# **LOBO MODEL CODE OF CONDUCT**



### Tools to advance Lancair building and flying safety and GA citizenship

Provided to the Lancair community by: Lancair Owners and Builders Organization

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#### INTRODUCTION

The LOBO MODEL CODE OF CONDUCT (Code) offers recommendations designed to help Lancair owners and builders advance flight safety. airmanship, and the general aviation (GA) community.

The Code is not a *standard* and is not intended to be implemented as one. Instead, the Code presents a vision of excellence for LOBO members. Its principles complement and underscore legal requirements.

The Principles: The Code has seven sections, each containing Principles and Sample Recommended Practices.

- GENERAL RESPONSIBILITIES OF LOBO MEMBERS
- PASSENGERS AND PEOPLE ON THE SURFACE
- TRAINING AND PROFICIENCY
- SECURITY
- ENVIRONMENTAL ISSUES
- USE OF TECHNOLOGY
- ADVANCEMENT AND PROMOTION OF GENERAL AVIATION

Benefits of the Code: The Code benefits Lancair pilots/builders and the GA community by:

- highlighting important practices to make you a better, safer
- promoting improved pilot training, better airmanship, appropriate pilot conduct, personal responsibility, and pilot contributions to the Lancair and GA communities and society at large,

	encouraging the development and adoption of good judgment	
	and ethical behavior,	
	advancing self-regulation of the Lancair community as an	
	alternative to government regulation, and	
	promoting Lancair aircraft and making flying a more rewarding experience.	
Note: No	t all flight operations are authorized in all jurisdictions.	
	ses to the United States Federal Aviation Administration (FAA) are	
used as	examples. In other jurisdictions, applicable laws and regulations	
must be		
	NERAL RESPONSIBILITIES OF AVIATORS	
	Members should:	
a. b.	make safety the number one priority, seek excellence in airmanship,	
C.	develop and exercise good judgment, and apply sound	
٥.	principles of aeronautical decision-making,	
d.	recognize and manage risks effectively,	
e.	maintain situational awareness, and adhere to prudent	
	operating practices and personal operating parameters	
_	(e.g., minimums),	
f.	aspire to professionalism,	
g.	act with responsibility and courtesy, and	
h. Evolene	adhere to applicable laws and regulations.  tion: Section I of the Code serves as a preamble to the Code's	
	nciples. It emphasizes safety, excellence, risk management, and	
responsil	1 7 7 1	
	Recommended Practices:	
	Approach flying and building with seriousness and diligence,	
	recognizing that your life and the lives of your passengers and	
_	others depend on you.	
	Recognize, accept, plan for, and do not underestimate the costs of	
	implementing proper safety practices.	
— ······, ····· ······, ···············		
principles of airmanship and risk management. Be prepared to alter or abort your flight plan accordingly.		
	Recognize the increased risks associated with flying in inclement	
_	weather, at night, in congested areas, over water, and over	
	rugged, mountainous or forested terrain. Plan for and manage	
	such risks prudently.	
	Develop, use, periodically review, and refine personal checklists	
	and personal minimums for all phases of flight. Review these	
	materials regularly with a flight instructor or other trusted mentor.	
	Make personal wellness and an honest self-evaluation of your	
	fitness a precondition of each flight (for example, by using the <i>I'M</i> SAFE checklist – see, e.g., FAA AC 60-22).	
	Establish conservative O <sub>2</sub> personal parameters—for example,	
_	daytime above 8,000 ft. MSL and nighttime above 5,000 ft. MSL.	
	Consider use of a pulse oximeter. Use supplemental oxygen on	
	flights when it may be beneficial.	
	See and be seen. Practice techniques for seeing and avoiding	
	other aircraft. Scan for traffic continuously. Enhance your	
	visibility through appropriate use of lights and strobes.	
	Listen and be heard. Monitor appropriate frequencies to remain	
	aware of the location of other aircraft, and concisely inform other	
	pilots of your position and intentions.	
_	Minimize turns and maneuvers below 500 feet AGL except as required during takeoff and landing.	
	Comply with or exceed the requirements for mandatory inspections	

and Airworthiness Directives (ADs). Adhere to recommended

inspections, service bulletins, and checklists.

