

**Poor Judgment:
Hints for Recognizing It When
it's Biting You on the Ass**

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Columbia, CA Canard Fly-In

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2:30 PM

What Will I Talk About?



- *Who Am I?*
- *Introduction*
- *Travel Days*
- *OSHKOSH*
- *Last Travel Day*
- *Learnings / Conclusions*
- *Contact Information / Q&A*

Who The Heck Am I?



- Biography / Resume'
 - <http://www.mdzeitlin.com/Marc/bio.html>
- Built Quickie Q2
- Built COZY MKIV #386, N83MZ – ~1,135 flying hours
- Started / Administer Unofficial COZY Builders Web Page and COZY Mailing List (~720 members)
- Principal at Burnside Aerospace Consulting – perform CIs, Pre-Buys, repairs, upgrades, panel replacement, engineering assistance, parachute install design, etc.
- Since May 1st, 2011, I provide **OFFICIAL** technical support for **COZY** aircraft to all builders, flyers and prospective builders

Introduction



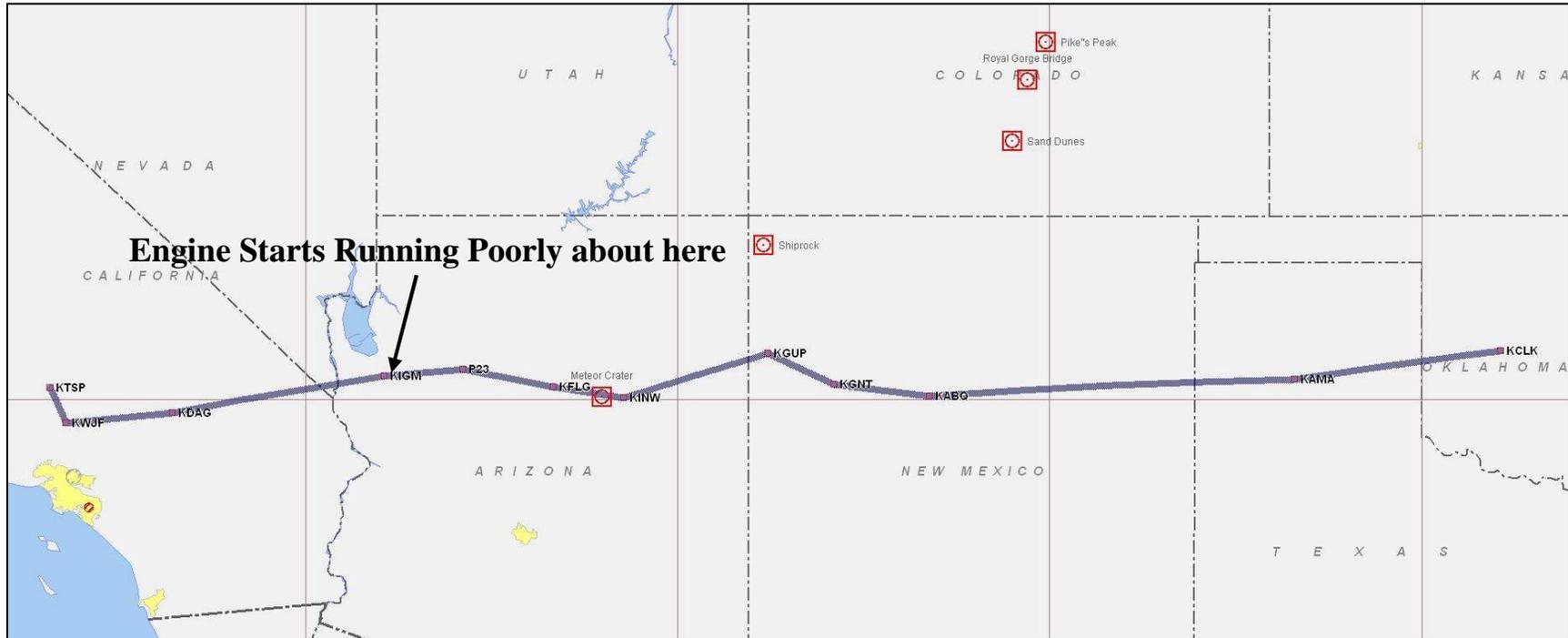
- Not a flying story (at least not only) – human story
- I guarantee you’ll think I’m an idiot
- I guarantee you’ll think that **“I’d never do that”**
- You will laugh with embarrassment and feelings of superiority
- You’ll think this is just as stupid as **“Watch This”** or **“Here, Hold My Beer”**

