

CONTROLLED FLIGHT INTO TERRAIN · THE COMPLETE SERIES COMPANION

THE FLIGHT MANUAL

Are you flying your life, or being flown?

One companion for all five episodes. This is the diagnosis most capable men over forty never sit still long enough to run. Pen, paper, and twenty honest minutes an episode.

READ THE INSTRUMENTS · NAME THE DRIFT · TAKE THE CONTROLS

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How to fly this manual

One manual. Five episodes. Pen and paper.

This is the companion to the whole series. It is the diagnosis, not the treatment. It will not rewire anything and it does not pretend to. It names the terrain, the boy in the seat, the voice that set your heading, the mask you built, and what command actually is.

You work one episode at a time. Watch the episode, then run its pages here. The scan on the next page gives you a first reading in numbers. Everything after it is written by hand, for you, seen by no one.

"The crash was never the emergency. The calm was."

SIX RULES

- 01 Twenty minutes of uninterrupted silence per episode. Not in the car. Not between meetings.
- 02 Answer by hand. Your hand moves more slowly than your defences.
- 03 Answer fast. Your first instinct is honest. Your second thought is the edited version.
- 04 Write what is true, not what sounds fair, mature or reasonable.
- 05 Do not send these pages, confront anybody, or make a major decision tonight.
- 06 Re-read each section after 24 hours. Find the sentence that still has energy in it.

YOUR FLIGHT PLAN

01	Into Terrain	Read your own instruments honestly	Names all five
02	The Boy Must Die	The approval-seeking boy in the seat	Sincerity
03	The Wound	Whose voice set your heading	Steadfast
04	The Mask	The face you built, and its fuel cost	Stamina
05	Command	Take the controls. Lead without crushing	Sympathy · Satisfaction
→	The Command Check	Where the diagnosis becomes the rebuild	Paid on-ramp

If this opens something larger than a workbook, take it to somebody qualified. I coach men. I am not a therapist, and I will not pretend that line does not exist.

Are you in a controlled flight into terrain?

Five readings. Score each one for how true it is right now, from 0 to 4. Do not average, soften or explain. Add the five for a total out of 20, then read your band underneath. This is a diagnostic, not a verdict.

01 · TRAJECTORY

My current direction is one I drifted into, not one I would consciously choose again today.

0

1

2

3

4

0 not true · 4 completely true

02 · APPROVAL

A lot of what I do is still aimed at other people's approval more than my own standard.

0

1

2

3

4

03 · THE VOICE

When I make a big decision, I weigh what someone else would think more than what I actually want.

0

1

2

3

4

04 · THE MASK

I spend real energy every day holding up a version of me that is fine, and I am tired in a way sleep does not fix.

0

1

2

3

4

05 · COMMAND

If nothing changed for the next ten years, I would not be at peace with that.

0

1

2

3

4

YOUR TOTAL

/

20

On Course 0 – 6 Drift exists, but you feel it and you are correcting. Keep the habit. Watch your highest single reading.	Drifting 7 – 13 The heading is slipping and part of you knows. Nothing has broken. This is the cheap moment to correct.	Into Terrain 14 – 20 Calm, functioning, and descending. The calm is the emergency. Most men here can pull out, but only now.
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Circle your highest single reading. That axis is the episode to work first.

Controlled Flight **Into Terrain**

A working aircraft, wings level, flown calmly into the ground.

Controlled flight into terrain is a real accident category. An intact aircraft, a qualified pilot, every instrument green, no warning horn, flown at cruise speed straight into high ground. The black box almost always says the same thing. The crew never knew. They were calm all the way to the last second.

That is the whole horror of it, and it is the point of this series. Most men over forty are not in a crisis. A crisis is loud and has a date. This is drift, and drift is silent. The life keeps working while the heading quietly stopped being yours.

01 REFLECTION 01 OF 03 What warning light have you been calling normal?

The restlessness, the short fuse, the flat achievement, the Tuesday that looks like every other Tuesday. Name the reading you have been explaining away.

02 REFLECTION 02 OF 03 Did you choose this heading, or inherit it?

Where did the definition of success you are flying actually come from? Write the source, then what you would change if you chose again today, from scratch.

03 REFLECTION 03 OF 03 You are the whole aircraft. Which instrument have you stopped reading?

Tick the one you have gone quiet on the longest.