the effect diversion other circ File a flig ground pr Adhere to practices Develop	ry flight carefully. Calculate weight and balance, consider of wind on fuel reserves and range, and consider alternatives. Remain aware of deteriorating weather and umstances that may make continued flight unsafe. In the plan or communicate your intended flight itinerary to ersonnel prior to departure, even when flying locally. To applicable LOBO recommendations, rules and operating and adhere to conservative personal operating parameters, the following personal minimums:
•	Minimum descent altitude/decision height (MDA/DH) — exercise extreme caution and voluntarily limit approaches where ceilings are less than 800 feet and visibility is less than 1 mile for straight-in approaches or ceilings are less than 1,000 feet and visibility is less than 3 miles for circling approaches. Never execute a circling approach at night unless there is no alternative and you are capable of safely executing such an approach. Use higher minimums in deteriorating weather conditions and at night.
•	Missed Approaches – limit missed approaches to a maximum of two, and do not prematurely cancel IFR. Do not continue an unstable approach inside the Final Approach Fix in IMC—execute the missed approach procedure.
•	Departures – plan for a takeoff alternative in case an emergency landing is required just after departure. If your departure airport is below landing minimums, your takeoff alternate should have a suitable instrument approach, with weather conditions above landing minimums.
•	Night Operations – recognize the increased risks associated with night operations and fly IFR whenever practical at night (if rated, current, and proficient).
	D PEOPLE ON THE SURFACE
	s snould: passenger safety first and then reasonable er comfort,
manage	risk and avoid unnecessary risk to passengers, to nd property on the surface, and to people in other
aircraft, brief pas	sengers on planned flight procedures and inform any significant or unusual risk associated with the
seek to p	prevent unsafe conduct by passengers, and
	erations that may alarm or disturb passengers or in the surface.
	30 Members are responsible for the safety and comfort
	s. Passengers place their lives in your hands, and you

#### II. Pas

Explar of their should exercise sufficient care on their behalf. Such care includes, but is not limited to, disclosing unusual risks, and exercising prudent risk management. Your responsibility also extends to people on the ground and in other aircraft.

Keep your passengers as safe as po	ossible,	as tho	ugh	they were	
your closest loved ones.					

- Aspire to act toward your passengers with professionalism.
- ☐ Plan and fly conservatively to improve safety margins.

ב	Tactfully disclose risks to each passenger and accept a
	prospective passenger's decision to refrain from participating.
	Require that passengers wear seat belts and shoulder
	harnesses, and consider providing hearing protection, such as
	intercom-equipped headsets.
]	Provide a thorough passenger briefing prior to flight (see
	ADDITIONAL RESOURCES below).
]	Determine the experience, background, and concerns of each
	passenger. Incorporate them into the preflight briefing and flight
	activities.
_	If available, obtain favorable insurance coverage for passengers,
	and urge passengers to do so as well. Confirm that there are no
	misrepresentations on insurance applications, and that you and
	any other pilot on the policy have complied with all policy
	provisions.
_	Instruct passengers to avoid touching or obstructing critical flight
_	
	controls. Brief and maintain a sterile cockpit for takeoff,
_	landings, and other workload-intensive times.
]	Encourage passengers to serve as safety resources – for
	example, by having them identify nearby aircraft, organize
_	charts, and keep track of landmarks.
]	Assess unfamiliar passengers for potential safety and security
	problems.
_	Remember that passenger safety begins on the ramp before

## Avoid refueling aircraft with people on board.

#### If practicable, fly precision approaches with vertical guidance (e.g., ILS) when carrying passengers.

#### III. TRAINING AND PROFICIENCY

slipperv surfaces).

LOBO Members should:

participate in training to maintain and improve proficiency beyond legal requirements.

ever entering the aircraft. Watch passengers closely and keep them clear of ground-based hazards (e.g., fuel trucks, propellers,

- attend LOBO-sponsored training events and fly-ins,
- participate in flight safety education programs,
- remain vigilant and avoid complacency,
- train to recognize and deal effectively with emergencies,
- accurately log hours flown and maneuvers practiced to satisfy training and currency requirements.

**Explanation:** Training and proficiency underlie aviation safety. Recurrent training is a primary component of proficiency and should include both air and ground training. Each contributes significantly to flight safety and neither can substitute for the other. Training sufficient to promote flight safety in your high-performance Lancair aircraft will almost certainly exceed what is required by law.

Sample	Recommended Practices:
	Pursue a rigorous, lifelong course of aviation study.
	Use the flight-test developed and confirmed flight manual for your specific aircraft to determine limitations, calculate
	performance, plan flights, properly secure cargo, determine fue requirements, and calculate weight and balance.
	Follow and periodically review programs of study or series of training exercises to improve proficiency. Consider a training plan that will yield new ratings, certificates, and endorsements.
	Supplement stick-and-rudder training with scenario-based training to build decision-making and risk-management skills.
	Train for flight over challenging environments such as water or

remote, desert, or mountainous terrain. Train for survival, and

carry adequate survival equipment and drinking water.

