



Presentation Catalog

December 2024

Avoiding Sneaky Dangers

BRIGHTSPOT-WEBINAR-ASD1-0111

Most pilots consider themselves to be safe and competent. Most pilots comply with FAA requirements for maintaining recent experience. Yet accidents still happen to pilots of all experience levels flying all kinds of airplanes. Even conscientious and experienced pilots sometimes fall victim to some of the "sneaky dangers" of flying.

This live presentation will take a look at several accident causal factors that can easily "sneak up" on pilots.

Several recent accidents and incidents will be discussed and analyzed to learn more about avoiding these dangers.

The presentation lasts approximately one hour and is worth 1 Basic Wings Knowledge 3 Credit.

Call the Ball – Making Better and Safer Approaches and Landings

BRIGHTSPOT-CTB-0519

Navy Carrier Pilots are challenged by some of the most difficult approaches and landings known to aviation. Wouldn't it be nice if each time we landed there were a Landing Signal Officer (LSO) guiding us down, verbally coaching our approach and giving instructions on whether we were too low or slightly left of course? Or perhaps a "wave off" to let us know when we should perform a go-around? The truth is that you do not need an LSO to make safe and successful approaches and landings. By applying the concepts, procedures and best practices used by military pilots and the airlines, you can make great landings too! This presentation is intended to help pilots make better and safer approaches and landings.

The presentation lasts approximately one hour and is worth 1 Basic Wings Knowledge 3 Credit.

Combating Mental Inertia

BRIGHTSPOT-MI-COURSE-0220

It is widely recognized that humans tend to continue with a task once it is started. Pilots sometimes continue with a flight even when evidence indicates that the plan should be changed or abandoned. We call this "Mental Inertia." A phrase frequently found in the probable cause finding of an NTSB accident report includes, "...the pilot's decision to continue..."

This presentation examines the forces in the unconscious mind that cause this behavior and provides some practical mitigation strategies to improve safety.

The presentation lasts approximately one hour and is worth 1 Basic Wings Knowledge 3 Credit.

Cool Stuff They Might Not Have Taught You in Flight School

BRIGHTSPOT-COOLSTUFF-1-0412

This live presentation will examine some interesting and useful concepts of aerodynamics and aircraft performance that might not have been taught or might have been forgotten. We will discuss the practical aspects of the power curve, how propellers really work, the myths of lift and weight, the three turning tendencies, how to load the airplane for optimum performance, and other interesting concepts.

The presentation lasts approximately one hour and is worth 1 Basic Wings Knowledge 3 Credit

Developing Abnormal Procedures Checklists

BRIGHTSPOT-WEBINAR-ABNPROC-0112

This interactive, live presentation is designed to help general aviation pilots adapt an airline type approach to dealing with non-critical, in-flight situations. The failure of an alternator, engine instrument, or vacuum pump should not develop into an emergency, yet that often happens. This is why airlines have established "abnormal procedures" for dealing with equipment failures. Most new general aviation airplanes now have an abnormal procedures checklist included in their manuals. But most older GA airplanes do not have these important checklists. In this seminar, pilots will have an opportunity, under the guidance of a former airline instructor, to learn how to develop their own set of "abnormals" for the type of airplane and kind of flying typically done.

This live presentation is fast-paced, lively, and entertaining. But most importantly, it provides information that can increase safety for any pilot.

The presentation lasts approximately one hour and is worth 1 Basic Wings Knowledge 3 Credit.

Help! My Brain is Trying to Kill Me

BRIGHTSPOT-hf_course-1_0615

This presentation examines how our unconscious mind often plays an important, and not always helpful, role in our decision making. Several psychological concepts such as heuristics and cognitive biases are discussed in a way designed to provide a practical understanding of how they affect our aeronautical decision making. Some practical mitigation strategies are also presented.

The presentation lasts approximately one hour and is worth 1 Basic Wings Knowledge 1 Credit.

Human Factors Discussion

BRIGHTSPOT-HF-1111-1

This "Hangar Flying" event, in a guided discussion format, will consist of analyzing several accidents to determine root causes. Each accident will be presented through photos and descriptions gathered from news sources as well as from official reports. After presentation of the NTSB probable cause finding, attendees will be asked to speculate on any deeper, root causes of the accident. Analysis of human factors issues will be included. Emphasis will be placed on determining how the pilot might have applied risk management tools to prevent the accident. There will also be a discussion of the aeronautical decision making principles applicable to the airport surface while taxiing.

The presentation lasts approximately one hour and is worth 1 Basic Wings Knowledge 1 Credit.

Improving the Margin

BRIGHTSPOT-safety-margin-web-1114

This live presentation examines the Task Load vs. Capabilities curve to identify some practical ways in which pilots can improve their safety margin on every flight. A multitude of factors influence both the task load and the capabilities of the pilot. These factors are variable and are constantly in flux. As pilots, we have control over many of these critical elements. This interactive presentation will take a detailed look at how we can identify and positively influence the shape of both curves, thereby improving our safety margin.

