Alaska Aviation Safety Foundation

ALASKAN AVIATION SAFETY FOUNDATION

Newsletter

Fall 2013

The foundation has only one mission:

TO PROMOTE AVIATION SAFETY THROUGH PUBLIC EDUCATION AND RESEARCH

Chairman's Corner

What a glorious summer. We have seen many days of fantastic flying and I hope you have been taking advantage of the opportunity.

We have also had some unfortunate and deadly aviation accidents this summer. Hopefully we can learn from these tragic events and not become statistics ourselves.

One resource available to you are our "Hangar Flying" episodes. I try hard to get speakers on who will share lessons and insight with us to make us better pilots, mechanics, and ops people. Coming up in the near future:

- Cathy Gagne, Senior Accident Analyst with NTSB. She will be appearing July 26, 29, and August 2. Also she introduces on July 29 the first of a series of five videos on safety topics. This is also available here: http://youtu.be/if3Ym3f2Los
- Brian Staurseth, Manager of the FAA Safety Team, will be on August 5 and 9 talking about August accidents.
- Quentin Metcalf, one of our three scholarship winners this year, will be on the program. Katherine Hadley, of Bethel, along with Karl Chaudhary were also recipents of our two other scholarships.

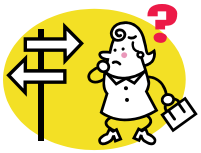
Michael Buckland, Katherine Hadley and Mike Lucas.

- And if you miss the broadcasts you can go to our website www. aasfonline.org. and watch any of the past episodes.

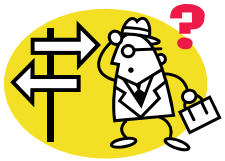
As summer progresses, we know the autumn days of the hunt are upon us. The weights, destinations, and aircraft configurations may change as we switch from "rods" to "rifles". If summer carries on too long, it might even mean heavier weight flights with warmer temperatures than we are used to. We only ask that all elements be planned or reviewed for your safe return

Thanks again to John Mahany for the following article..

Fly Safe, Harry Kieling



WHAT TO DO?
Your Choices
By John Mahany



We are in the midst of the busy summer flying season. Here are some things to think about regarding single-pilot operations and the airplanes we are flying. How well are we using and managing all available resources? This could include ATC, passengers, maintenance, and other pilots, for example. According to a study by Robert E. Breiling and Associates, when flying single-pilot, we are 1.6 times more likely to be involved in an accident. This is based on a five year average. If you are flying a twin engine turbo-prop, 80% of twin-engine turbo-prop accidents involved single-pilot operations.

This then leads to the question; how is your Aeronautical Decision Making process (ADM)? Do you have any trouble with the go-no/go decision? Do you feel pressured to fly when you don't want to, because of the weather or a mechanical issue, 'get-there-it is' or something else?

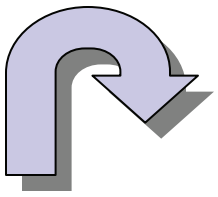
There are several times during the course or planning or flying that you would logically change your plans, and delay a flight or perhaps change the route or destination based on information gathered. At any one of these you would reconsider and decide not to go.

Or you might be tentatively planning to go, but are waiting for more information before making the go-no/go decision. This is typically due to weather or a mechanical issue.

This should also reflect your overall flying experience as well as your experience in the airplane you are flying for this particular flight. Are you new to the airplane, or do you have a lot of experience in it? How recently have you flown it? How well do you know its systems? If you are new to an airplane, then you should restrict yourself to day VFR, if possible, until you gain the requisite experience. Are you IFR rated and current? How well do you know the avionics and your devices? Are your charts up to date?

Here then are some key decision points: obviously at the flight planning stage; then before takeoff due to mechanical issues or perhaps sudden changes in the weather; then every half hour during the flight or at regular intervals as appropriate; before leaving cruise altitude; again before the descent, approach or leaving IAF; and finally, before landing. In other words, just because you have decided to takeoff, does not necessarily mean you should continue to your intended destination, if developing conditions or circumstances (ATC/NOTAMs/weather/mechanical/passenger comfort…other?) do not warrant continuing. Hopefully you are not surprised by the weather and you have enough fuel…unless rapidly developing weather conditions necessitate a change of plans. It would more likely be a mechanical or passenger problem developing in flight.

