Tonight's Guest

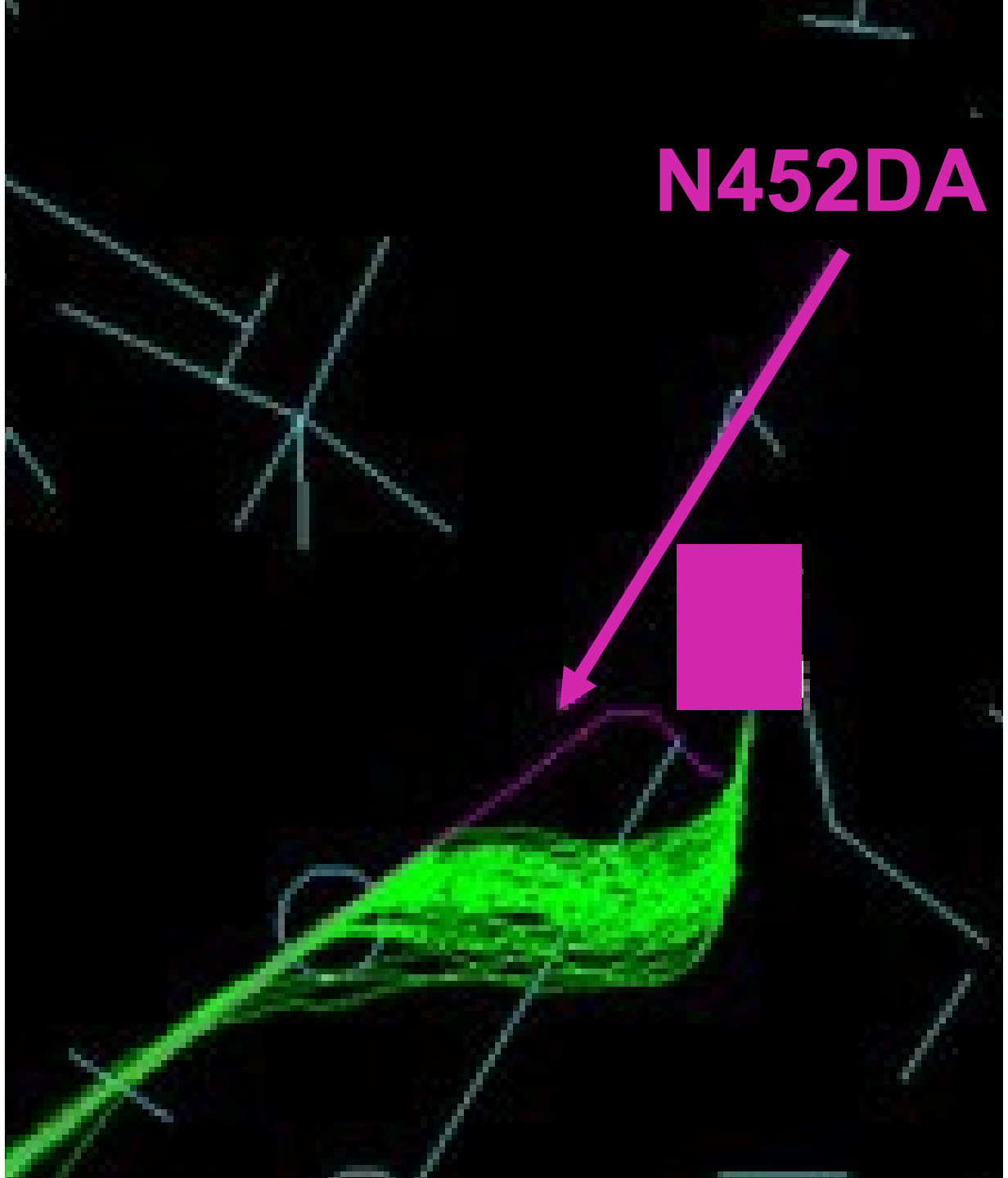
The Calm Cockpit

John Niehaus

Corporate Pilot

Former NAFI Program Director

Radar tracks from 56 airplanes that preceded N452DA



The Cluebird Poops on Captains Head

TIME/ SOURCE	INTRA-COCKPIT CONTENT
15:15:22.3	
HOT-1	we're # gonna be there in ten minutes.
15:15:25.0	
HOT-1	I gotta' get the # ATIS. #. I didn't realize we're that # close.