The presentation lasts approximately one hour and is worth 1 Basic Wings Knowledge 2 Credit.

Keeping the Dirty Side Down

BRIGHTSPOT-MANEUVERING-1

Inflight loss of control has emerged as the number one causal factor for fatal general aviation accidents.

On the premise that prevention is better than cure, this live presentation will focus on practical ways to help prevent inflight loss of control rather than recovery techniques. Inflight loss of control has emerged as the number one causal factor in fatal general aviation accidents.

Do you remember what really causes a stall to occur? What is a simple way to prevent a spin? How can a runway overshoot when turning from base to final lead to a stall/spin accident? How are accidental spins different from training spins? Why is proper aircraft loading so important? What are some conditions that can lead to a departure stall accident? What part do human factors play in our aeronautical decisions that may lead to loss of control?

This live presentation will provide a review of some basic and some not-so-basic concepts related to loss of control and maneuvering flight. The practical application of these concepts will be discussed and illustrated with the aid of many graphics.

The presentation lasts approximately one hour and is worth 1 Basic Wings Knowledge 3 Credit.

Terrible Triad: Fatigue, Stress, & Medications

BRIGHTSPOT-TRIAD-0618

As pilots we must be as close to "the top of our game" as possible. But as humans, we suffer from fatigue and stress, and sometimes we need medications. We can be safer in everything we do if we understand and actively manage the individual members of the "Terrible Triad" of fatigue, stress, and medications. This live presentation will introduce the hazards and provide some information on how to mitigate some of the risks. Several recent accidents will be discussed and analyzed to learn from the mistakes of others.

The presentation lasts approximately one hour and is worth 1 Basic Wings Knowledge 3 Credit.

Why Did They Do That? Loss-of Control Accidents

BRIGHTSPOT-why-3-live-LOC-0216

Inflight loss of control continues to be the number one causal factor for fatal general aviation accidents.

On the premise that prevention is better than cure, this live, interactive presentation will focus on practical ways to help prevent inflight loss of control rather than recovery techniques. In addition to the technical reasons for aircraft loss of control, this presentation will examine the human factors that are frequently underlying causes in LOC accidents.

This live presentation will examine several recent loss-of-control accidents for the purpose of learning what went wrong so that the mistakes of others can be avoided.

The presentation lasts approximately one hour and is worth 1 Basic Wings Knowledge 3 Credit.

I Think I'll Have an Accident Today

BRIGHTSPOT-ADM-WEB-1

I think I'll have an accident today. No pilot begins a flight with that intent but many flights end with a crumpled airframe, injuries, or even loss of life. Most pilots are not careless or reckless and most take their flying seriously and make an effort to act responsibly. Statistics show that at least three out of four aircraft accidents are related to human factors.

Often, skill in handling the aircraft and a sound understanding of aeronautical principles is not enough. Many skilled pilots have accidents because they made a bad decision or made no decision at all.

This presentation is designed to provide pilots with some additional tools to aid in the decision-making process. It is also intended to raise awareness of the need to identify and mitigate risk.

The presentation lasts approximately one hour and is valid for 1 credit Basic Knowledge Topic 1

Avoiding the Summer Flight "Gotchas"

BRIGHTSPOT-SUMMER-0621

We all enjoy a nice summer flight in wall-to-wall sunshine or on a clear night full of bright stars. We all also know about the typical summer hazards associated with thunderstorms and high density altitudes. But there are several other possible hazards associated with summer flying. This presentation will discuss these "gotchas" and how to avoid dangerous situations created by them. Several accidents that resulted from some of the "gotchas" will be discussed.

The presentation lasts approximately one hour and is valid for 1 credit Advanced Knowledge Topic 2.

Dealing with the Big E - Surviving the Inflight Emergency

No pilot expects to have an inflight emergency. But several general aviation pilots experience an emergency every week. This live, interactive seminar will discuss "The 4 Ds" of an inflight general aviation emergency: Detecting that an emergency situation exists. Declaring the emergency. Deciding on a course of action. Doing what needs to be done.

Additional resources for further study will be provided. Details of several actual emergencies will be presented and discussed.

The presentation lasts approximately one hour and is valid for 1 credit Basic Knowledge Topic 3

Many Happy Returns

BRIGHTSPOT-MHR-0221

We want our return to the airport to be as happy as our departure. We all know that takeoffs are optional but landings are mandatory. Far too many landings end up off the runway. Sometimes these excursions happen when an airplane departs the side of a runway and some happen when the airplane runs off the end. Serious injury or death from runway excursions is not common but does occur. Costly damage to the airplane and sometimes to airport facilities is, however, a frequent result of runway excursions.