- Trip Description:
 - Tehachapi, CA to Cape Cod, MA / New Jersey for vacation
 - To **OSH** for vacation and Fora (COZY and Canard)
 - Come Home

- Recent Flights:
 - Test flight after replacing broken magneto with new Emag – had two EI’s (Pmag / Emag)
 - Sightseeing for friends over Antelope Valley

- String of Stupid Decisions

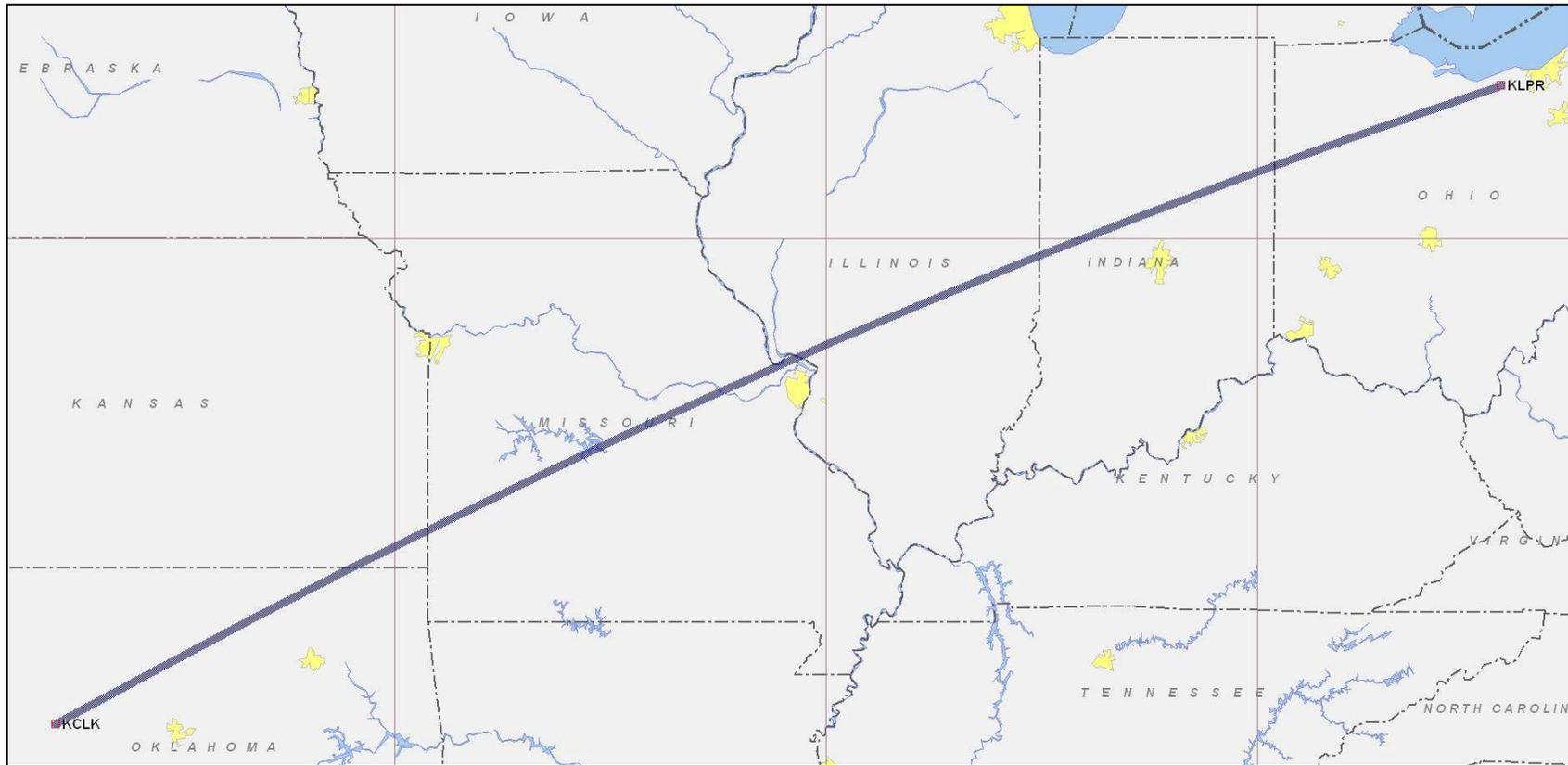
July 18th, 2008: KTSP - KCLK



- 987 NM Non-Stop
 - ~6.2 hrs
 - ~800 NM with EI Issue
- Lost ~100 RPM
- CHT's up ~50F
- Fuel Flow up ~1/2 gph
