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Paper

*Dedicated to Dr. Albert Plesman, the legendary Founder of the Reliable Airline,
the KLM.*

**SIGNIFICANT ROLE OF CIVILIZATIONS ON FEAR OF FLYING AMONG
FLIGHT DECK CREWS.**

TOPIC OF THE DAY

**'CALCULATED BRAVERY OF SLAVIC PILOTS (AEROFLOT, LOT) VERSUS
PRAGMATIC DETERMINATION (KLM, BRITISH AIRWAYS) IN DEFEATING
SIGNS OF AEROPHOBIA AMONG FLYING CREWS AND A ROLE OF
PROVIDENCE IN TERMS OF THE WESTERN, LATIN CIVILIZATION'.**

There is no question of a significant role of the world's civilizations in fulfilling various jobs, professions and public services. If I had had possibility of a meticulous clinical examination of my cases this could have resulted in a form of doctorate or a longer academic dissertation. Unfortunately, my daily jobs over a few dozen of years have excluded any scientific activity amongst flight crews. Extremely limited time, quick and pragmatic words exchange, mainly in form of usual abbreviations; all these facts have contributed to not being able to work on my objects in form of serious academic issues. Nevertheless, in the course of years I decided to try to find answers mainly related to modern civil aviation such as nervousness, signs of aerophobia amongst flight deck crews etc. In this work I inserted the elements of psychology and modern philosophy. My first step was to adjust the proper form of science to determine its suitability, its compatibility to requirements of civil aviation.

Paragraph 1a)

Some 35 years ago, yet at the time of my service aboard passenger ship (a passenger liner on the North Atlantic) I had thought of finding a suitable thinker, philosopher who would have suited to the modern era of passenger aviation such as Orville and Wilbur Wright, or Dr. Albert Plesman. In other words I was looking for a modern philosopher who spent (at least) part of his life in the era a rapidly evaluating civil aviation. Another important factor played a role in my search; this factor was, of course, IDEOLOGY OF PEACFUL EXPLORATION. There should not be anyone who showed support and endless fidelity to political trends or somewhat promoted – in this case – the philosophy of war technologies, military aviation, generally speaking. This last form of flying is not dedicated to general public; it is mainly dedicated to destruct a target. We can also say that the modern commercial pilots are carrying passengers and freight and perform their work for human beings not against them. If we turn

back in the first years of the twentieth century we can easily distinguish four major streamlines of the modern philosophy in Europe and North America.

Paragraph 1b)

These forms of modern civilizations of the capitalist, rich world at the beginning of the 19th Century were: Latin Civilization based on the Ancient Roman and Greek fundamentals, called also Christian Civilization (with the whole opulence of Roman Catholic, Protestant and Anglican elements of faith) which has mainly been spread in West, North, Central and South Europe, major American States and Canada. The second one was the Jewish Civilization consisting mainly from huge Diaspora and ranging from fabulous and rich man world ending on millions of those who were on search of the Promised Land, frequently confronted with poverty, joblessness and limited acceptance by less democratic parts of society in their 'new' homelands. Because of its minority, the Jewish, were able and smart enough to upgrade them socially and financially to offer their new generations more access to higher education, professional progress and better life. The third civilization, the Germanic- Byzantine has been represented in German, Prussian, Austrian-Hungarian (Danube) monarchies also partly Switzerland and a small part of Scandinavia and Baltic areas. Although the Byzantine Empire had stopped to exist in 1453 – the specific Germanic form of its cultural remains endured until today in some (mainly) German speaking communities. The positive side of that system was a pretty well organized social life based on early forms of bureaucracy, social obedience, human co-operation and (German) order. The fourth civilization in Europe was the Turkish-Osmanian one. This form of social existence has left various footprints in many countries of the Eastern and South Eastern parts of Europe. The Turkish Osmanian system has been characteristic for 'campuses, nomad- style' - military compound like organization.

