



Fear -

a practitioners  
perspective

Ben Charters - Fear Practitioner

















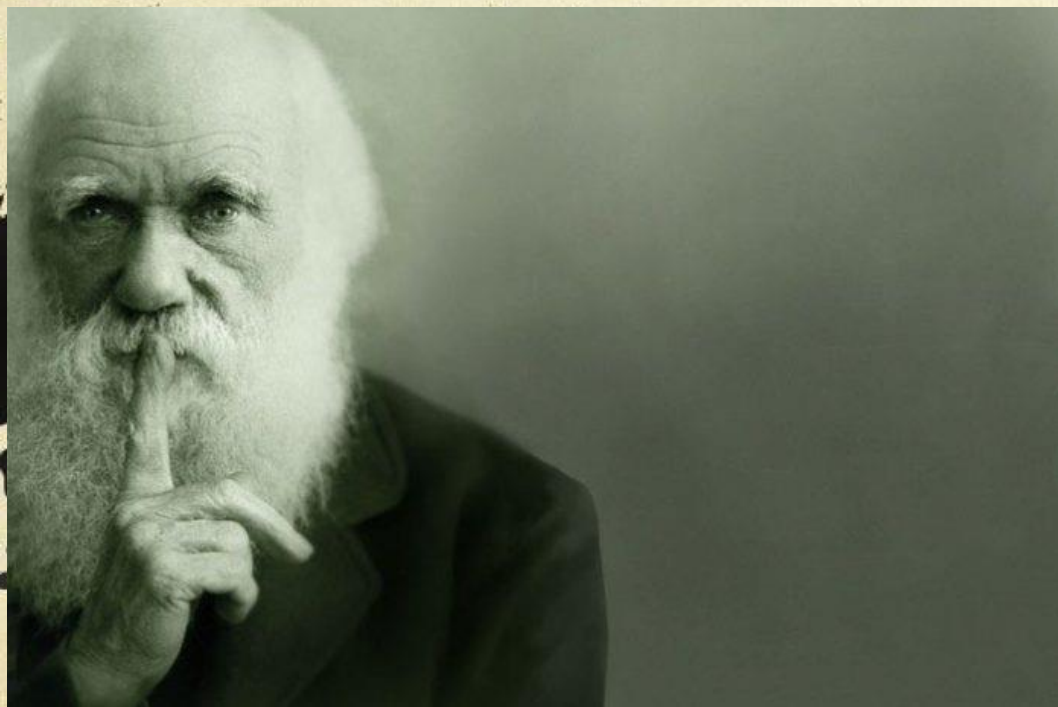












“It is not the strongest of the species that survives, nor the most intelligent that survives. It is the one that is the most adaptable to change.” – **Charles Darwin**



NEW YORK TIMES BESTSELLER  
NORMAN DOIDGE, M.D.

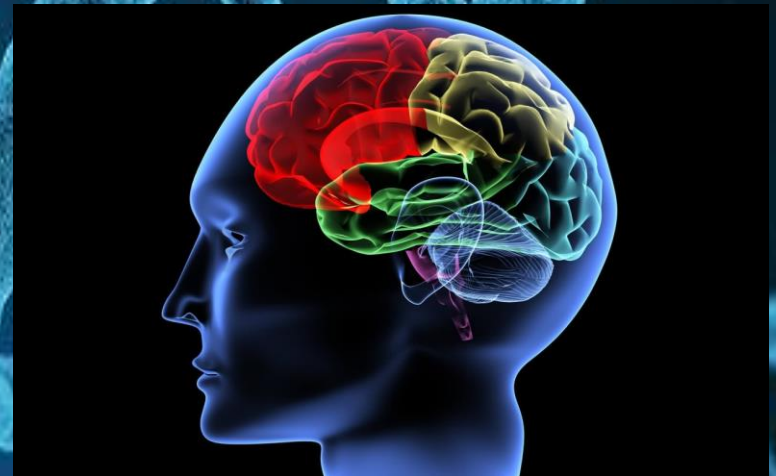
As Featured on PBS's *The Brain Fitness Program*



