

CFI Bootcamp

Flight Instructor Training

ADM/Human Factors

Get There Itis

The Psychology Behind the Most
Dangerous Pressure in Aviation

Today's Bootcamp+ Network Programming

What's on for Today?



Live Show – 1st Hour

Open Mic – 2nd Hour – End

Monitor the Chat – Links/Info

Wings Credit for This Presentation

Today's Bootcamp+ Network Programming

What's New?



PH Rebroadcasts Wed – 8 pm EDT
Power Hour Podcasts – Full shows
The Last of the Bundles
Step-by-Step Workshop – Aug 20

Today's Bootcamp+ Network Programming

Special Announcement for This Show



What We Will Cover

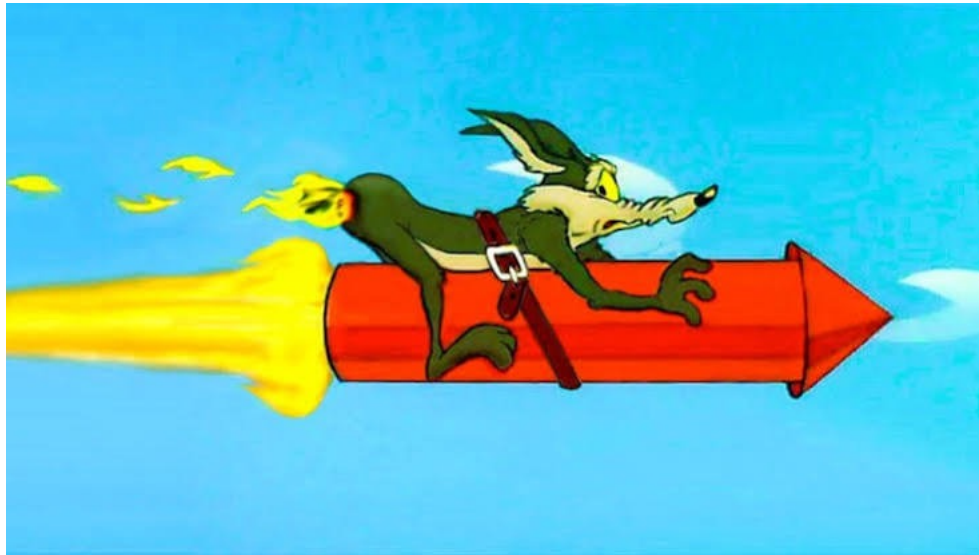
- What is Get there Itis?
- Why it happens
- Would it happen to a non-pilot?
- Does it all come down to the 5 hazardous attitudes

What We Will Cover

- What is the biggest driver in deciding to make a flight or not?
- Why doesn't it happen at airlines – typically?
- What can we do about it?

Get There Itis

- Aviation disease
- Causes pilots to make mistakes on Go/No go decisions
- Fails to adjust expectations and outcomes when in flight



Why it Happens

- We use an airplane to shorten travel time or do a specific thing
- We feel pressure to “come through” for our passengers or us
- We don’t want to disappoint



Why it Happens

- We don't like our skills to be inadequate
- We decide to push it a little bit
- Completing the flight is tangible – results – Risks are less tangible



Would it happen to a non-pilot?

- Yes, but the consequences are typically lower
- Boating has a similar issue
- Competitive sports has a similar issue
- Pilot's are risk takers at heart



Does it All Come Down to Hazardous Attitudes?

- Sometimes
- It's about what is driving the flight - results

Hazardous Attitude	Antidote
Anti-authority: Don't tell me.	Follow the rules. They are usually right.
Impulsivity: Do something quicky.	Not so fast. Think first.
Invulnerability: It won't happen to me.	It could happen to me.
Macho: I can do it.	Taking chances is foolish.
Resignation: What's the use?	I'm not helpless. I can make a difference.

What is the biggest driver of to fly or not?

- The significance of the outcome of a completed flight
- No always centered on the safest decisions
- Ego, Failed Missions, Not feeling adequate



Why doesn't this happen at airlines?

- Training
- Dispatch – Ground Captains
- Crew decision – All involved
- Multiple touch points about the flight



Who's That?

What can we do about it?

- Use your CFI/Pilot friend as Dispatch!
- Form a small network of people that can be your dispatchers
- Agree that you will adhere to the decision



What can we do about it?

- Don't make flights that you must be there for something important
- Don't make flights with consequences
- Book alternative travel well in advance
- Brief passengers well ahead of time about alternatives

AOPA Air Safety Institute

- [Get Home Itis Video](#) – Fair Weather Flyer – Accident Case Study



Special Announcement!

Reminders!



CFI Study Group on Facebook



National Association of
Flight Instructors

Join SAFE, NAFI and the CFI Study Group by Clicking on the Images Above

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