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Top 25 Mistakes Pilots Make

Remember this list is not to make anyone wrong, but only to get people to think about better options in the future.

1. Not getting a full weather brief before every flight.	Not getting a full weather brief before every flight.
2. Rushing through a preflight	Many people crash every year, from not checking simple things like fuel. Minimum time for a real preflight using a checklist is at least 10minutes.
3. Doing an incomplete or no run-up	Your engine and ac systems need time to warm-up, and it's important to verify the plane is ready for flight, 10 min is a good minimum there too.
4. Multitasking while taxiing	Hitting another plane when you are programming the GPS is embarrassing
5. Not using a checklist everytime	Complacency is most common in experienced pilots, but memory is imperfect. How many people do you hear about landing without putting the gear down 1 st ?
6. Not Filing A VFR Flight Plan	They can't save you if they don't know where to look!
7. Not using Flight Following	The most useful free tool available to avoid Mid-Air Collisions and TFR's
8. The most useful free tool available to avoid Mid-Air Collisions.	A/C Performance, Weather Conditions, and Emergencies are all totally different in the mountains and kill 10,000 hr ATP flight instructors just as easily as private pilots. Visit www.FlyingBearCabin.com or McCall Mountain Flying for more information.
9. Special VFR	The highest CFIT accident rate is SVFR and MVFR. File and Fly IFR instead
10. Not Using Enough Rudder	Get a tail wheel endorsement!
11. Handheld GPS users, getting too close to airspace.	Put in a 2 mile buffer.
12. Not having a taxi diagram out while taxiing	Use one and avoid incursions and confusion.
13. Briefing an IFR approach while flying	Print out, highlight, and markup approach planes before every flight.
14. Planning an IFR alternate too close to your destination.	





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	Weather will always be the same or worse within 20 miles. Plan an alternate on other side of a ridgeline to get different wx. Class C airports make the best alternates.	
15.	Cancelling IFR in flight for a visual approach.	
	Staying on the approach all the way in gives you more practice and guarantees the right airport.	
16.	Over correcting on IFR approaches(Chasing the needle)	
	Turn 3-5 degrees, wait 5-10 seconds, decide(better, worse, staying the same)apply another small correction if needed.	
17.	Not understanding installed technology.	
	Read the GPS owners manual, take some free online courses, train with an expert.	
18.	Using tail # to describe your position in non-towered areas	
	Using color/make/model i.e. Red&White Cessna152 is easier to look for and identify.	
19.	Talking on radio before you're ready	
	Stop and think or even write out what you want to say 1 st	
20.	Talking too fast on the radio	
	Speaking slowly and clearly uses much less radio time than having to repeat something over, because they didn't understand you.	
21.	Saying too much on the radio	
	Learn and use the minimum correct phraseology	
22.	Not saying enough on the radio	
	Try to give all the info on the 1 st call 1. Who are you calling? 2. Who are you? 3. Where are you? 4. What do you want?	Example Long Beach Tower Cessna 1482Y 2,700 over the Queen Mary Landing 25Left with Xray
23.	Not Monitoring 121.5 while flying	
	It is legally required that all pilot monitor 121.5 near dams, reservoirs, refineries and military installations as well as all other times, if able .	
24.	Not asking for help (MAYDAY, MAYDAY, MAYDAY) until it's too late	
	It's better too declare the emergency early while you still have options	
25.	Doing a Biennial Flight Review	
	A BFR is the legal minimum but may not be enough to keep you safe WINGS completion is a much more comprehensive Adding a new instrument rating or upgrading to a commercial cert is the best way to get better and be safer.	