In fact, the one hundred eighty degree turn (turning back) is one of the hardest things to do in flying. How many accidents have been caused by a pilot continuing into IMC conditions when not IFR rated? In fact, in looking at weather related accidents over a recent 10 year period, of those accidents attributable to either Loss of Control—VFR into IMC, or CFIT, there were fatalities in 74% of these accidents. Typically this is because weather conditions en route deteriorate gradually and the pilot does not realize that the ceiling and visibility are dropping.



The pilot descends gradually to stay in visual conditions. Your options are now limited. This is also known as 'scud running'. This is where good situation awareness is critical.

Back to the airplane you fly, for a moment. Is the panel in the airplane you are flying older, with 'steam' gauges, or is it newer, with a GPS and Moving Map, also referred to as a TAA, or Technically Advanced Aircraft? How well do you know both the avionics and the automation in your airplane? Are you proficient with its use? Spend time on the ground getting to know the avionics before you fly with the units. It might take several hours, a few days, or longer. Some of the avionics manufacturers, notably Garmin, have developed simulators for their various GPS's that you can download to practice with on your pc, iPad or device.

Finally, do you have the supplements for all of the installed avionics on board? They are required to be there, in the AFM or POH. Have you read through and reviewed them? Make sure you are familiar with them, including any limitations. A lot to keep track of, but that's where we are now.

Fly safely John Mahany

FAA Activity Survey

We need your help! The General Aviation and Part 135 Activity Survey (GA Survey) for reporting on calendar year 2012 has begun. Because of the unique characteristics of the Alaskan region, all owners/operators of Alaska-based aircraft (as of December 31, 2012) are asked to participate.

The FAA's annual GA Survey is the only source of information on the general aviation fleet, the number of hours flown, and the ways people use general aviation aircraft. Data from the survey are essential to meet the needs of the Alaskan aviation community, evaluate the impact of safety initiatives, and calculate accurate safety statistics for Alaska.

You can complete the survey on-line, or a survey form will be mailed to you along with a postage-paid envelope.

Why is your participation important?

- *We need your help so that we can accurately represent aviation activity in Alaska.* Data from this survey are used to estimate the number of active aircraft in Alaska and to understand the safe operation of aircraft.

We need to hear from everyone! Please respond, even if you did not fly your aircraft during 2012, you sold it, or the aircraft was damaged.

Your responses are confidential. Tetra Tech is an independent research firm that conducts the GA Survey on behalf of the FAA. The information will be used only for statistical purposes and will not be published or released in any form that would reveal an individual participant.

A short version of the survey form is available for owners of multiple aircraft. We know your time is valuable. If you own three or more aircraft and receive several surveys, please contact us.

Questions? Own three or more aircraft? Please contact Tetra Tech toll-free at 1-800-826-1797 or email infoaviationsurvey@tetratech.com. Thank you!

Upcoming Events

Summer Time in Alaska

Most organizations and groups suspend activities for the summer to allow their membership the opportunity to enjoy the best Alaska has to offer.

This summer is no exception—Weather has been outstanding.

Do not forget Hangar Flying, Monday and Friday at 1740 (5:40 pm) on "Alaska Public Media" (KAKM, Channel 7 in Anchorage). This offers a glimpse of people and flying in Alaska.

More On-Line Resources

When the weather is telling you it is not a good day to fly—perhaps its time to surf (the web)

AOPA has several categories of information available for on-line use.

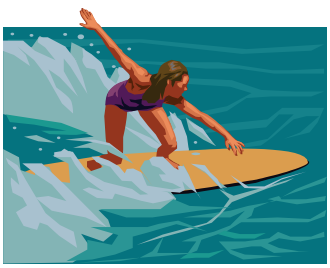
Courses: e.g. ADS-B, Unmanned Aircraft Systems, Airport Watch, Aging Aircraft, etc.

Quizzes: e.g. Thunderstorm Avoidance, Aeromedical Matters, Signs and Markings, etc.

Videos: e.g. Space Weather & GA, Passenger Briefings, Invasive Plants (Seaplane), etc.

Accident Case Studies/Real Pilot Stories/Accident Analysis.

AASF also has safety briefings on line— focused on Alaskan issues



The key is—when you can't fly, why not surf ?