This presentation will examine the common causes of runway excursions and offer some ways to help avoid them.

The presentation lasts approximately one hour and is valid for 1 credit Advanced Knowledge Topic 2 in the FAA Wings program.

Just this Once

BRIGHTSPOT-COURSE-JTO-0323

Have you ever realized just before doing something that what you are about to do is contrary to a standard procedure, a regulation, an ethical belief, or something a mentor told you not to do? Everyone can most likely answer in the affirmative to that. If they are being completely honest. It will be fine just this once may have fleetingly passed through your conscious mind.

In most cases, the action did not end badly. The driver who made the trip to the nearby convenience store without fastening the seatbelt did not have an accident. The tradesman who did not wear eye protection when using a power saw did not have an eye injury. The pilot who took off without visually checking the fuel quantity did not experience fuel exhaustion.

We do not know of the multitude of times a person silently said, it will be fine just this once and had a successful outcome. But we do know of many times that a bad outcome followed.

Our humanness often pushes us to engage in "just this once" activities and then reinforces successful outcomes with an increased willingness to repeat the practice.

This program examines how we are often led down the dangerous "just this once" path, but more importantly provides some practical ways to avoid this trap.

The presentation lasts approximately one hour and is worth one Wings credit for Master Knowledge Topic 2

Just This Once – Landings Edition

Our humanness often pushes us to engage in “*just this once*” activities and then reinforces successful outcomes with an increased willingness to repeat the practice.

This program is a special edition of the “Just This Once” program, focusing on airplane landings. We address runway excursions, gear-up landings, and more. Though not necessary, it is recommended that the main “Just This Once” program be viewed before this presentation.

The presentation lasts approximately 40 minutes and can be accredited for FAA Wings credit if desired.

Just This Once – Fuel Edition

Our humanness often pushes us to engage in “*just this once*” activities and then reinforces successful outcomes with an increased willingness to repeat the practice.

This program is a special edition of the “Just This Once” program, focusing on fuel-related accidents and incidents. We address fuel exhaustion, fuel management, and fuel contamination. Though not necessary, it is recommended that the main “Just This Once” program be viewed before this presentation.

The presentation lasts approximately 40 minutes and can be accredited for FAA Wings credit if desired.

Just This Once -Taxi and Ground Ops Edition

It is a rare day when the Aviation Safety Information Analysis and Sharing (ASIAS) report does not include at least one mishap on a taxiway or ramp resulting in damage to an aircraft. For each event that is reported, there are likely several that go unreported. Collectively, these mishaps account for many thousands of dollars in damage and considerable aircraft down time. More importantly, many have the potential for serious personal injury or loss of life. Nearly all these mishaps could have been easily avoided.

This program is a special edition of the “Just This Once” program, focusing on mitigation strategies to avoid the taxi and ground operations mishaps.

The presentation lasts approximately 40 minutes and can be accredited for FAA Wings credit if desired.

Urgent Decision Making

BRIGHTSPOT-UDM-1021

Created primarily for pilots, this presentation discusses three kinds of decision making, but focuses on urgent decision making. The presentation draws from recent research on how the unconscious mind can influence decision making and how it can be trained to make better decisions when seconds matter.

The presentation lasts approximately 40 minutes and is valid for 1/2 Credit for Basic Knowledge Topic 1 in the FAA Wings Program.

Dangers of the Double-D: Exploring the Delayed Decision as an Accident Causal Factor

A common probable cause finding in NTSB aircraft accident reports is, “The pilot’s delayed decision to...” This lively presentation explores rapid and urgent decision making and offers some practical mitigation strategies to help avoid the “Double-D” accident. The presentation lasts approximately one hour and can be accredited for FAA Wing credit if desired.

CFIT – A Fresh Look

Controlled Flight Into Terrain (CFIT) has been an accident causal factor since the early days of aviation. Increased pilot awareness and advances in technology have resulted in a decline in CFIT accidents over the past 20 years. But we still have multiple CFIT accidents each year, with many of them fatal.

No level of pilot certification nor any category or class of aircraft is immune from the CFIT accident. This presentation takes a lively and fresh look at CFIT avoidance with special consideration on advances in our understanding of human factors along with the technological assistance currently available.

The presentation lasts approximately one hour and can be accredited for FAA Wings credit if desired.

Combating Cognitive Decline in Pilots

This virtual seminar discusses the main cognitive skills used by pilots, why each skill is important for safe flying, and strategies to slow the normal decline in these skills associated with aging.

The duration of the seminar will be approximately one hour, including discussion and questions and is valid for 1 Credit Basic KnowledgeTopic-3 in the FAA Wings program. To earn FAA Wings credit, a short online quiz must be completed following the event.

NOTE: All programs can be offered as live or virtual events and all can be offered for the appropriate FAA Wings credit. For information on scheduling these or other programs, please contact Gene Benson at gene@genebenson.com.