

IN THE SPOTLIGHT

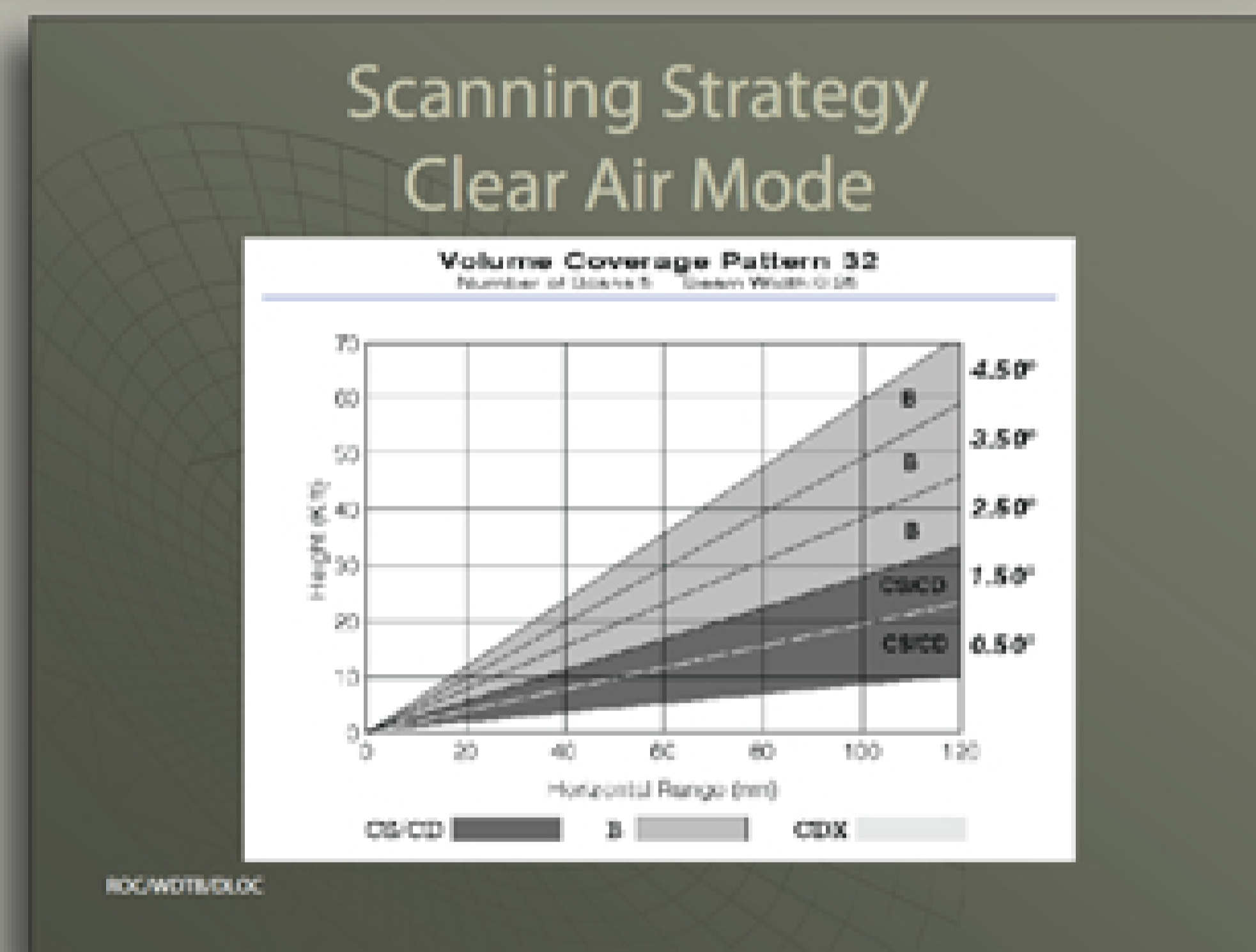
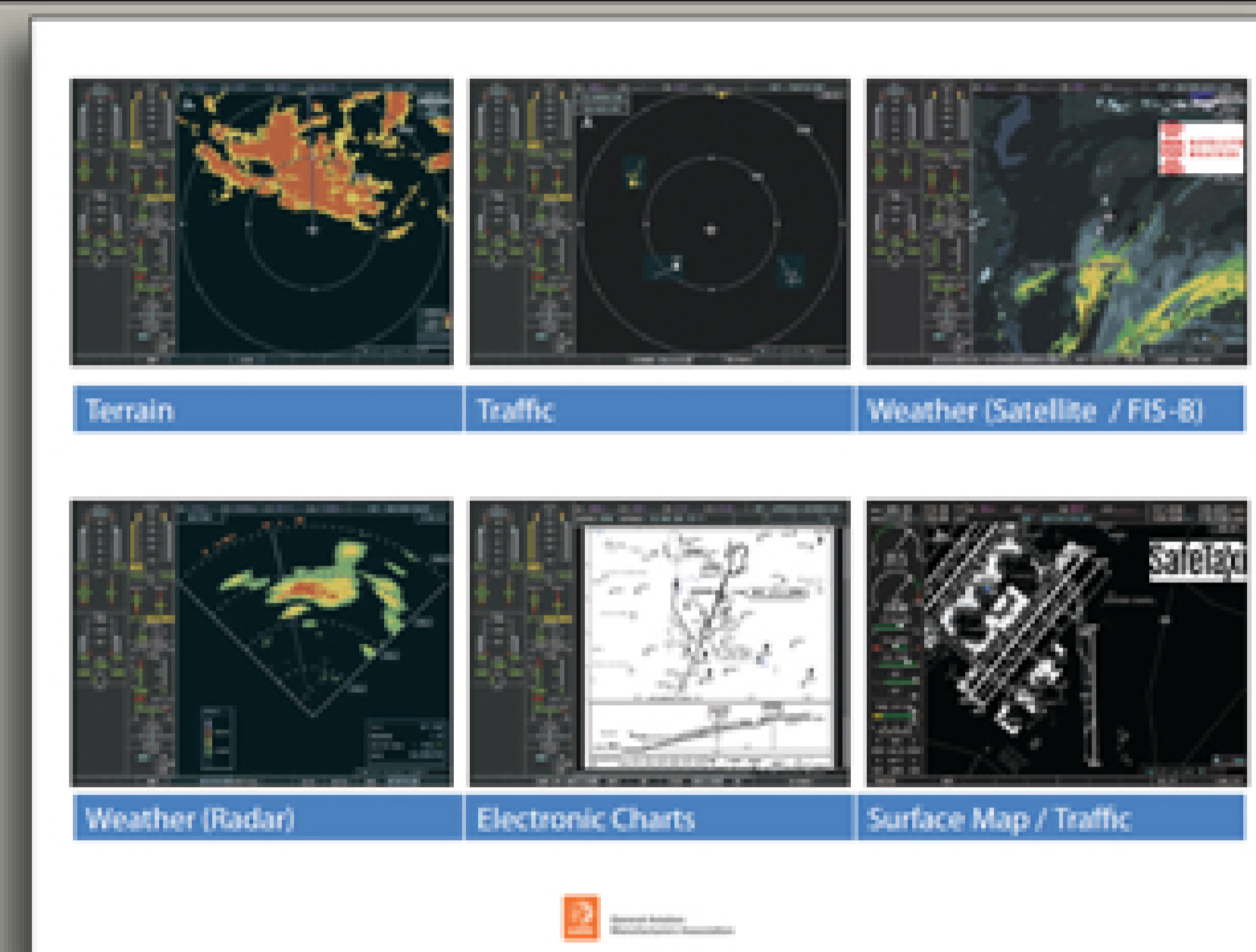
Regardless of how the general aviation community perceives training reform and its impact on safety, both the government and heavy iron operators have taken notice of the flat general aviation fatal accident rate.