It is absolutely obvious that the countries of the North America (USA & Canada) became historical successors and glamorous beneficiaries European migrations with their all positive sides. The USA had not become a 'mixture of civilizations' but offered their inhabitants enormous freedom integrated under one flag, one nationwide constitution which resulted in democratic style in ruling and has transformed the country to the only now existing super power. As you could see it was not an easy matter to find a compatible philosopher who would orchestrate in his deeds with the subject of our dissertation. First of all, let us start with a very controversial Prof. Felix Koneczny (died in 1949) and Prof. Sigmund Freud (originally from a Jewish-Austrian family, died in 1940 in exile in the UK). These two lived and formulated their thesis in the early development of the civil aviation.

As far as the subject requires I would like to extract a simple definition which I can formulate as follows: basing on Freudian psycho-analysis and Koneczny's historical philosophy. The complicated way of major world's civilizations has had an important influence on behavior and reaction of modern peoples also the population of the flight deck crews. Almost each human being, regardless of his geographical location is in a position to operate an aircraft analyzing from the standpoint of historical philosophy. However, geographical, political, economical, educational, last but not least anthropological factors may play some important role. What is worth mentioning: a modern aircraft is an integrated piece of some 300.000 various parts and does not create a "flying carpet, a 'flying dish' or whatsoever. It is also not an object of 'unnatural' power. The other factor is a psycho-genetic code which, maybe, in near future will play a role of a passport or an identity card to co-exist with an aircraft.

Who knows? The pragmatism of Prof. S. Freud would, undoubtedly, be helpful in disclosing the secret of existence in relation between human being and technical device. The other very important factor, which is worth mentioning could be applied to other civilizations not mentioned by me in the previous paragraph. What can we learn from them especially in issues

related to interpretation of civil aviation and possible fear of it? Hundreds of thousands scientists are doing heroic attempts to create a 'virtual village', trying to adjust newest scientific results to millions of those who live in out-populated areas, polar zones, deserts, who still form freely living tribes, islanders and modern nomads in all parts of the world. How can Europe and North America bring them closer the modern civil aviation adjusted to local needs and to meet requirements of those who need this urgently? In my young years, some forty years ago the situation was a little bit more complicated. Nowadays, the Internet substitutes for thousands of missionaries, scientific adventurers and thousands of volunteers spread all over continents.

If it really does? Doesn't it? Virtual science and its effects e.g. fear of flying, operating an aircraft are so different to reality. After these few paragraphs – we can say - the only clue is the fact that the Omnipotent Mother Nature is the most democratic element of our world's existence in various civilizations.

Paragraph 2a)

Human genomes are more than 99.99 percent identical. The remaining 0.1 percent is our genetic, historical passport, or – if you want – a direct link to our ancestors. As far as human being is concerned two parts of genome remain pure, without any influence of the DNA. Marker Y passed by father to sons and MITROCHONDRIAL DNA marker passed by mother to both sexes: boys and girls. The genetic DNA modern explorations may lead us back to 'Adam' and 'Eva', located geographically in Central and East Africa (sic!) some 200.000 years ago. In course of ages, centuries and world's calamities both markers (Y and MIT/DNA) moved over the whole world. We can start writing about first people on European continent some 35.000 years ago. Thanks to the Low Ice Age human beings reached both Americas some 10.000 years ago. The oldest records in China and Middle East are going back about 50.000 – 40.000 years ago. Why the human civilization produced its roots in the today's Latin America and Australia remains without definite answers.

Paragraph 2b)

It is quite obvious that our pre-ancestors have built their own civilizations geographically distant from one to another one, specific, compatible to local conditions. These few words were enough introduction to the subject having in mind historical philosophy which allowed us to have named and classified various ancient and presently existing civilizations.

