

# Is “Old And Bold” Like “Military Intelligence?”

As we get older, how we process information changes, and perhaps not for the good. According to the AOPA Air Safety Institute study *Aging and the General Aviation Pilot: Research and Recommendations*, pilots might think about becoming less bold as they age.

## MEMORY

- Take notes. Have a pen and paper handy anytime you're dealing with ATC.
- Consider purchasing an altitude reminder device, or adapt something else to the purpose.
- Try to fly when you're "fresh." Older pilots often perform better on memory tests in the morning.
- Enlist the aid of cockpit companions to "back you up" on the numbers and help with things like radio tuning and GPS programming.

## DECISION MAKING

- Spend more time doing preflight and contingency planning. Any "pre-thinking" you do will make things easier later.
- Fly when well-rested, and make it a point to stay particularly alert to changes in the cockpit (e.g., mechanical issues, weather, etc.).
- Always have a solid "Plan B" ready to go ahead of time. Make sure it's realistic—something you're actually prepared to use.



*Retired Col. Bill Coburn discusses his time in the Idaho Air National Guard while standing next to an F-86A embossed with his name on it outside the Idaho Military History Museum on Sep. 8. "I have the urge to fly it again, and I would if I could sit in it," he said.*