The NTSB put GA safety on its “10 most wanted” list last year. To highlight its interest, the agency conducted a two-day General Aviation Safety Forum on June 19-20, 2012, in Washington, D.C. The forum included eight panels addressing various subjects ranging from flight instructors to weather-related decision making. It’s significant to note that all five NTSB Board members sat through the entire program and asked detailed questions of all the panelists.

I served on the panel “Content, Quality, and Consistency of Pilot Training,” discussing the role of risk management in fatal accidents and the connection to pilot training. *Aviation Safety* readers would be familiar with the issues I discussed, but you can also view all the presentations at the Board’s Web site, www.nts.gov, excerpts from which are at right.

I had previously submitted a paper to the Board on risk management issues in general aviation and was invited to provide a private briefing to the five Board members and key NTSB staff members, which I did the week before the forum. That paper will likely end up in the docket for this event. I expect that sometime in the next year the NTSB will issue a special report on general aviation safety.

The heavy iron community, as I also mentioned, is now very interested in general aviation pilot training. Officials of both the Flight Safety Foundation and Boeing have recently made unflattering comments about general aviation pilot training. I discussed this in my article in *July’s Aviation Safety*.



Envelope Protection

- New autopilots and servos provide great opportunity
- Prevent unusual attitudes
- Keep airplane inside normal flight envelope
- Prevent stalls
- Prevent spins