Paragraph 2c)

Together with wonderful development of civilizations on earth other issues had remained in a sphere of dreams only e.g. dream of flying. Up to 1903 the skies were open for dreamers only. Just only some 104 years ago brothers Orville and Wilbur Wright decided to benefit from their own (and others) technological ideas of a fossil fuel driven motor to have built it into their 'flyer'. The first Wright's engine was only 8 HP strong, but strong enough to lift off their craft. The first pilot ever, Wilbur Wright performed enough operating brilliance to operate his craft for 59 seconds midair. It happened on December 17' 1903. As a matter of fact is worth mentioning that brothers Wright offered their historical and inaugural flights to their father, bishop Wright as a Christmas present! The end of the 19th and beginning of the 20th centuries brought our civilization revolutionary changes in technology, so there is no

question that Wrights' 'Flyer' was an excellent mixture of development and innovation so typical for the North America at this time. In many places of the world people have worked on improving fossil fuel driven engines, steamship companies neared their top glamor, railways network have becoming daily reality and the world had become already somewhat "a global village for privileged financially". I can easily imagine how great was 'fear of flying' at these first pioneering days; on the other hand the innovators usually feel less fear than regular paying passengers. If we are anticipating that the first ever flying craft could have been built by ancient powers many centuries ago. Theoretically, China, Middle East or Egypt could have offered quite different technologies anticipating their civilizations were some 30.000 or 50.000 years old thereof some 5000 years of blossoming constructing and building in Newer Ages. I am far away from the idea of praising the enormous pursuit of later societies and their cultures; the point remains how could have seen their craft, how would its shape be like and on which mechanical base propulsion would be.

Paragraph 3a)

'Everything which comes on earth from heavens might bring trouble' an old proverb from medieval times. The human being has always dreamed of flying but at the same time was afraid of it. Is flying not too big challenge – also today and tomorrow?

Paragraph 3b)

Let us come to clues which are the main subject of this lecture. These few sentences have been essential to introduce you the historical, psycho-philosophical and genetic aspects of flying and fears related to it.

"SLAVIC BRAVERY" represented mainly by Polish, Russian, Czech, Slovak and other pilots (FDC). After a very deep analyze I came to conclusion that many common factors, not directly connected with aviation business, are firmly spinning the psycho-genetic codes of the Slavic pilots. What is common amongst all Slavic guys is a very specific behavior which could be named 'discipline without discipline'. Far away from military drills (sic!). A very rare phenomenon if we bear in mind many years of the totalitarian regimes. The roots of this specific behavior are deeply connected with sorts of mysticism, medieval relics and habits in numerous cases related to Christian tradition. On the other hand the sudden explosion of personality and innovative actions could be noted after the former Eastern Bloc countries have regained their political freedom and democracy. This "Slavic bravery" goes in a very proper direction of well calculated deeds which is a wonderful replacement for 'cool pragmatism' or if you like 'military order'. These positive changes I have noticed since 1989. Polish pilots (I knew some 500 people), like majority of Polish citizens are very religious, therefore, the verses of the Holy Bible learned by heart (not like in form of stickers in cockpits of Oriental planes) are helping them in difficult situations or under circumstances which require 'spiritual intervention'. This very specific form of spirituality, not openly manifested has appeared to bring very positive results.

The Russian colleges and friends (those whom I knew - some 350 people) are ostentatiously signing a Byzantine-Orthodox Cross on their foreheads and chests alike millions of Russians, former Russian Community (USSR) etc. How characteristic! The term PROVIDENCE, especially after the 'Fall of the Russian Wall' (1989-1991) used by me in this lecture is of symbolic importance. In many Slavic countries Biblically interpreted providence is in each situation substituted by the Holy Cross. Not even so very many years ago, the Holy Cross manifested by the Russian pilots was a symbol of Slavic bravery and personal freedom -

itself. Influence of orthodox, catholic and protestant religions could be met in all professional fields beginning from commercial pilots ending on scientists, people of culture and sports. There are other common issues which are characteristic for "Slavic crews incl. cabin". Post flight rest, recreation, layovers, crew rotation are in many cases connected to drinking of alcoholic beverages. Having in mind strict adherence to the ICAO 'last drink rule' this phenomenon which could be renamed as 'drinking formula' is to be taken in consideration as a way to a quick psychological recuperation or recovery under condition of categorical exclusion of abuse in any form. Unfortunately, slight abusing of alcoholic drinks under extreme stress situation is sometimes a 'rule' - not only amongst Slavic pilots.

