



ALASKAN AVIATION SAFETY FOUNDATION



Newsletter

The foundation has
only
one
mission:

TO PROMOTE
AVIATION SAFETY
THROUGH
PUBLIC
EDUCATION
AND
RESEARCH

Chairman's Corner

The Safety Foundation continues to be reinvigorated and I believe our future is bright. 2011 was a very productive year and a promise of things to come. As an organization, we can count a number of established successes and some new ones. We were able to continue our long standing float seminar in Anchorage thanks to the efforts of many, but especially board member Dean Eicholtz. Our scholarship program was able to reward a number of worthy aviation students thanks to Board members Mary O'Connor and erin Meade. Hangar Flying produced another 52 weeks of interviews and education. Thanks to Carl Siebe and Ed Kornfield for their assistance. Our website has had a makeover and now features past segments of Hangar Flying that can be viewed at your leisure. We were well represented at a number of fly-ins and trade shows. John Hallinan did a masterful job of organizing the fall safety seminar. Thanks to George Frushour we were able to resurrect our newsletter. A team of board members including John Hallinan, Jim Cieplak, Tom George, Mary O'Connor, erin Meade, Pete Brown, and others have spent many hours constructing a strategic plan and review of our By-Laws. That project will continue into 2012.

I have completed my three years as your chairman. I have enjoyed the opportunity immensely and am proud to say that because of you, the membership; and the leadership of your board, the Safety Foundation is strong and getting stronger. And in the end I believe we have made some progress in making aviation safer in Alaska. That makes it all worthwhile.

Fly Safe

Harry Kieling



The Dynamic Duo

Tom and Ginny



The Legacy Continues

Can you imagine running your organization one to two days a month? That is exactly what happens in many voluntary organizations. As a result, if there is business to conduct, about 3 weeks of business happens over the course of a year.

However, aviation safety does not operate on a part time schedule. It is a 24/7/365(6) reality. Tom and Ginny had the time, energy, and motivation to conduct the business of the Foundation. Your Board recognized that a “gap in coverage and support” appeared with the loss of these two leaders. Over the past two years, the Board began charting a course to keep the Foundation at the forefront of safety in Alaska.

Two of the efforts should be completed at the March Board of Directors Meeting. Amendment of the Bylaws and adoption of a Strategic Plan.

Bylaw changes— three small changes that shift some responsibility to the Executive Committee. With extended period between Board meetings, the Executive Committee can respond to the business of the Foundation more effectively. Also adds a fifth member to the Executive to aid in tie resolution.

Strategic Plan—The Foundation needed a plan on where it is, where it is going, and how does it get there. This plan does so in four concise pages. Following a review of Foundation history, the simple statement of mission is Safety through Education, Advocacy, and Research. As a Strategic Plan, this document sets the goals for the Foundation. Your Chairman and Board will develop the courses of action to meet the goals.

After the March vote, these two documents will be posted on our web site. The Board is always looking for individuals interested in working on Foundation initiatives for Safety. With this new document, there will be many opportunities.

Without the vision and energy of Tom and Ginny, the Foundation would not be where it is today. Thanks be to their inspiration.



Foundation Notes

- A small but worthwhile outreach prompted and coordinated through the Safety Foundation and Northern Lights Avionics.

Terri Gorski is an aviation teacher in Chevak – she watched the Fall Safety Seminar/Webinar remotely in Chevak. The Foundation (Jim Cieplak) contacted her to get feedback on the webinar, which led to a discussion on her need for aviation materials she could use for teaching. Northern Lights was good enough to collect various materials including expired charts.

-Jim Hallinan led a group of Foundation Board members in a review of Bylaws and drafting of our Strategic plan. With the March Board meeting, the Foundation will benefit from his hard work

-The Foundation has space for you to assist. We need volunteers to help with the Floatplane Seminar and the Trade Show. Best person to contact to volunteer is the Board secretary, Mary Oconnor.

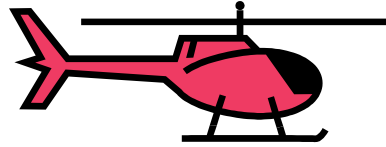
Spring and Pilots Turn to Thoughts of Flying (more)

Have you reviewed FAR Part 43 Appendix A recently? Here you find 29 preventative maintenance activities you may be allowed to accomplish on your aircraft. They include the following (check it out to see if you qualify) Many below are abbreviated, see Part 43 for any limitations)

- (1) Removal, installation, and repair of landing gear tires.
- (2) Replacing elastic shock absorber cords on landing gear.
- (3) Servicing landing gear shock struts by adding oil, air, or both.
- (4) Servicing landing gear wheel bearings, such as cleaning and greasing.
- (5) Replacing defective safety wiring or cotter keys.
- (6) Lubrication not requiring disassembly other than removal of items such as cover plates, cowlings, and fairings.
- (7) Making simple fabric patches (check limits)
- (8) Replenishing hydraulic fluid in the hydraulic reservoir.
- (9) Refinishing decorative coatings (check limits)
- (10) Applying preservative or protective material to components (check limits)
- (11) Repairing upholstery and decorative furnishings of the cabin, cockpit, or balloon basket interior (check limits)
- (12) Making small simple repairs to fairings, nonstructural cover plates, cowlings, small patches, etc. (Check limits)
- (13) Replacing side windows where that work does not interfere with the structure or any operating system.. (Check Limits)
- (14) Replacing safety belts.
- (15) Replacing seats or seat parts with replacement parts approved for the aircraft. (Check limits)
- (16) Trouble shooting and repairing broken circuits in landing light wiring circuits.
- (17) Replacing bulbs, reflectors, and lenses of position and landing lights.
- (18) Replacing wheels and skis where no weight and balance computation is involved.
- (19) Replacing any cowling not requiring removal of the propeller or disconnection of flight controls.
- (20) Replacing or cleaning spark plugs and setting of spark plug gap clearance.
- (21) Replacing any hose connection except hydraulic connections.
- (22) Replacing prefabricated fuel lines.
- (23) Cleaning or replacing fuel and oil strainers or filter elements.
- (24) Replacing and servicing batteries.
- (25) Cleaning of balloon burner pilot and main nozzles in accordance with the balloon manufacturer's instructions.
- (26) Replacement or adjustment of nonstructural standard fasteners incidental to operations.
- (27) The interchange of balloon baskets and burners on envelopes (Check limits)
- (28) The installations of anti-misfueling devices (Check limits)
- (29) Removing, checking, and replacing magnetic chip detectors

Upcoming Events

- 24 March 2012 Annual Board Meeting
 - DOI//OAS Conference Room
- 21 April 2012 Spring (Float) Safety Seminar
 - DOI//OAS Hanger
- May 5/6 2012 Annual Aviation Trade Show
 - FEDEX Hanger
- (June 2012 News Letter Publication)



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To: