

## 6. OBJECTIVES

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### DEFINITION:

An objective is a projection of an expected result. Projection in the future means expectations, and expectations involve emotions depending - but not only - on the final result, positive or negative. So having objectives denotes a departure from a static mental state, which includes the acceptance of taking some risk.

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### TWO DIFFERENT OBJECTIVES:

#### For a competition pilot,

- THE FIRST AND MOST COMMON is the quest for results.
- THE SECOND is related to a path sequence of distinct accomplishments, leading to the desired outcome, opposed to the first which is the quest for final result.

**One common error is to focus on the objectives only to get results**, forgetting to understand that it is through accomplishment that we ultimately will reach these results. The quest for results gives you energy, motivation, wish and will, and they are intimately linked to the notion of accomplishment.

**The main difference between these two is that the objective for results is beyond your full control and power:** for example drawing of lots, weather, and so on during a contest may well impact the final result. So if you focus mainly on results you might be disappointed and may lose your focus and motivation.

**So the quest for accomplishment is totally under your control and power**, like to emotionally manage all the situations noted above, or to improve your physical condition, improve your memory to better learn your programs, manage the aerobatic box and the wind, and so on.....

If you focus on your objectives for accomplishment, your motivation, will greatly increase your capacity to handle different situations, in complete confidence.

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### CHARACTERISTICS OF AN OBJECTIVE:

- It must be unique and personal (in order to feel the confidence and motivation if it comes from our decision) and ecologic in the meaning of aligned with what I value the most.
  - It must be formulated in a positive way.
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- It must be clear and accurate with a plan.
- It must be written and included in the overall context of training.
- It must be realistic.
- It must be flexible which means open to revisions during the process.

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## HOW TO DEFINE AN OBJECTIVE:

### **Just ask yourself the following questions:**

- What do I want to accomplish, do, learn, manage, understand?
- What will I get from the fulfilment of this objective when I will reach it?
- How will I realise that I have accomplished it?
- What do I need in practical terms to help accomplish it?
- What are the potential obstacles I could encounter?
- Is there some inconvenience in the process, for me or for someone else?
- Do I have other advantages if I don't reach it?
- What could happen if I don't reach it?

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## BRIEFINGS AND DEBRIEFINGS

At the beginning of the progression, it is up to your FI to be in charge of briefings and debriefings. As you carry on further in the process, you should gradually take it on your own, under close scrutiny from your FI first and then of your trainer

You need to decide in anticipation of your flight what will be the primary focus like, for example:

- to learn a new manoeuvre, after reviewing the manoeuvre you studied during your last flight.

Your progression will benefit if you take some time to rehearse your last manoeuvre, before embarking on the new one, like say, to improve the stability of the trajectory, small details that will make a big difference in the final results.

As you decide what to do, make sure to focus on and address your "weak" points since at this point along the process the progression gate is wider and it's very helpful for your motivation

When you decide what to include in a flight this is depending upon your inner motivation, and it helps you to fly in the same conditions as in the contest, this time alone and not with someone telling you every second what to do. This will help you to face the real situation in the contest later.

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## THE DEBRIEFING

If you have the opportunity to make a video of your flight, either from the ground which is best, or from inside the cockpit, by reviewing the footage later, you will mentally reconnect to the flight and constructively critique it, by studying both the images and comments of your FI or trainer.

If you have such an opportunity, and if the manoeuvre was good,

→ just replay it over and over and listen to the comments, you will enjoy that too.

If the manoeuvre was not successful or below your expectations,

→ review it a few times only

As you get to the point of where the error is, stop there, to avoid overloading your neural connections on something which is wrong.

You have to proceed in steps to avoid “negative training” in your quest to perfect the manoeuvre....

You are strongly advised to take written notes for each step along the way,

→ to record parameters, « key points », visual references, tricks, possible safety issues.

→ and, to plan for the next flight, whether you can proceed to the next manoeuvre or need to review the previous ones.

**The suggested optimal solution for training camps** is to fly twice a day, to draw the most from each flight, also in terms of optimising preparation, briefing /debriefing, taking the time to relax in between. It may take slightly longer to reach the desired results, but the overall quality of your progression will be greatly enhanced.

*Competition training is very demanding, mentally, physically, emotionally, economically;*

*Do not overburden your training sessions by doing too many flights, it is by all means counterproductive*

Please visit us at the websites [Academy Of Aerobatics](#) and [Aero-Safety First](#)

**The videos are there to help you, to guide you through your progression.**

By examining and studying the many documented examples of routines, you will be able to successfully create your own. Feel free to take advantage of training programs and methods created and used, by Patrick our 2019 French National Team Trainer.

*Thanks for watching and see you soon !*



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