In my personal view, smoking of cigarettes (or tobacco) creates a much bigger danger for the health status of individual, however, it is very difficult to imagine flight deck crews at consuming alcoholic beverages. Such cases of abuse are not rarity and are deeply explored by the rainbow press worldwide. Absolute minimum rest of alcohol in blood might diminish the 'aerophobia'. As strange as it sounds, such statement could be considered as 'almost normal' having in mind Slavic temper, character and especially style of life. Called by me in the title of this paragraph 'calculated Slavic bravery' is nothing else as a bit different style of life or another form of behavior. Abusing alcohol in a public life is absolutely unacceptable and must be eliminated by rules and regulations, however, individual way of reducing fear of flying by small quantities remains as personal matter of an individual (until he or she would be punished by lawmaker). Generally speaking I have been confronted with this very specific 'calculated Slavic bravery' for around 20 years in my young ages and using this term I bear in mind enormous difference in political, social and personal life of individual, especially, in the recent decades. What I am going to say additionally? 'The Calculated Slavic Bravery' could be observed as a symptom in groups more than one and is to be classified rather as a habit or a method of social life (the theory of civilization).

Paragraph 3c)

So let us come to the second part of this lecture trying to obtain some answers to 'pragmatic determination'. Determination is a term originating for typical issues characteristic for some civilizations. I have made my observations on discussions with the Dutch and British pilots (KLM & British Airways). In any professional life a term "determination" means something positive. Determination is obviously a positive factor in regard with civil aviation. There is only one barrier which could prevail over determination; it is the priority to human issues like medical issues, meteorological irregularities, unusual situation, industrial actions etc.

Determination is a fine feeling but one is not able to jump it over or to overrule the circumstances.

Such wonderful determination in civil aviation structures has been noticed over decades in the Netherlands and in the United Kingdom. Also the national airlines of both countries, KLM and British Airways showed how to be a master of determination. In the history of civil aviation determination played a dominant role. Determined people, especially commercial pilots are not exposed on 'fear of flying'. Determination does not build up a sort of bravery; it is a quiet and strong way to achieve a target. Determination in its positive understanding is a highly recommended part of your airline characteristics. This positive pragmatism is to be observed at KLM and British Airways. Major part of it (with little changes of civilization roots) could be observed also at German Lufthansa. We are very close to a proper clue if we say that determination should be one of the main characteristics of airline. Unfortunately, it is not always so. I have experienced many 'determined' airlines and its pilots were not able to gather the fruits of this determination or vice versa. How come? The pilots are determined to operate their airliners showing their capabilities and unique qualities even if management is

not pragmatic enough to undertake something... (I do know such airlines). To this recently described paradox had come from many, many reasons i.e. financial, political, legal etc. Let us come back to the pragmatism. In this dissertation 'pragmatic' mean positive (in airline business, of course). At present, in terms of civil aviation pragmatism stands for REGULARITY, PUNCTUALITY, a supremely ORGANIZED INFRASTRUCTURE and after all " HIGH OPERATIONAL AND TECHNICAL STANDARDS. If you would like to have a look in the past we can take the first example from the richest history of the KLM. Pragmatism meant some 70 years ago a painful transition. In order to keep KLM a worldwide, regular airline Dr. Plesman took in account the loss of 5 units within five months in 1935 only! Civil aviation was not an easy job at these times and I can only imagine how immense could be fear of flying! Nevertheless, Dr. Plesman in his unlimited pragmatism and willingness of 'pragmatic determination' has led his airline to 'global partner' and managed that prewar aviation had not been reserved for rich individuals only but made it public corporation available for bright public from all social levels.

I can risk a theory that a pragmatism and determination of a very few people had great and positive influence on sustainability and continuity of many airlines in the times before the IIWW. The brutal (indeed, very pragmatic in its negative sense) results of the IIWW have brought the further development of the civil aviation.

