

“All Available Resources”

Tony Kern
& Ryan Burns

Presented by



Beechcraft

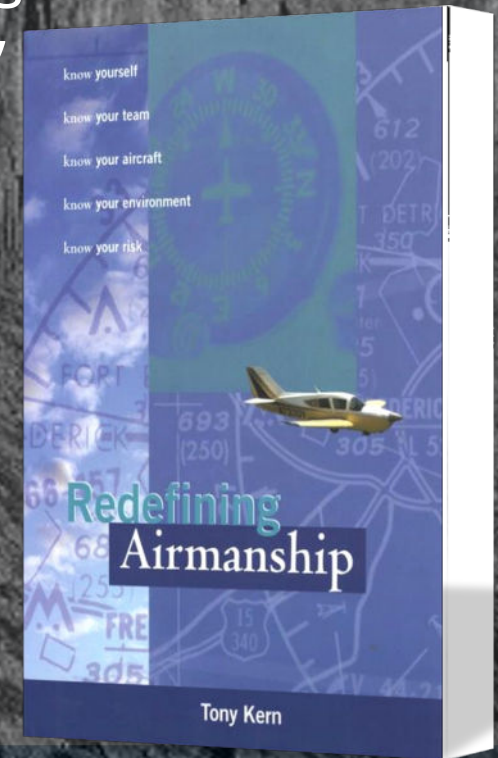
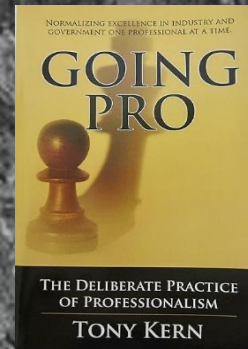
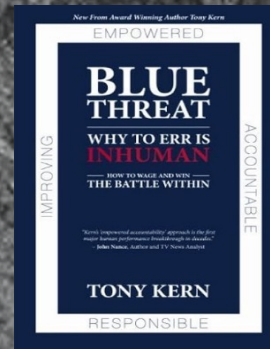
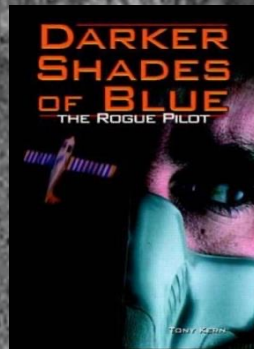
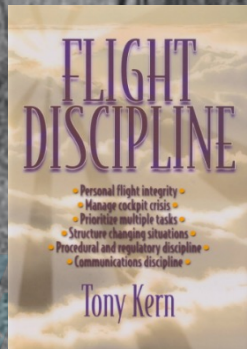
BY TEXTRON AVIATION



This is Personal For Me

“At the most basic level, this was simply a failure of airmanship.”

—USAF Mishap Report



“All Available Resources”

There is something important missing in our resource kit. In the entire realm of aviation safety, it is the single most important resource we have available.

It is low cost, moderate effort, and requires no new technology beyond that which God has given us.

And it is missing because of one very simple misunderstanding we made decades ago and still believe today.