# THE BR IN THAT CHANGES ITSELF

Stories of Personal Triumph from  
the Frontiers of Brain Science

"The power of positive thinking finally gains scientific credibility. Mind-bending, miracle-making, reality-busting stuff . . . Straddles the gap between science and self-help." —*The New York Times*





THE COAST-TO-COAST  
#1 BESTSELLER

THE  
GROUNDBREAKING  
BOOK THAT REDEFINES  
WHAT IT MEANS  
TO BE SMART

# Emotional Intelligence

Why it can matter  
more than IQ

Daniel Goleman

Author of VITAL LIES, SIMPLE TRUTHS

TIME WARNER & TURNER: THE INSIDE STORY

# TIME WHAT'S YOUR EQ?

It's not your IQ. It's not even a  
number. But emotional intelligence  
may be the best predictor of  
success in life, redefining what  
it means to be smart.



INSIDE  
OUT





# Sim Session 1 "Gouge Guide" By Frank Furter Day 1.

Students will be expected to perform everything better than  
captains.  
Day 1 starts with multiple malfunctions followed by inter  
instrument flight.

1. Under instrument conditions students will be
2. Rhythm and groove ability.
3. Being a hep muso.
4. Correct beret wearing position.

Here's what I remember -  
hope it helps.....

Cheers Mike

SIM 1  
Day 1

1. First up is a LOFT ride from Brisbane to  
Accupulco with a depressurisation  
followed by coffee machine failure/
2. Captains LHS inverted flame out TACAN  
followed by FO half pike and twist.
3. Both pilots will get marked on their triple  
axe and general stage presence as well as  
some HF crap but didn't pay much attention  
to that.....
4. Finally we got a Galaxy note 7 fire  
followed by an emergency evac, half roll and  
pull through with an immelman to finish.  
Good luck.....M



| Quick Reference Handbook              |      |
|---------------------------------------|------|
| Quick Action Index                    |      |
| Engine Start.....                     | 7.1  |
| Engine Start.....                     | 7.2  |
| Engine Start.....                     | 10.1 |
| Engine Unreliable.....                | 8.   |
| Engine Unreliable.....                | 2.   |
| CABIN ALTITUDE WARNING.....0          |      |
| Emergency Descent.....                |      |
| ENGINE FIRE.....                      |      |
| Engine Limit or Surge or Stall.....   |      |
| ENGINE OVERHEAT.....                  |      |
| Engine Core Damage or Separation..... |      |
| Engine Core Fire.....                 |      |
| Engine Failure.....                   |      |
| Evacuation.....                       |      |
| LANDING.....                          |      |
| Loss of Control.....                  |      |
| Rapid Depressure.....                 |      |
| Runway Stabilizer.....                |      |
| Smoke, Fire or Fumes.....             |      |
| TAKEOFF CONFIGURATION.....            |      |
| WARNING HORN (INTERMITTENT).....      |      |
| WARNING LIGHT - CABIN ALTITUDE.....   |      |
| TAKEOFF CONFIGURATION.....            |      |

- The PM must continue to monitor whether a go-around made by the PF will result in a touchdown within the touchdown zone and prior to the latest point of touchdown, refer [Section 10.23.21 - Landing Touchdown Area - Go-Around Criteria](#)
- If either pilot is unsure about the safe outcome of the landing then a go-around must be initiated or called for
- The option to go-around is not available after selection of reverse thrust.

Call Outs. Theoretical assessment on air

and Out. Theoretical assessment on aircraft systems, procedures, and responses / All is conducted during the briefing stage in all simulator sessions. In some cases written a may be required from time to time, for specific subjects. The Instructors and Check C. vary, or seek more information on a particular subject at their discretion.

The LOFT consists of a flight which is planned from Auckland (NZAA) to Bristol. The flight involves an electrical non-normal and a diversion. Effective crew resource management and decision making process must be evident to support the outcome.

MOFT exercises will be performed at Hobart (Y.M.H.B.) and Auckland (I.Z.A.).