- Played with:
 - Throttle
 - Mixture
 - Ignition Cutoff

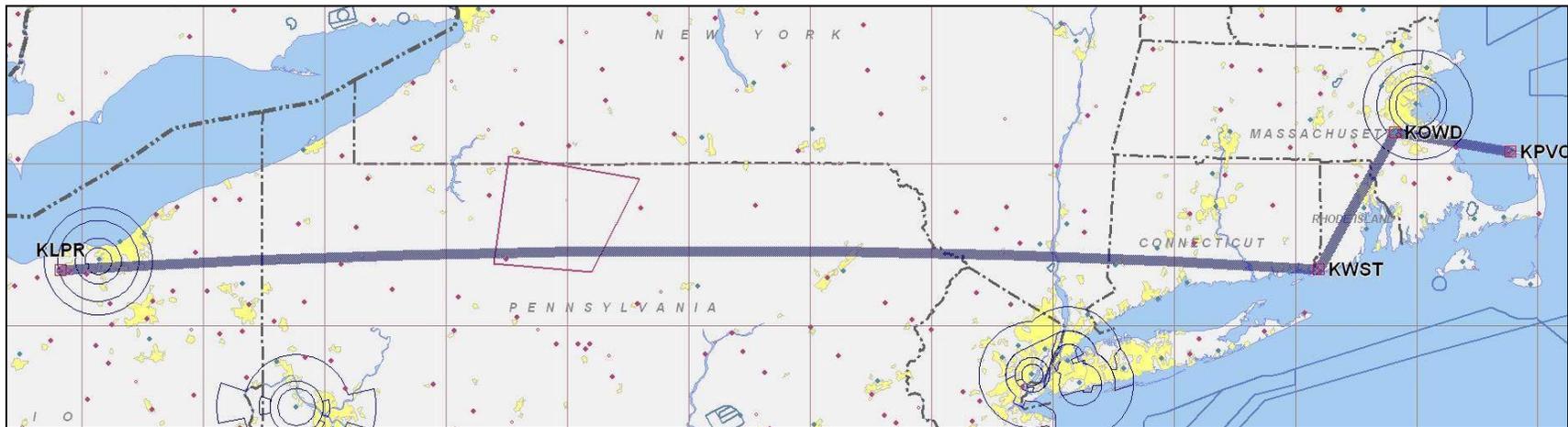
- First Stupid Decision – continue flight with known issue – obvious that SOMETHING is wrong
- Land in Clinton, OK (gas, oil, bathroom)
- No A&P on field – won't be back for 3 days
- Add oil, takeoff cowl – no obvious problems
- Run-up crappy – one EI not working – go back and check under cowl again
- Don't want to be stuck somewhere in AZ, NM or in KCLK – have friend in OH – “need” to get there