- | | |
|--|--|
| ☐ Brain — the cockpit. Sleep and recovery. | ☐ Mind — the flight software. Old code from 25. |
| ☐ Senses — the sensors. What you actually feel. | ☐ Spirit — the thrust. Running on idle for years. |
| ☐ Soul — your call sign. Who you are under the title. | ☐ The pilot — your awareness. Gone silent. |

An aircraft does not need a storm to die. It only needs a pilot who stopped reading the instruments. This episode names all five things a man in command flies with — Sincerity, Steadfast, Stamina, Sympathy, Satisfaction. You earn them one at a time across the series, not tonight.

The Boy Must Die

Who is actually flying — the man, or the boy who took the seat first?

Long before you were a captain of anything, a boy climbed into the seat. He learned which version of you got approval and which got distance, and he has been flying for that approval ever since. Becoming an adult is automatic. Becoming a man is not. It is chosen. This episode is about the version that has to stand down so the man can fly.

01 REFLECTION 01 OF 03 Where do you still perform for approval?

Tick every place the boy is still flying for a nod he never got.

- | | |
|---|---|
| ☐ Work and achievement | ☐ Money and status |
| ☐ Being the strong one | ☐ Never needing help |
| ☐ Keeping the peace | ☐ Winning the argument |

02 REFLECTION 02 OF 03 What is the truth the boy edits out?

Write the honest instrument reading he keeps flattering. The thing you know but do not say, even to yourself.

03 REFLECTION 03 OF 03 Fly the free checklist: F.N.C.

The checklist a captain flies when the ground is coming up. Fill each one for the boy standing down.

Fly — stabilise first. One thing I will not blow up tonight just because I finally felt something:

Navigate — the truth about where I actually am: _____

Communicate — one true sentence, to one person: _____

Telling yourself the truth, and reading the honest instrument, is **Sincerity**. That is the first of the five, and the boy cannot give it to you. Only the man can.

The Wound

Whose voice is still flying the aircraft?

There is a passenger in your cockpit who never bought a ticket. For most men the voice belongs to a father, living or gone. For some it came through a mother, a coach, a teacher, a first boss. The mechanism is identical. It boarded when you were young enough to believe approval had conditions, and it is still deciding what you do next.

The origin was not your fault. The heading you continue to fly is your responsibility.

01 REFLECTION 01 OF 03 Name the voice.

Identify the one person whose approval, criticism or imagined judgement still carries the most weight today. Not your whole history. One person.

The person: _____

Their relationship to me: _____

To remain acceptable to this person, I learned that I must:

02 REFLECTION 02 OF 03 What did you need to hear, and never heard clearly enough?

Write the exact sentence, in their voice. Not the theme. "I am proud of you." "You did well, son." "You do not have to prove anything to me."

03 REFLECTION 03 OF 03 Complete the rule you installed.

When this happens, it means I am _____

so I must _____

You may feel grief, anger, numbness, or nothing at all. Do not force an emotion, and do not run from one when it arrives. Grief is not a malfunction. It is usually the moment a man stops arguing with what he did not receive. **Facing that voice without flinching, and flying your own heading anyway, is Steadfast.**

The Mask

You walk into your own house and you put on a face. What does it cost?

The mask is not a lie. It is the thing a boy built to stay safe, welded on over years until even you forgot there was a man underneath. The Rock, the Provider, the Nice Guy, the Machine. Different masks, same job. And holding it up is not free. It runs in the background every waking hour and burns fuel whether you need it or not. That is why you are tired in a way sleep does not fix.

**A face you can put down is a strength.
A face you can never take off is a **cell**.**

01 REFLECTION 01 OF 03 Mark the ground-proximity warnings.

On a capable man the mask does not look like weakness. It looks like virtue. Tick every reading that is currently true.

- | | |
|---|---|
| ☐ I say I am fine when I am not. | ☐ People call me reliable; I feel used. |
| ☐ I hand out tasks instead of answers. | ☐ I would rather carry it than be watched. |
| ☐ I sit in the car before I go inside. | ☐ The drink at six is not about the drink. |

02 REFLECTION 02 OF 03 What is the face you put on at the door — and who has only ever met it?

03 REFLECTION 03 OF 03 The move: one person, one true thing, 72 hours.

Not the whole confession. One honest sentence the mask usually hides — I am tired. I do not actually know. I was scared. Name the person and the sentence.