The Day 1 (CPT3) Simulator Training Package for PTF 3-7 includes training on the following systems:

- Electrical Power
- Fuel Protection
- Airborne Auxiliary Power

**Environmental theme:**

- Cold Weather

**Matrix Training Items include:**

- IAP3D CAT II/III ILS - Fail Passive
- IAP3D PNP LNAV/VNAV
- Approach without tower clearance - Night
- Circling / approach (minimum visibility) (Captain's
- Outland
- Non-Normal Landing - GEI landing
- Passenger Evacuation
- UPRT - Stall recognition and recovery
- Raw Data / Manual Handling
- Turbulence / High Altitude Manoeuvring

### Data Driven Training (DDT):

- Rejected Takeoff Decision Making

| LIMIT   | CALL             |
|---|------------------|
| Deviation from centreline   | "STEP<br>[RIGHT] |
| <b>Localiser tracking</b><br>$> \frac{1}{2}$ dot on standard scale<br>or equivalent on expanded scale | "TR/             |

| Condition/Location   | Pilot Flying   | Pilot Not Flying  |
|--|--|---|
| When aligned with runway centerline and cleared for takeoff. | Advance thrust levers to approximately 40% N1.<br>Allow the engines to stabilize.<br>Push the TO/GA switch.<br>Call: "SET TAKEOFF THRUST." |   |
|  |  | Monitor the engine instruments during takeoff. Call out abnormal indications.<br>Adjust takeoff thrust to 60 knots as needed.<br>If strong headwinds, if thrust levers do not advance to the planned takeoff thrust, manually advance the thrust levers before 60 knots.<br>Call: "THRUST SET." |
|  |  | After takeoff thrust is set, the captain's hand must be on the thrust levers until V1. The captain shall make the go/no go decision and, if required, action any rejected takeoff.<br>Monitor airspeed and call out "60 KNOTS."   |
|  |  | Verify the automatic V1 callout or call: "V1."<br>The captain should be removed from the thrust levers after V1.  |



Time for a  
leap of  
faith.....