Notable moments on the CVR:

15:17:00.9
HOT-1 information zulu. who the # knows what's going on (in) Teterboro.

15:17:05.3
HOT-1 don't have time to listen to it.

15:17:08.2
HOT-1 I just got the altimeter.

Notable moments on the CVR:

15:22:26.8
HOT-1 gonna go in nav mode.

15:22:29.0
HOT-2 go ahead and take over I'll uh— I'll uh—

15:22:29.8
HOT-1 on the F-M-S * we're there we're going direct VINGS at this time. twelve miles away to VINGS.

Notable moments on the CVR:

15:22:39.7
HOT-2 alright.

15:22:41.5
HOT-2 I don't wanna # up.

15:22:41.6
HOT-1 (he's) got us twenty-six # miles out and he expects us to collect the #— uh be able to uh—

Notable moments on the CVR:

15:25:03.9
HOT-1 VINGS is two miles away and counting.

15:25:06.8
HOT-2 roger.

15:25:08.2
HOT-2 you're gonna have to get on with it— with me when we uh start this #.

15:29:38.1
HOT-2 add airspeed. [emphasized] airspeed. airspeed. airspeed. [exclaimed]

15:29:40.6
HOT-1 stall. [strained voice]

15:29:41.2
HOT-2 yup.

15:29:41.6
CAM [sound similar to high frequency aerodynamic noise]

15:29:42.3
HOT-1 [sound of strained breathing]

15:29:43.1
HOT-2 airspeed. airspeed. [exclaimed]

15:29:43.2
HOT-1 #.

15:29:43.7
EGPWS sink rate. pull up.

15:29:43.9
RDO-1 ahhh # [yelled] [based on Teterboro Tower air traffic control recording, this utterance was transmitted over the radio]

END OF TRANSCRIPT
END OF RECORDING
15:29:44 EST

15:29:38.1

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PREFLIGHT PLANNING

§ 91.103 Preflight action

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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;

STABILIZED APPROACH

Trans-Pacific Air Service's Stabilized Approach SOPs

TRANS-PACIFIC AIR SERVICE
STANDARD OPERATING PROCEDURES

LR-35A/LEAR 31A
LANDING/AFTER LANDING

6.1.1 – Stabilized Approach

All flights will be stabilized by 1000 feet HAA unless the criteria defined in this section as "stabilized" cannot be met due to approach considerations or abnormal aircraft conditions. An approach is stabilized by meeting the following criteria:

STABILIZED APPROACH

Trans-Pacific Air Service's Stabilized Approach SOPs

- On the correct vertical and lateral flight path.
- Requiring only small changes to pitch and heading.
- Within ten knots of target speed as defined by the approach briefing.
- Aircraft configured for landing.

STABILIZED APPROACH

Trans-Pacific Air Service's Stabilized Approach SOPs

- Sink rate of no greater than 1200 FPM, unless required by the approach.
- Appropriate power settings for the approach without need for drastic changes.
- Aircraft aligned with the runway for straight-in landing by no less than 500 feet HAA.
- All briefings and checklists complete.

STABILIZED APPROACH

Trans-Pacific Air Service's Stabilized Approach SOPs

If, in the opinion of either flight crew member, the stabilized approach criteria as defined above cannot be met then a go-around must be executed.

WHERE TO GET UPRT

Schools Used by the US Government:

Chandler Air Service – Chandler, AZ (CHD)
https://aerobatics.com

CP Aviation – Santa Paula, CA (SZP)
https://cpaviation.com

Patty Wagstaff Aviation Safety – St. Augustine, FL
https://pattywagstaff.com

TWO SPEEDS

$$\text{TASK SATURATION} = \frac{\text{Tasks}}{\text{Time}}$$

Tools:

1. Stow your ego
2. Wheel brakes
3. Delay vectors

Workload Management

- Overload
  - Occurs at very high levels of workload, when the individual's workload exceeds the ability to effectively cope.
  - Forces an individual to shed tasks and focus on key information (tunnel vision).
  - May occur suddenly or gradually.
  - Can be mitigated through use of effective crew coordination.

