

Farmhall Aviation Training

Commercial Pilot Groundschool

Pilot Decision Making

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v1.3

Imagine yourself in each of the following situations and use the D.E.C.I.D.E. model to decide how you would respond.

1. You are about to fly your Cessna 172 from Peterborough, Ontario back to Ottawa, Rockcliffe on a Sunday in July, and during your walk-around, you notice that one brake pad is completely missing: presumably having broken off when you landed. There is no maintenance on site on a Sunday. Do you take off?
2. You are returning from Morrisburg, Ontario to Ottawa, Rockcliffe (a trip of about 25 minutes) in a Cessna 172 and, during your runup you find that only one magneto is working. There is no maintenance capability at Morrisburg. Do you take off?
3. You are taking off from runway 19 at Kingston, Ontario. Do you backtrack from the intersecting taxiway to the threshold of runway 19, or will you make an intersection take-off with 3000ft of runway ahead of you?
4. You are on short finals to runway 27 at Rockcliffe when a car pulls onto the runway close to the 09 threshold. You have sufficient room to land and bring the aircraft to a stop. What do you do?
5. You know Fred, a private pilot, quite well from having seen him around the airport but you are not particular friends. He has told you, in conversation, that he has developed a hernia (rupture) which disables him with pain for 10 or 15 minutes every couple of weeks. He has not told his aviation doctor because he fears that he will lose his medical. One Saturday morning you see Fred walking towards his aircraft with some obvious first-time passengers whom he intends to take on a sight-seeing trip around Ottawa. What do you do?
6. You are working as an instructor to accumulate hours on your way to a career in airline flying. It has taken you a long time to find your current position as few instructor positions are available in your area. You believe that the CFI is teaching private pilot students unsafe techniques such as 60° banked turns in the circuit and forced approaches right to the ground in unprepared fields. What action do you take?

7. You are in your first week as first officer for a commercial airline and your captain is pilot flying. Your company operating procedures call for a sterile cockpit below 10'000 feet but your captain continually talks about non-flying issues all the way to the threshold making it difficult for you to concentrate on the check lists. What action do you take?
 8. You are flying a general aviation aircraft from Ottawa to Toronto, Ontario IFR above a solid undercast. The aircraft is equipped with VOR and ADF but no IFR-approved GPS. You have a hand-held GPS mounted on the yoke and ATC gives you a direct clearance to an intersection which will reduce the trip by some 25 miles but which you will only be able to reach using the GPS. Do you accept the clearance?
 9. A private pilot at your airport asks you to act as safety pilot for her while she practises instrument approaches. You accept and find that her flying is very poor—she doesn't make use of the checklists and her take-off is positively dangerous. What action do you take?
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- Have you ever made a flying decision which, upon sober reflection, you consider to have been bad judgement?
 - Which of the following pressures have you faced in choosing to fly in marginal conditions?
 - Duty
 - Economic
 - Peer
 - Adventure (challenge)
 - Superiors
 - Social (friends)