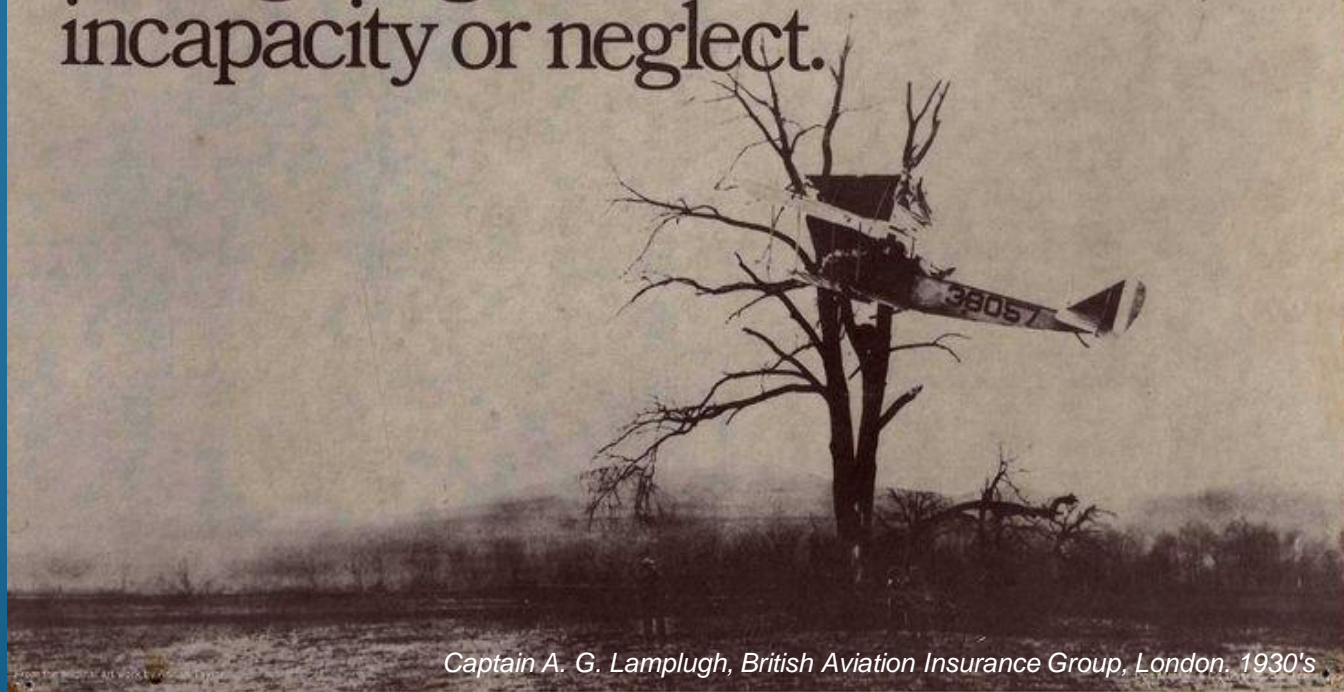


# Safety, Professionalism and §91.103

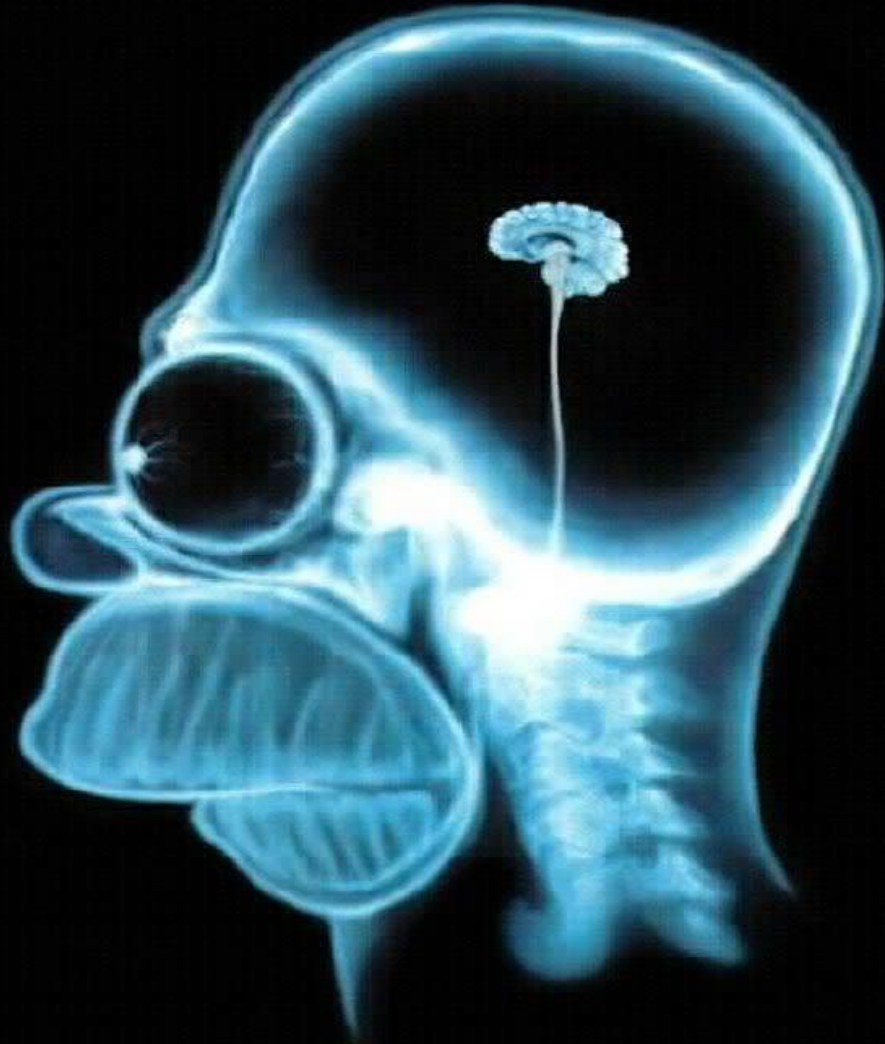
Saturday 4/22/2017

Dr. Gerald A. Smith, DMD, CFIG

Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect.



*Captain A. G. Lamplugh, British Aviation Insurance Group, London, 1930's*





# General Aviation vs Airlines

Commercial Airline: .16/100,000 flight hours

GA: 3.67/100,000 flight hours

**23** X higher for GA!



WHY???



# Professional Pilots

Fly well maintained aircraft

Weather capable aircraft

Two pilot crews

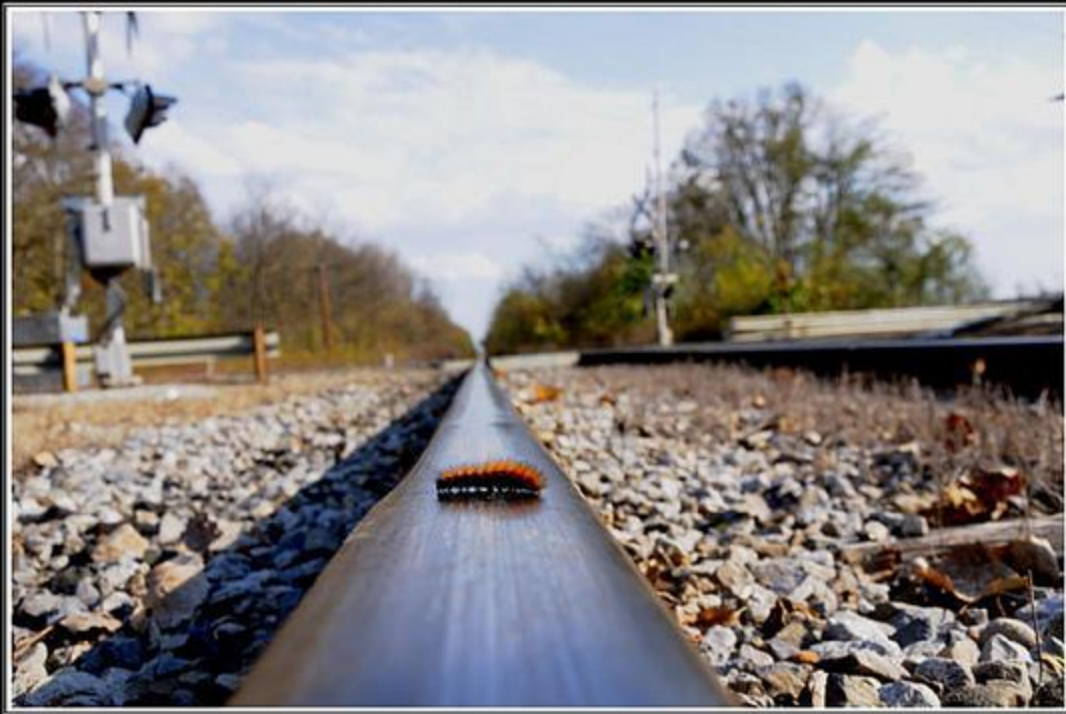
Train frequently

Fly frequently

Think Safety

**NESA has a great safety  
record...**





# COMPLACENCY

Just because things are going well now, doesn't mean they can't suddenly go horribly wrong



# Just How Safe is Our Sport?



# NTSB Reports 2016

18 Glider Accidents

4 Fatalities

6 involved MotorGliders

7 Off Airport “Landings”

# Club Checkride Requirements



From NESAs Operating Rules:

1. All flights must be made in accordance with FAR and local flying rules.
  
  
  
  
  
  
  
  
  
  
7. Club Members must take a dual flight with a Club Instructor if they have not flown a Club aircraft in 90 days.



## **§91.3 Responsibility and authority of the pilot in command.**

(a) The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.

(b) In an in-flight emergency requiring immediate action, the pilot in command may deviate from any rule of this part to the extent required to meet that emergency.

(c) Each pilot in command who deviates from a rule under paragraph (b) of this section shall, upon the request of the Administrator, send a written report of that deviation to the Administrator



## §91.13 Careless or reckless operation.

(a) *Aircraft operations for the purpose of air navigation.* No person may operate an aircraft in a careless or reckless manner so as to endanger the life or property of another.

