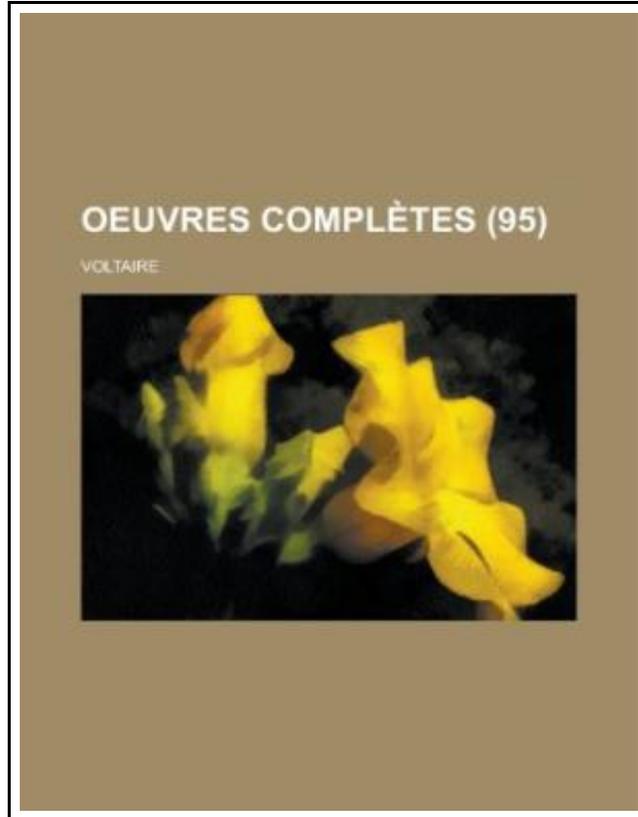


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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 240 pages. Original publisher: Washington, D. C. : U. S. Dept. of Transportation, Federal Aviation Administration, Flight Standards Service, 2003 OCLC Number: ocm53071050 Subject: Gliders (Aeronautics) -- Piloting -- Handbooks, manuals, etc. Excerpt: . . . Figure 1-8. You should examine your decisions carefully to ensure that your choices have not been influenced by a hazardous attitude. make a decision, may be beyond your control. yet do not evaluate their own fitness for flight. Just However, you can learn to recognize those fac-as a checklist is used when preflighting an aircraft, tors that can be managed and learn skills to a personal checklist based on such factors as improve decision-making ability and judgment. experience, currency, and comfort level can help determine if you are prepared for a particular PILOT SELF-ASSESSMENT flight. Specifying when refresher training should The pilot in command of an aircraft is directly be accomplished and designating weather mini-responsible for, and is the final authority as to, the mums, which may be higher than those listed in o p e r a t i o n Title 14 of the Code of Federal Regulations (14 of that aircraft. In order to effectively exercise that CFR) part 91, are elements that may be included responsibility and make effective decisions on a personal checklist. In addition to a review of regarding the outcome of a flight, you must have personal limitations, you should use the IM an understanding of your limitations. Your per-SAFE Checklist to further evaluate your fitness formance during a flight is affected by many fac-for flight. Figure 1-6 tors, such as health, recency of experience, RECOGNIZING HAZARDOUS ATTITUDES knowledge, skill level, and attitude. Being fit to fly depends on more than just your...



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