

Paul Craig also suggests playing the ‘what-if’ game with another pilot, or group of pilots. What would each do if suddenly the engine started running rough, or cut out after take-off, or the radio became inoperative?

There may not always be one answer, and more than one may be right.

“If some day in the air, one of these what-ifs comes true, you will be better prepared,” Paul says.

Next, read, read, read.

Warren Sattler says there’s a plethora of written resources that all new pilots – indeed, all pilots – should make constant use of.

“Overseas websites, *Vector* magazine, the CAA’s accident register – they all add to a pilot’s learning curve.”

It never ceases to amaze Warren how flight planning with an instructor can be done so well by a student, and then so disregarded in the ‘real world’ of flying.

“For instance, every year, pilots get caught out by the change in daylight saving,” he says. “They clearly have given no thought to properly planning their flight. They just turn up at the airfield to go for a fly – that’s the extent of their ‘planning’.

“And I’ve lost count of the times newly licensed pilots arrive to take their friends for a flight with no thought to useable payload – ‘it’s a four-seater isn’t it?’ is as much as they consider.”

Warren also has the following tips for training organisations.

“Observe a just culture, including establishing a de-personalised incident register.” Refresher courses based on that register, he says, are of enormous benefit.

“Link new graduates to more experienced and suitable pilots for mentoring, the more senior pilot answering questions and helping to resolve problems in a non-judgmental way.”

While Mt Stupid is usually referred to when talking about someone new to a task, David Dunning says we all have pockets of ignorance, and that continues to a certain extent our whole lives.

So it can be with more seasoned pilots.

As AB observes, “It’s a pretty poor day when you don’t learn something new.

“The day you think you know it all is the day you’re going to kill yourself.” ➡

REVISED ELECTRICAL STANDARD

A revised standard is designed to provide an improved level of safety when ground electrical equipment is connected to an aircraft.

The standard is NZS 6114 and Amendment 2 of Section 6 *Aviation electrical installations, facilities and equipment*.

The New Zealand standards system is used because the standard is about ground electrical supply and related equipment rather than the aircraft itself. The amendment is the result of extensive consultation with interested parties, and it applies to both civil and military aviation.

Section 6 applies to aviation electrical installations, facilities and equipment supplying or using electricity at voltages or frequencies other than ‘standard low voltage’ to:

- aircraft
- airport aprons
- aviation equipment
- aviation support, and
- aviation repair workshops.

It addresses the specific differences between the ground system and aircraft configuration – and builds a safety compliance bridge between the two disparate electricity regimes.

Having a standard will help airports and ground organisations meet their health and safety obligations.

It’s particularly helpful in providing licensed industrial electricians with guidelines when they operate in an aviation environment. ➡