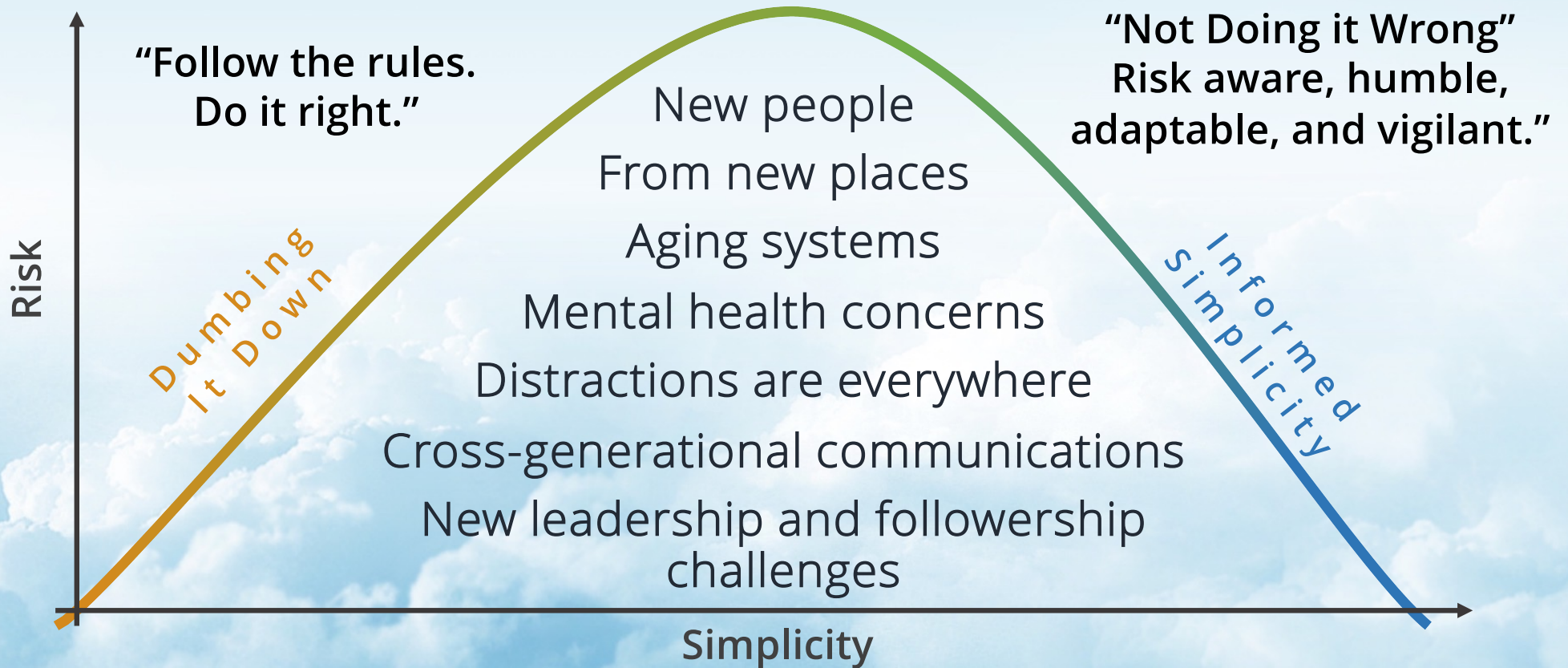
A Fundamentally Flawed Assumption

When we teach someone to do something right, we are also teaching them not to do it wrong.

Teaching someone to do something *right* is **not** the same thing as teaching them not to do it *wrong*.

Not even in the same zip code.

The vast majority of aviation incidents and accidents still result from human error, and until we remedy this, they **always will**.



Simplicity/Risk Dynamics

Complementary but Different

“Doing it Right”

Systems
Technology
Procedures
Compliance
Teamwork

“Not Doing it Wrong”

Self awareness
Mental agility
Peak physical wellness
Behavioral strength
Emotional control
Purpose

"To create, one must first question everything. Never adopt someone else's conclusion without putting it to the test of your own reasoning and imagination."

Eileen Gray, Author



Most human error is personal, not vocational, meaning our errors spring from some lack of internal readiness, in one or more of these areas.

Until we correct this oversight, we will continue to see human error accidents and likely at an increasing rate.

This is especially true when we are operating in a stressful, demanding environment with new emerging threats.