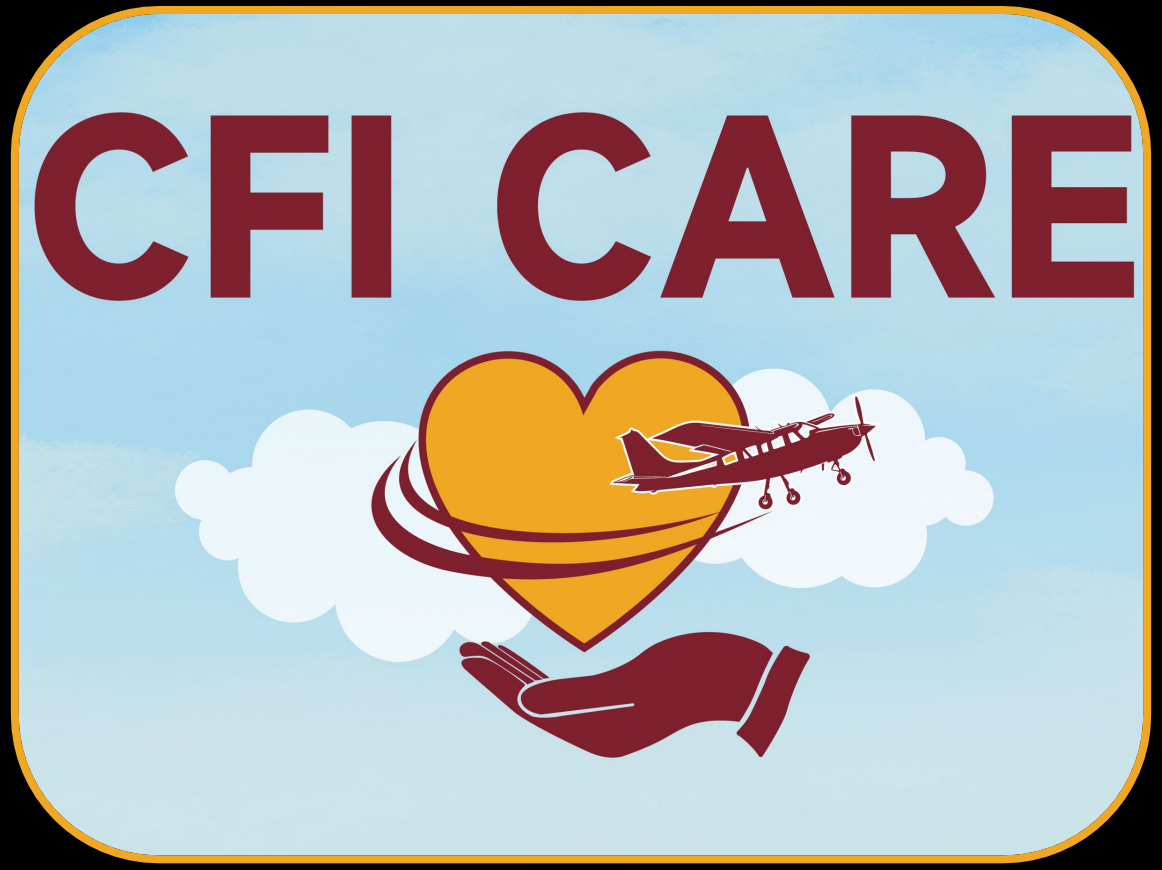
"By failing to prepare, you are preparing to fail."

— Benjamin Franklin

John Niehaus

www.CalmCockpit.com

CHECK OUT MY MONTHLY COLUMN



Links to these are on my website: **www.CaptainSchiff.com**