Paragraph 4)

How are pilots civilized? A most wonderful subject which might be reason for long discussions among experts. Reverting to the subtitle of this Paper let us try to confront ourselves with the pilots of four airlines mentioned by me in the first part.

KLM pilots are the only world population who are mainly based on Latin Civilization including all positive trends and streams of the remaining civilizations existing in the North West Europe: the Jewish one, the Byzantine one and a very little Turkish-Osmanian. The great expert of European Civilizations Prof. Felix Koneczny would have turned in his grave hearing my words that the pilots of one country may concise all four trends in one and perform their job perfectly. It is really amazing. Prof. Koneczny wrote some 80 years ago that the mixture of some civilizations is absolutely not possible. But not in the civil aviation terms! (sic!). Summary: excellent pilots, determined, pragmatic, worldwide open, friendly and perfectionists.

British Airways pilots are mainly based on the Latin Civilization in their pragmatism with a lesser influence of the other trends. This arose from a simple reason that the British Isles have always been treated through the history as an element of 'splendid' isolation. It does not mean the isolation in the communities. Not at all, however, the Brits react more determined – in a very specific way – differently to their Continental colleagues. Their population is determined to draw clues in a very famous and humorous way. I can give some examples of my conversations with the late Captain Brain Calvert, the legend of the British Airways. Summary: excellent pilots, pragmatic, determined, worldwide open, friendly and emotionless.

LOT (Polish Airlines) pilots are emotionally and philosophically based on the Latin Civilization which we used to call the Sarmatic sub-civilization. This population is very characteristic with rather single line philosophy without, or with very little influence of other, neighboring civilizations like: Turkish-Osmanian, Byzantine or even Jewish. (Historically, Poland was overwhelmed by other civilizations over centuries). In this case we can talk about a historical and political phenomenon, which has never had anything to do with the individual

career. Summary: excellent pilots, extremely brave, pragmatic, friendly, mentally uncomplicated and hospitable.

AEROFLOT (SU). In this case the Flight Deck Crews (FDC) are a bit similar to Poles, but civilized on a bit other way. The Russians, whoever they were, wherever they were originating from - half Asia or the whole parts of the Eastern Europe, were significantly stigmatized by the Byzantine Civilization as a dominant one. I can imagine how enormous job it was to create a big double-continent large company with extreme multicultural backgrounds of its FDC within one airline (AEROFLOT). I think nowadays the Russian Orthodox Church plays a very positive role in re-uniting all Russians regardless of their sub-cultures and political ideas.

Summary: excellent pilots, pragmatic, disciplined, determined, joyful and friendly.

Summing-up I would like to give you the names of currently existing Civilizations which in their specific characteristics could give a large philosophical evaluation about FDC in all countries of the world.

The currently existing great world's Civilizations are:

Chinese, Egyptian-Arab, Brahmin, Jewish, Iranian, Turanian, Byzantine, Latin, Arab and mixed Incas & Aztec with Latin influences.

Of course, if you would like a similar comparison I would be happy to reply your questions and to help you to create a 'philosophical silhouette' of the Flight Deck Crew of your country. The same in some 80 percent applies to the Cabin Crews, although in this case some other elements are to be considered.

Some 30 years ago Dr. Mike Ramsden (UK) was saying that aviation business is A SAFE THING. I do support him. 30 years ago your individual chance of being killed in an air accident was one to 3 million. Nowadays this is one to 6 million. Anyhow this individual chance of being killed is a little bit differently seen and interpreted by professional, civil aviation pilots.

Therefore, many of them - in all groups analyzed by me - admit a significant role of Providence which for many of us might be the leading path.

Thank you for your attention.

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Title: Significant Role of Civilizations on Fear of Flying Among Flight Deck Crews.

Topic of the Day

‘Calculated Bravery of Slavic Pilots (AEROFLOT, LOT) Versus Pragmatic Determination (KLM, British Airways) in Defeating Signs of Aerophobia Among Flying Crews and A Role of Providence in Terms of the Western, Latin Civilization.’

Prof. Dr. S. Freud - ‘Psychoanalyse’ Vienna 1936

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