(b) *Aircraft operations other than for the purpose of air navigation.* No person may operate an aircraft, other than for the purpose of air navigation, on any part of the surface of an airport used by aircraft for air commerce (including areas used by those aircraft for receiving or discharging persons or cargo), in a careless or reckless manner so as to endanger the life or property of another



## §91.103 Preflight action.

Each pilot in command shall, before beginning a flight, become familiar with **all** available information concerning that flight. This information must include—

(a) For a flight under IFR or a flight not in the vicinity of an airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which the pilot in command has been advised by ATC;

(b) For any flight, runway lengths at airports of intended use, and the following takeoff and landing distance information:

(1) For civil aircraft for which an approved Airplane or Rotorcraft Flight Manual containing takeoff and landing distance data is required, the takeoff and landing distance data contained therein; and

(2) For civil aircraft other than those specified in paragraph (b)(1) of this section, other reliable information appropriate to the aircraft, relating to aircraft performance under expected values of airport elevation and runway slope, aircraft gross weight, and wind and temperature.



# All Available Information?

How Do We Comply?

Preflight Briefing

Self:Computer, various web pages

(consider Lockheed Martin Flight Service)

Mobile Devices

1-800 WX BRIEF



# All Available Information?

NOTAMS:

From Briefing

Self Gathered

Chart Supplement Book (Formerly Airport Facility Directory  
AFD)



# Current Chart Supplement



Access My Account | En | X INFINITY Connect Inbox | My Drive - Google Drive | 2017 Safety Presentation | Page 324

aeronav.faa.gov/afd/02mar2017/ne\_324\_02MAR2017.pdf

Aviation Dental Financial News Drive

**SMUTO** N43°42.37' W72°57.40' NOTAM FILE RUT. **NEW YORK**  
NDB (MHW) 221 DYO 193° 10.6 NM to Rutland - Southern Vermont Rgnl. 1139/15W. L-32G  
NDB unusable:  
351°-189° byd 15 NM

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**SPRINGFIELD**

**HARTNESS STATE (SPRINGFIELD)** (VSF)(KVSF) 3 NW UTC-5(-4DT) N43°20.62' W72°31.04' **NEW YORK**  
578 B TPA—See Remarks NOTAM FILE VSF H-110, 12X, L-32G  
RWY 05-23: H5501X100 (ASPH) S-32, D-45 MIRL 0.3% up SW IAP  
RWY 05: REIL. VASI(V4L)—GA 4.0° TCH 59'. Trees.  
RWY 23: Trees.  
RWY 11-28: H3000X75 (ASPH) S-30 MIRL 0.3% up W  
RWY 11: Trees.  
SERVICE: S4 FUEL 100LL, JET A  
AIRPORT REMARKS: Attended May-Oct 1300-2300Z±, Nov-Apr 1400-2200Z±. Geese on and in/ov arpt. Gliders on and in/ov arpt. Rwy conditions may not be monitored or reported when the arpt is unattended. Noise sensitive area west of arpt. Rwy 23 is preferred for day, VFR, no wind conditions. TPA—1601(1023), multi-engine 2101(1523). Maintain recommended TPA on downwind leg for Rwy 05. Apron and Twys A and B pavement capacity is S-46, D-62. Cold temperature rstd arpt. Altitude correction required at or below -24°C/-11°F.  
AIRPORT MANAGER: 802-886-7500  
WEATHER DATA SOURCES: ASOS 121.425 (802) 886-6006.  
COMMUNICATIONS: CTAF/UNICOM 122.8  
SPRINGFIELD RCO 122.5 (BURLINGTON RADIO)  
BOSTON CENTER APP/DEP CON 134.7  
RADIO AIDS TO NAVIGATION: NOTAM FILE LEB.  
LEBANON (L) VOR/DME 113.7 LEB Chan 84 N43°40.73' W72°12.96' 228° 24.0 NM to fld. 1443/15W.  
VOR portion unusable:  
095°-115° byd 30 NM blo 7,000'  
DME portion unusable:  
045°-075° byd 36 NM blo 10,000'  
091°-119° byd 30 NM blo 7,500'  
161°-304° byd 30 NM blo 6,300'  
LOC/DME 111.3 I-VSF Chan 50 Rwy 05. LOC/DME unmonitored. DME unusable byd 11 NM blo 3,500'; byd 20° right of course.

**VERGENNES**

**BASIN HARBOR** (B06) 4 NW UTC-5(-4DT) N44°11.75' W73°20.97' **MONTREAL**  
132 NOTAM FILE BTV  
RWY 02-28: 3000X90 (TURF)  
RWY 02: Trees.  
RWY 28: Trees.

Type: here to search

2:10 PM 4/21/2017

# All Available Information?



Sectional Charts

Local knowledge



We may have flown hundreds of flights  
BUT...

It's the current flight that matters



# We May Not Be Professional Pilots

But We Can Fly Professionally:

Fly Frequently

Train Regularly

Think Safety

# Commit to Excellence



Fly with an instructor  
Push yourself to learn