

A SAFETY MESSAGE FOR PILOTS

To the pilot who has not been exposed to instrument flight utilizing both the attitude gyro and the artificial horizon, the fact that pitch information is displayed in an opposing manner on these instruments does not appear particularly significant. The assumption may be that, providing one is aware of this difference, no difficulty should be experienced in utilizing either instrument. This assumption, however, is true only if the pilot has had sufficient training on both instruments to interpret pitch information from either with equal facility. In the absence of such training or experience the habit patterns generated by training and repetitive experience in interpreting pitch information displayed in an identical manner each time causes an instinctive reaction in the application of control pressures to achieve a desired result. When this information is then displayed in an opposite manner, the instinctive reaction will cause an improper application of control pressures, a change in attitude contrary to that anticipated, and at least momentarily, a period of disorientation follows. Unless the pilot is highly skilled in instrument flying and can reorient himself by use of the other instruments in the cockpit, this period of disorientation can be fatal.

All pilots who have received instrument training utilizing the artificial horizon are advised not to rely upon the attitude gyro unless sufficient experience has been gained under simulated instrument conditions to insure competence with this instrument.

While this message deals primarily with flight instruments, it is equally applicable to other equipment in the aircraft including radio navigation and approach aid equipment.

KNOW YOUR AIRCRAFT EQUIPMENT, ITS CAPABILITIES AND LIMITATIONS. DO NOT RELY UPON ANY EQUIPMENT UNDER CIRCUMSTANCES REQUIRING ITS USE FOR THE SAFE CONDUCT OF THE FLIGHT UNTIL YOU HAVE ACQUIRED SUFFICIENT EXPERIENCE UNDER SIMULATED CONDITIONS TO INSURE YOUR ABILITY TO USE IT PROPERLY.