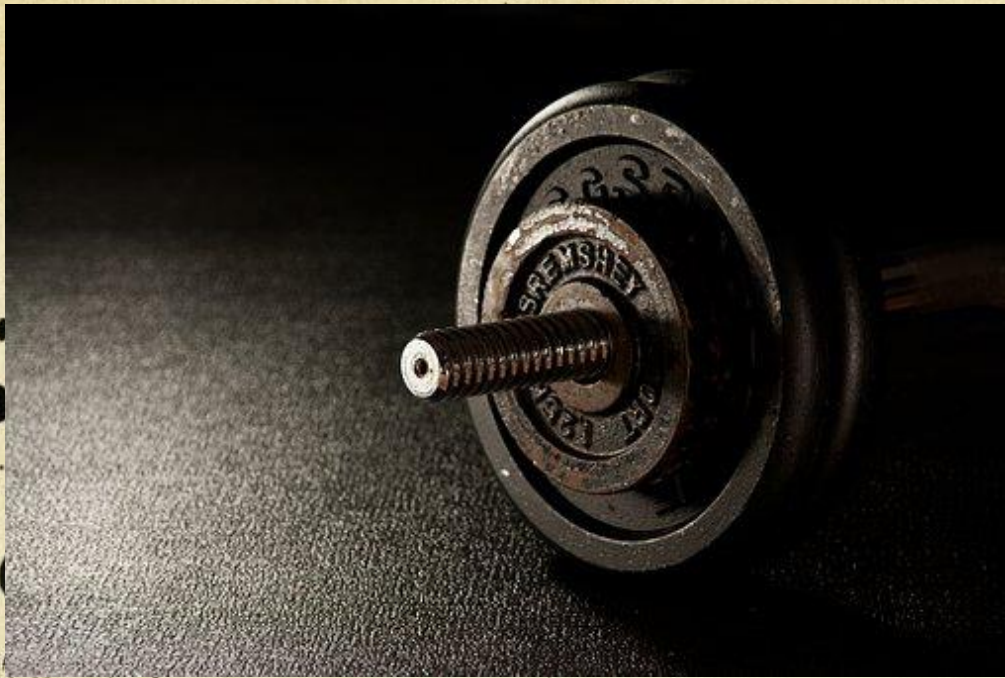








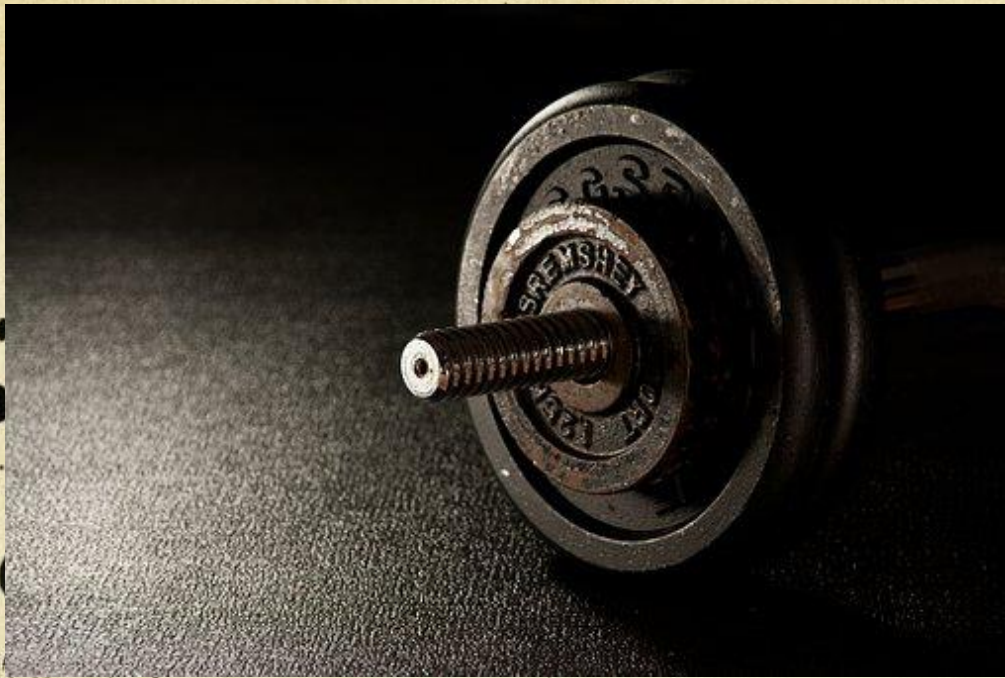
# *NTS Workout Training Schedule*



- Zero Jeopardy
- No pass or fail
- Focus is NON Technical Core elements
- Trainers trained appropriately

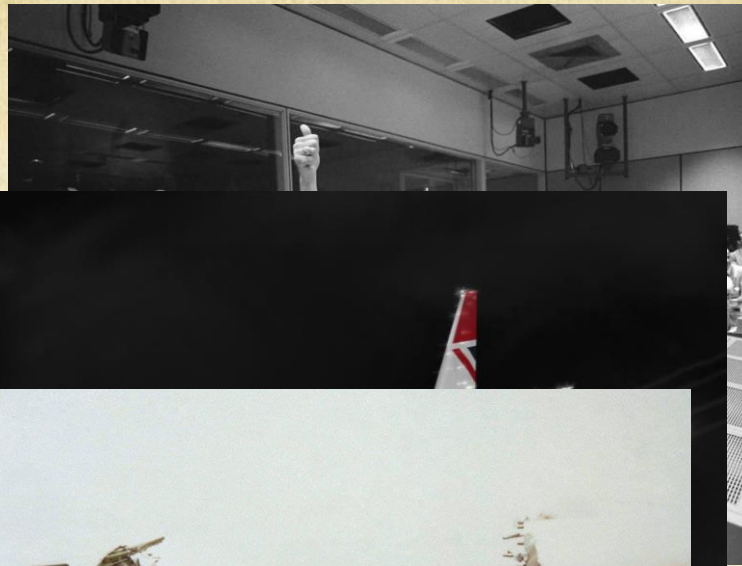


# *NTS Workout Training Schedule*



- Consult with NTS specialists
- Trainers to debrief appropriately
- New research excercised
- Results shared within the global community





Apollo 13 Earth  
moon 1970



BA 009 Jakarta  
1982



Aloha 243 Hawaii  
1988



Sioux City DC-10  
1989



QF32 Singapore  
2010



VA 1384 Mildura  
2013

Cactus 1549



Time for a break.....