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Tony Kern



Tony Kern

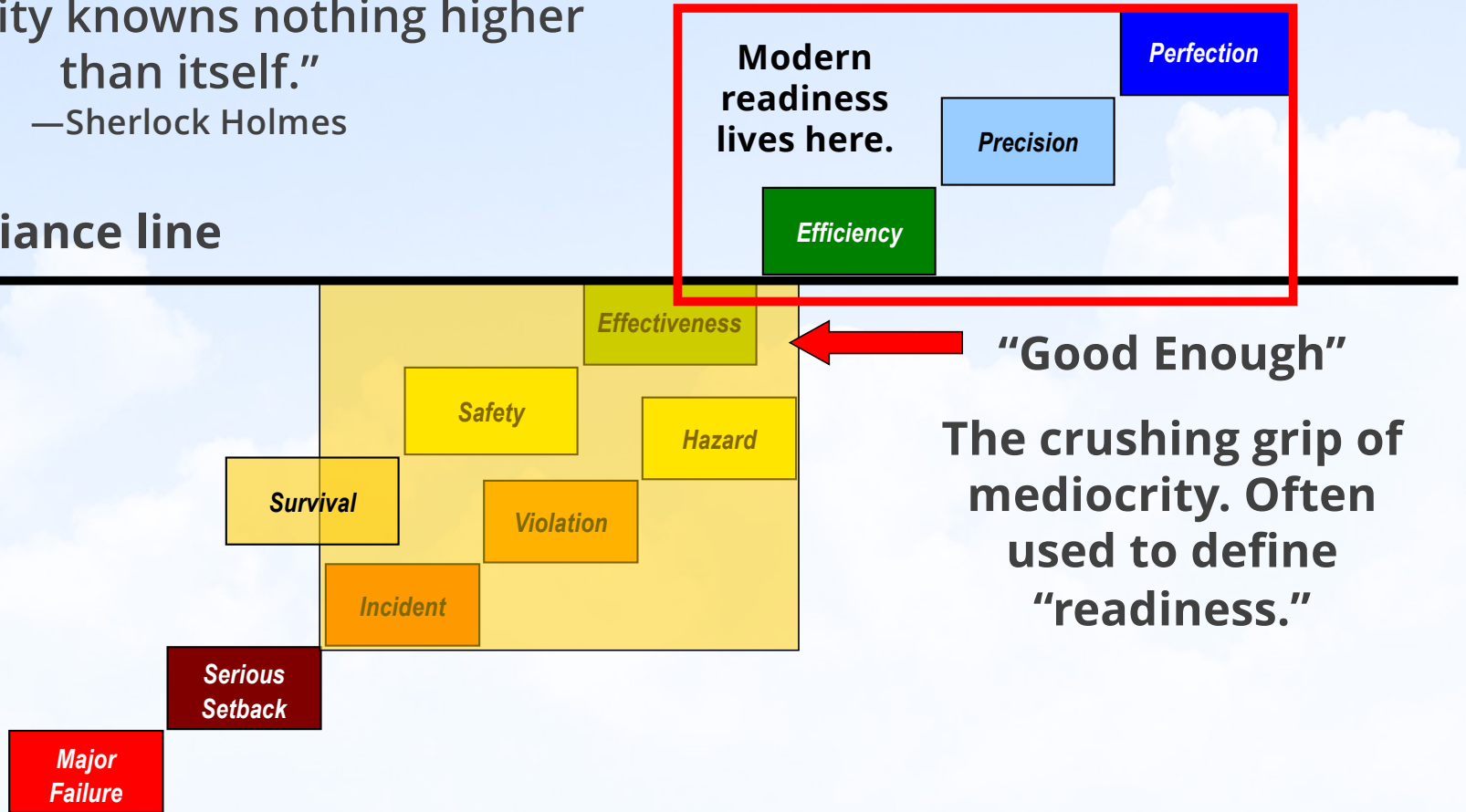
Multifaceted, internal growth is within everyone's reach, but not yet within their awareness due to the flawed assumption we discussed earlier.

You don't know you are lacking something you have never been told exists.

This must become a cornerstone of our aviation training if and when we want to take the challenge of human error seriously.

“Mediocrity knows nothing higher than itself.”
—Sherlock Holmes

Compliance line



“Good Enough”
The crushing grip of mediocrity. Often used to define “readiness.”

Performance Evolution Ladder – Copyright 1998 T. Kern

Performance Under Pressure

In many regards, aviation professionals are similar to athletes who perform under dynamic, high-pressure conditions.

But seldom do we do it with hundreds of thousands of spectators against a talented and hostile human opponent.

Let's see what we can learn from someone who has.