	Understand and use appropriate procedures in the event of		Use additional or enhanced locks or other anti-theft mechanisms
	system malfunctions (e.g., electrical failure, lost communications,		to secure your aircraft.
	instrument problems).		When carrying unfamiliar passengers, examine their carry-on
	Achieve and maintain proficiency in the operation of avionics and		bags for hazardous materials and weapons. Query familiar
	automation.  Know current aviation regulations and understand their		passengers regarding such materials.  Confirm that ramp access gates are closed securely behind you
_	implications and rationale.	_	to prevent "tailgating" by unauthorized persons.
	Understand and comply with the privileges and limitations of		Become familiar with <i>Airport Watch</i> (866-GA-SECURE) and
_	your pilot certificate.		other means to report and deter suspicious activities.
	Attend aviation training programs offered by LOBO, industry		Periodically review military intercept procedures.
	organizations and the FAA.		Report security concerns, flight safety hazards or anomalies such as
	Participate in the FAA Pilot Proficiency Program ("WINGS").		inoperative VORs and poor radio coverage to the appropriate
	Stay updated with diverse and relevant aviation publications.		authorities.
	Develop a systematic approach to obtaining timely weather		Use ATC radar advisories when flying VFR whenever practicable.
	briefings and evaluating flight conditions.		Do not deviate from an active flight plan (either IFR or VFR) or clearance without notifying ATC.
_	Conduct a periodic review of recent Lancair-specific and other applicable aircraft accidents and incidents, focusing on probable		Consider flying IFR (if rated) whenever practicable.
	causes.		CONSIDER HYING IT IX (IT falled) Whenever practicable.
	Periodically demonstrate mastery of LOBO-developed training		) Members should:
	standards (LTS), and train to exceed the LTS minimums.	a.	recognize and seek to mitigate the environmental impact of
	Obtain adequate training before flying an unfamiliar aircraft, even		aircraft operations,
	if you have flown that type in the past.	b.	minimize the discharge of fuel, oil, and other chemicals into
	Avoid practicing training maneuvers in busy airspace or over		the environment during building, refueling, preflight
_	congested areas.		preparations, servicing, and flight operations,
	Maintain currency that exceeds minimum LOBO-recommended	C.	avoid environmentally sensitive areas,
	and regulatory requirements.  Seek to fly at least once every two weeks. Make at least three	d.	comply with applicable noise-abatement procedures and
_	night takeoffs and landings per month, or refrain from flying at		mitigate aircraft noise over noise-sensitive areas, and review and adhere to prudent hazardous materials handling
	night.	e.	procedures.
	Develop a practical understanding of the mechanics and systems	Explana	ation: Reducing pollution caused by aviation will reduce health
	of your aircraft.		is, environment impact, and unfavorable public perceptions of the
	Consider maintaining a log to track errors and lessons learned		community. Environmental issues can also close your airports
	on each flight.	and incr	ease your regulatory burden.
	Register at < www.faasafety.gov > to receive announcements of		Recommended Practices:
	safety meetings and literature, and review appropriate safety		Use a Gasoline Analysis Test Separator (GATS) jar or other
	courses online.		environmentally sound device/procedure for all fuel sampling.
_	Complete the equivalent of a Flight Review annually, and, if instrument rated, complete an instrument proficiency check (IPC)		Return fuel samples to the fuel tanks or dispose of them properly.  Learn/adopt environmentally responsible methods for all aspects of
	every six months.	_	aircraft building and care, especially disposing of unused building
	Practice partial panel skills (if IFR-rated) at least every three		chemicals, degreasing aircraft and handling run-off.
	months.		Adhere to applicable noise abatement procedures provided safety
. SECL	IRITY		is maintained.
	Members should:		Be aware of the noise signature of your aircraft, and follow
a.	seek to maintain the security of all persons and property		procedures to reduce noise such as reducing engine power and
	associated with their aviation activities,		propeller RPM, as soon as practicable after takeoff.
b.	remain vigilant and immediately report suspicious, reckless,		If practicable, fly well above noise-sensitive areas, or avoid them
	or illegal activities,		altogether.  If practicable, install noise-reducing equipment such as quieter
C.	secure aircraft to prevent unauthorized use, and avoid special-use airspace except when approved or		props and exhaust systems.
u.	necessary in an emergency.		Consider the impact of aircraft on wildlife, and conform to
xplana	ntion: Enhanced security awareness is essential for the Lancair	_	recommended practices (such as National Park Service minimum
	ity. Threats to security demand responsive action. This Section		altitudes) when flying near wilderness and environmentally
ddress	es each LOBO Members' role in promoting national security and		sensitive areas.
	ng criminal acts.		Patronize service providers (such as FBOs, repair services, and
	Recommended Practices:		aircraft cleaners) that adhere to environmentally friendly
	Check NOTAMS thoroughly during preflight preparation, and		practices.
	obtain updates during long flights, including NOTAMS for		OF TECHNOLOGY
	airspace restrictions.  Always use a transponder with altitude encoding if equipped and		Members should: become familiar with and properly use appropriate
_	operable unless otherwise authorized or directed by ATC.	d.	affordable technologies,
		1	and additional to the control of the