July 18th, 2008: KCLK - KLPR



- Second Stupid Decision – rationalize takeoff from **KCLK** to get to **KLPR** in OH
- 859 NM - ~5.5 hrs
- Running poorly from the start – take off on one EI
- Second EI kicks in after 10 minutes (warm-up, presumably – runs as before on 1.5 EI's – Land at **KLPR** in OH
- Look under cowl again – nothing obvious – add oil
- Spend night with friend in OH

July 19th, 2008: KLPR – KWST – KOWD - KPVC



- Don't want to be stuck in OH – already paid for vacation in Cape Cod with family
- Third Stupid Decision – take off on one EI again – second kicks in after 10 minutes during climb – runs medium crappy again
- 568 NM with two stops planned for friend visits
- ~4.5 hrs total
- Fly over scattered/broken decks at 13.5K ft.
- Instead of going straight to final destination – land in Westerly to visit friend (who's not there – eat lunch and have phone conference with EI vendor)
- Fourth Stupid Decision – take off on one EI and fly to Norwood, MA to visit another friend (at least he's there)
- Fifth Stupid Decision – take off on one EI and fly to Provincetown for week vacation
- Call EI vendor and have new unit Fedex'ed to **KPVC**

July 25th, 2008: KPVC – KHWV – KHTO - KPVC



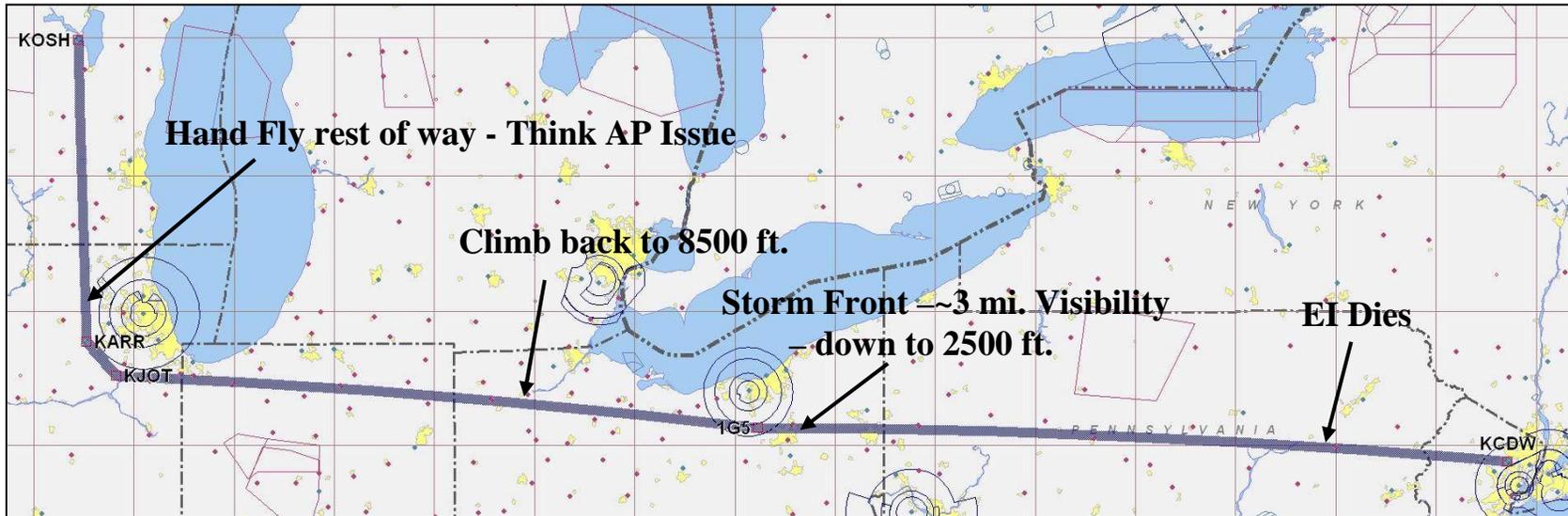
- Replaced defective EI at **KPVC** – engine runs well
- Sixth Stupid Decision – take off on two EI’s, knowing that I’ve already had a failure with no known cause
- But “need” to bring nephew home to Long Island – son comes with us
- ~140 NM each way
- ~50 min each way
- Engine/both EI’s run fine to **KHWV**
- Major problem 7 minutes after takeoff on return – son in right seat
- CHT’s through the roof – can only maintain 2000 RPM
- Make Emergency landing at **KHTO** – disconnect **OTHER** EI – NOT the new one
- Seventh stupid Decision – take off on one EI
- Fly back to **KPVC** on new EI
- Deanie very upset (big surprise) – everyone OK
- **First epiphany – I almost killed my son**