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Wrap Up

- **Readiness, Teamwork, Adversity, Persistence are the common attributes.**
- **Unfortunately, this is not currently taught in aviation.**
- **Elite athletes are provided this, and it has proven highly effective for many of them.**
- **We are not accessing “all available resources” to combat human error or play to our full potential.**
- **The dynamic changes in our industry demand a new approach if the human error challenge is to be addressed.**

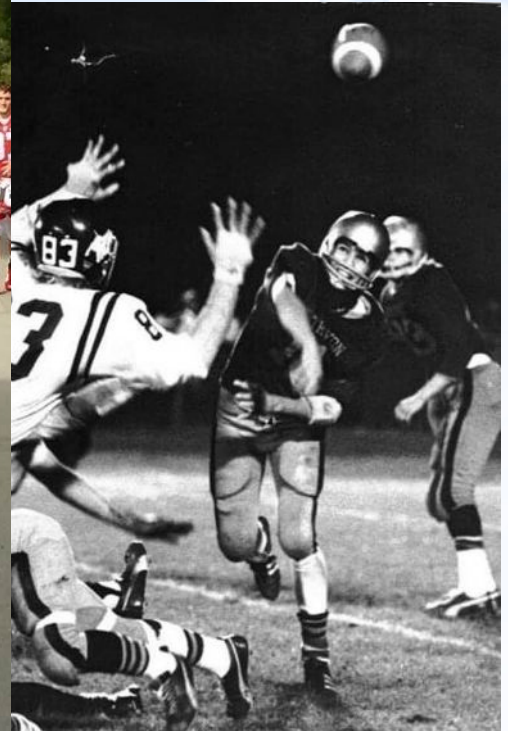
The Code of the Armored Knight

“In the midst of hate, I found there was, within me, an invincible love. In the midst of tears, I found there was, within me, an invincible smile. In the midst of chaos, I found there was, within me, an invincible calm. I realized, through it all, that in the midst of winter, I found there was, within me, an invincible summer. And that makes me happy. For it says that **no matter how hard the world pushes against me, within me, there’s something stronger—something better, pushing right back.**”

— Albert Camus



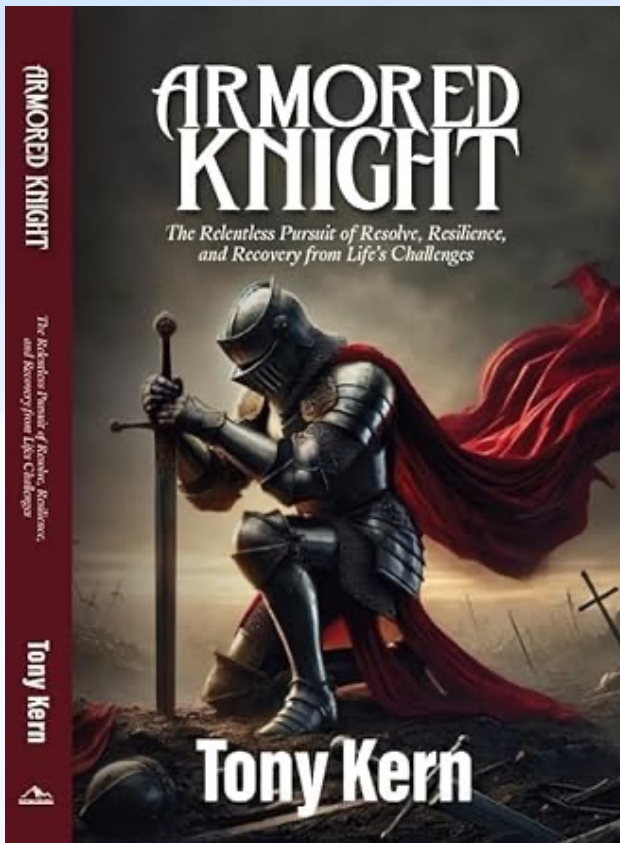
Questions, Ideas and Comments?





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Armored Knight: Pursuit of Resolve, Resilience, Recovery from Life's Challenges.

Dr. Tony Kern

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