b. monitor applicable airport advisory frequencies and report position concisely when approaching airports without an operating control tower and other higher-risk areas, if radioequipped, c. use transponders or other position-indicating technologies during in-flight operations, if available or otherwise directed by ATC, and use ATC radar advisories for VFR enroute operations, and d. carry redundant transceivers and navigational equipment and use them in appropriate circumstances.

**Explanation:** Innovative, compact, and inexpensive technologies have greatly expanded the capabilities of GA aircraft. This Section encourages the use of such safety-enhancing technologies for Lancair aircraft.

#### Sample Recommended Practices:

- When practicable, invest in new technologies that advance flight safety. Train to use them properly. Learn and understand the features and limitations of such technologies.
- Consider installing enhanced occupant restraints.
- Consider keeping a back-up communication/navigation device accessible during flight operations; include extra batteries or a back-up power supply. Consider use of a personal locator
- Inspect and maintain all avionics and flight instruments to keep them operational, current, and approved for the intended flight. Avoid programming navigation systems while taxiing (particularly
- during single-pilot operations). Recognize that programming avionics may cause distractions. and that distractions may lead to errors.
- ☐ Maintain basic flying and navigating skills to enhance safety in the event of failure or absence of advanced technologies or services
- Avoid flying in or near Level 2 (moderate) or higher weather radar returns, especially when thunderstorms are present or forecast. Seek frequent ATC or AFSS weather updates.
- In IMC and at night, operate with an autopilot or a qualified second pilot if practicable.
- In IMC, operate with attitude-indicator (AI) system redundancy if practicable, and maintain partial-panel proficiency.

#### VII. ADVANCEMENT AND PROMOTION OF GENERAL AVIATION

#### LOBO Members should:

- a. advance and promote general aviation safety and adherence to the Code.
- b. volunteer in and contribute to organizations that promote general aviation, and use their aviation skills to contribute to society at large,
- demonstrate appreciation for aviation service providers.
- advance a Lancair culture that values openness, humility, positive attitudes, and the pursuit of personal improvement, and
- e. promote ethical behavior within the Lancair community and the general aviation community at large.

**Explanation:** General aviation has a well-recognized and worsening public relations problem. Vigilance and responsive action are essential to ensure GA vitality and to enhance the GA experience for LOBO members and passengers.

#### Sample Recommended Practices:

- Strive to conform fully to the Code.
- Serve as a LOBO ambassador to the public by providing accurate information and refuting misinformation concerning LOBO activities, and by encouraging potential Lancair builders and pilots.

Recognize that your actions reflect upon the entire Lancair
community as well as the wider aviation community.
Volunteer in support of LOBO and general aviation.
Make charitable use of your aviation resources (for example, by

to youth and environmental programs). Express appreciation to controllers and service personnel for their

transporting persons seeking medical care or donating flight time

Participate in aviation-related fundraising events.

assistance and good service.

- Invite constructive criticism from your fellow LOBO pilots and GA aviators and provide the same when asked.
- Adhere to the highest ethical principles in all aviation dealings, including business practices.
- Seek to resolve disputes informally and congenially.

#### ADDITIONAL RESOURCES

- ☐ Further information about LOBO is available at: <www.lancairowners.com>
- Further information about GA is available at: FAA: <www.faa.gov>, and <www.faasafety.gov>; AOPA: <www.aopa.org/>; EAA: <www.eaa.org>; NBAA: <www.nbaa.org>.

#### NOTICE

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#### EDITS, ERRATA, COMMENTS

The LOBO MODEL CODE OF CONDUCT is a living document, intended to be updated periodically to reflect changes in aviation practices and the aviation environment. Please send your suggestions, edits, errata, questions and comments to: <m.sletten@lancairowners.com>

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