July 26th, 2008: KPVC - KCDW



- No passengers for rest of trip – whoohoo – at least ONE good decision
- Eight Stupid Decision – take off on one EI, having had **TWO** failures of **DIFFERENT** EI's
- But “need” to get to NY to visit mom
- ~200 NM
- ~1.5 hrs into 20 kt. headwind
- 45 minutes above broken deck
- **DON'T TELL MOTHER ANYTHING**
- Have new EI Fedexed to NJ
- Install – now have two replaced EI's
- Get flight for Deanie from NY to **OSH**
- Notice – **NOT** getting substantially smarter (can laugh now, but doesn't change facts)

July 30th, 2008: KCDW - KOSH



- Thought Process (such as it was) – get to **OSH**, deal with vendor directly, then get home
- Ninth Stupid Decision – take off with two possibly bad EI's
- ~780 NM
- ~4.5 hrs. planned - ~5.5 hrs actual (winds / diversion)
- New (NJ install) EI dies after 1.5 hours over eastern PA
- Tenth Stupid Decision – continue flight
- From 10.5K ft, attempt to climb over front near Cleveland – can't get over the top – double back and descend from 13.5K Ft. to 2,500 ft. (**AWOS/ATC** indicate **VFR**, light showers underneath – no convective activity)
- Eleventh Stupid Decision – continue flight down low, through low visibility (~3 mile) on ONE EI
- Due to stress, accidentally switch AP to follow NAV radio rather than GPS and don't notice – think I've got an AP failure – hand fly rest of the way
- But, "have" to get to **OSH** to pick up Deanie at Appleton...
- **VERY** tired, **VERY** stressed, into **OSH** – borrow car, get Deanie