The person: _____

The one true sentence: _____

The moment one real person meets the man and stays, the mask loses its job — and the fuel it was burning starts coming back to you. That returned energy is **Stamina.**

Command

You take the controls. Not to be fixed — to fly the aircraft on purpose.

Here is the honest part. Taking the controls does not make you the captain. In a cockpit the pilot flying is often the first officer — hands on, in command of this approach, this landing, without yet being captain of the aeroplane. That is exactly where this series leaves you. It puts your hands back on the controls. Becoming captain of your life is the longer road, and no free series delivers it. But no man becomes captain who never took the controls.

01

REFLECTION 01 OF 03

Sympathy — command that does not crush.

The trap for capable men is to seize the controls and run everyone over. Name the one win-lose deal you keep accepting — where you take everything and call it leadership, or being right costs you the person.

02

REFLECTION 02 OF 03

Satisfaction — the answer to "is this it?"

Not "yes, be grateful." Not "no, chase more." The real answer: this is the start of a life you are finally flying yourself. Write the reason this decade of your life matters — the empty feeling was a wrong-heading signal, not a need for more.

THE CAPTAIN'S CHECKLIST — F.O.R.D.E.C.

Under load a captain runs a fuller checklist than Fly, Navigate, Communicate. It has a shape. You are not learning the method here — you are seeing it exists, and running it once against a single decision: *do I take the controls, or keep flying as a passenger?*

F	Facts	You gathered them across four episodes.
O	Options	Two, and you know them both.
R	Risks	Take command: discomfort. Do not: a whole life on the wrong heading.
D	Decision	Yours to make, cleanly, now.
E	Execution	The first real input you make this week.
C	Check	Read your instruments again. Fly the next leg.

There are only two questions a man must answer. Where am I going? And who is coming with me? Get them in the wrong order and you are in trouble.

My destination, in one sentence: _____

One person I am bringing with me: _____

What a man in command flies with

A man in command does not fly on willpower. He flies on five instruments. You have now met all five. These are named across the free series and installed properly in the paid work — the rewire itself is not taught here.

Sincerity	Telling yourself the truth, and reading the honest instrument instead of the flattering one. EPISODE 02 · THE BOY MUST DIE
Steadfast	Facing the voice that set your heading without flinching, and flying your own anyway. EPISODE 03 · THE WOUND
Stamina	The energy that comes back the day you stop performing and put the mask down. EPISODE 04 · THE MASK
Sympathy	Command that leads the people around you instead of crushing them to feel in control. EPISODE 05 · COMMAND
Satisfaction	The answer to "is this it?" — earned by flying a heading that is actually yours, not bought. EPISODE 05 · COMMAND

ONE-LINE DEBRIEF

You just ran the full diagnosis. Terrain, the boy, the voice, the mask, and the controls. You did not read about a broken man being fixed. You read your own instruments, named your own drift, and found the two questions that decide the next decade.

"The ball is handed to you now. I did my part. This is your turn to take the controls and go."

NEXT LEG

The diagnosis is done. The rebuild is a decision.

This manual was the free flight. It was always the diagnosis. It named the terrain and handed you the two questions. What it did not do — deliberately — is install anything. Naming the five instruments is not the same as learning to fly with them under pressure.

That is the work on the other side of this page.

WHAT TO DO WITH YOUR ANSWERS

- 01 Do not analyse them for 24 hours. You will want to rationalise. Resist it.
- 02 Act on your highest-scoring reading this week. Not next month. This week.
- 03 If you cannot state your destination in one sentence yet, that is the next piece of work, not a failure.

THE PAID ON-RAMP

The Command Check

This is where the diagnosis becomes the rebuild. The Command Check installs the door this manual only named, and puts the first instruments in properly — not as ideas, but as things you actually fly with. **269 USD.**

Also: a small beta of the full flagship, Pilot Your Life, opens before its full launch — five men, reduced rate, no date. When those seats are gone, they are gone.

Get a thousand times the return on the work you have just done on yourself. Then get the people around you a return on it too.

Now take the seat, and fly it.

ROBIN VAN SAMBEEK

Former A380 Captain | The Men's Rebuild Life Coach | Creator of Pilot Your Life