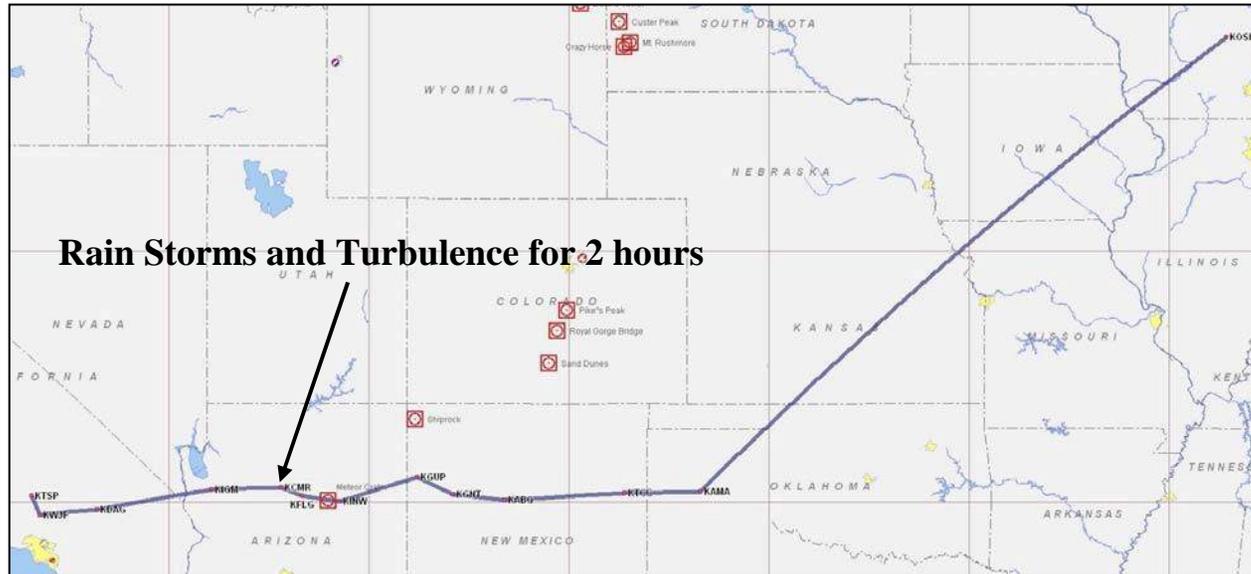
July 31st, 2008 – August 2nd, 2008



At OSH

- Spend three days taking apart EI's, diagnosing with Emagair (vendor), determining cause of failures
- Give Canard Forum / COZY Forum
- Attend canard lunch, COZY dinner
- Argue with Vendor re: issues
- Replace EI's with two new units – take spare as well
- Talk to friends about plan to get plane home – they recommend replacing with two Mags

August 2nd, 2008: KOSH – KTCC - KTSP



- Twelfth Stupid Decision (**MAYBE** slightly less stupid, since these EI's are supposedly "fixed") – take off, but at least this time, with a plan
- ~1650 NM
- ~12 hr. day
- Use "fixed" EI's – mechanical fix
- Plan:
 - Cruise at 2500 RPM
 - Never over 2600 RPM
 - Keep speed up for cooling – fast climb IAS
 - Have third "extra" EI in plane – just in case
- No problems first 5.5 hrs to **KTCC**
- Stop in **KTCC** for food/fuel/oil
- Thirteenth (and last) Stupid Decision (by this time, it's routine) – take off on last leg home
- Bumpy all the way with headwind – moderate turbulence through **AZ/CA**
- Engine runs fine the whole way
- **VERY** tired, nauseated, stressed – land just before dark at **KTSP**
- Removed EI's, returned for refund
- Took plane apart – grounded airplane and self for 1.5 years

Learnings / Conclusions



- **From this Experience:**
 - **Thirteen** Stupid Decisions – any of which could have killed me (or others) – odds relatively low, but **FAR** higher than normal
 - Don't focus on the **TECHNICAL** issues with the EI's / Engine – that's **NOT** the problem
 - No matter how smart you are, or think you are, you can still be a complete idiot
 - Anyone who thinks that because they have a degree from college and a good job, or because they've been flying for 30 – 40 years that they're not capable of making mistakes that can and will kill them is in complete denial
 - You will sometimes do things that if your friends said they were going to do, you'd tie them up to the boiler in the basement to keep them from doing it
 - Reading NTSB reports and having a “**what was that moron thinking**” attitude is lying to yourself and can kill you
 - Get-there-itis can kill you
 - Having to be somewhere, or **THINKING** that you have to be somewhere, can kill you
 - **Sometimes, even recognition of all of these issues, and having them all running around in the back of your head, is INSUFFICIENT**
- **Other Personal Instances of Poor Judgment:**
 - 1978: Stuck finger in surface grinder
 - 1978: 75 mph Motorcycle Grounding
 - 1979: Caught hair in milling machine
 - 1981: Motorcycle Case crack
 - 1985: Q2 nose-over
 - 2004: Shoelace nose gear collapse
- **Reference for Incompetence and Introspection: “Unskilled and Unaware of It”**
- **The Kruger/Dunning Effect**
http://psych.colorado.edu/~vanboven/teaching/p7536_heurbias/p7536_readings/kruger_dunning.pdf

Questions? (& Answers) / Discussion



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