



ALASKAN AVIATION SAFETY FOUNDATION



Newsletter

The foundation has only one mission:

TO PROMOTE AVIATION SAFETY THROUGH PUBLIC EDUCATION AND RESEARCH

Chairman's Corner

Fellow Safety Foundation members,

This is the second newsletter in a reinvigorated effort to provide you with another source of aviation safety information. Special thanks to George Frushour for volunteering to be the Newsletter Editor, to John Hallinan for organizing the Fall Safety Seminar and to Mary O'Connor for contributing the article for this edition. Please provide George and I any feedback on the newsletter and any specific articles you might like to see.

A quick mention of the departure of Leonard Kirl. Some significant family events required him to leave Alaska. He has been a long time advocate of flying safety and a valuable contributor to AASF. He will continue to assist with issues and programs as able. Thank you Leonard!

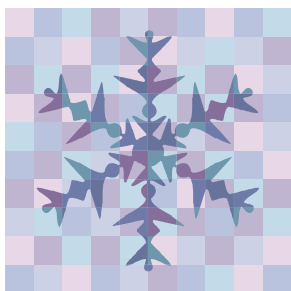
The last few months there has been much discussion about the horrendous 3 mid air collisions last summer. Maybe we should all remember one thing: It is not a big sky, you can be the next statistic but you can prevent that next mid air if you really maintain situational awareness.

One Board goal is to carry the AASF safety program to Southeast Alaska. If you are interested in development of this program and or may be available to "carry the message" in 2012, please contact George Frushour at alsupercub@yahoo.com.

Fly Safe

Harry Kieling, Chairman, Board of Directors, AASF

Are you ready to step outside?



UNEXPECTED WINTER LANDING

(Hypothermia)

The obvious problem with an unexpected landing in Alaska, in the winter, is the weather and temperature. This will be a very short and abbreviated summary of the medical aspects of survival in the harsh climate of the region.

By definition: Hypothermia occurs when the core body temperature goes below 95 degrees Fahrenheit (The normal is considered to be 98.6 degrees). Core body heat is required to support the metabolic processes and function of all organs. The heart, liver, kidneys and brain are especially susceptible. A key note here is that the brain requires heat for its electrical activity and is the first system to show the signs of hypothermia. The downed pilot is susceptible to a "double whammy." The organs need core body heat to run efficiently and the cold contracts the blood vessels and the flow of blood. Therefore, the organs don't get enough blood flow (oxygen) and they are already working inefficiently due to the cold body temperature. The older pilot is also at risk because he already has decreased blood flow due to the aging of the vessels.

Signs of hypothermia occur in proportion to the temperature, humidity, wind, moisture on the clothes, etc. Signs include:

Shivering	Lethargy (exhaustion)
Mental changes (*initial)	Increased heart rate (the organs are trying to get oxygen)
Nausea	Delirium
Confusion	Coma

Frostbite occurs when the small blood vessels are, basically, frozen. That means no blood supply or oxygen to the tissue. This occurs in places with poor circulation and low temperature..... fingers, toes, ears, nose, etc.

The problem is obvious..... The brain with mental changes and confusion is the first symptom of hypothermia. Therefore, hypothermia can "sneak up" on you. All winter pilots need to take action even if you "think" you have everything under control.

Keep warm! Stay out of the wind! Try to get out of wet clothes! Huddle together and **DO NOT WALK AROUND!** Remember that exertion causes sweat (wet clothes) and heat loss. Wear layered, heavy, wool clothes. **DO NOT** wear the jogger's, thin, "breathing" clothes. Those clothes are made to "breathe" and give off your body heat. Build a fire and drink warm water if available. Think of what makes you "cool" in the summer..... do just the opposite. If there has been an injury, there is more risk due to blood loss and organs that are already damaged.

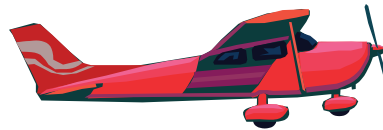
The number one point here is that **YOU MAY NOT KNOW THAT YOU ARE DEVELOPING HYPOTHERMIA..... TAKE ACTION BEFORE IT HAPPENS.**

Contributed by Dr. S. J. Frushour. Orthopedic surgeon with background as U. S. Army and U. S. Air National Guard Flight Surgeon. He is a light plane owner and regular contributor to the International Bird Dog Association



Recent Happenings

- Anchorage Center this morning to find that on Wednesday, October 26, Alaska Air Traffic dramatically expanded its use of ADS-B. Full ADS-B capabilities (to include ATC IFR handling) are now available in three areas in Alaska – the first expands the previous Y-K Delta coverage north to the Red Dog mine, west over portions of Siberia , and continuing offshore south then east around to King Salmon. A second area provides coverage between Anchorage and Fairbanks . The third area covers SE Alaska from Yakutat over Juneau and south beyond Ketchikan into Dixon Entrance. While coverage altitude is a function of distance from GBT's, it exists at least 500 feet below minimum altitude for all airways in these three areas. This is larger than anything outside including Gulf of Mexico coverage
- On October 24th, the Medallion Foundation Office, FAA's Brian Staurseth (FAAST Manager), and Mike Costa (AFS-850) and industry representatives (Dee Hanson, Rob Stapleton, Skip Nelson, etc.) met to discuss accident prevention strategies. "Partnering" between FAA and Industry Groups has taken on increased importance in FAA – both Mike Costa and Brian said repeatedly that FAA is looking to Industry for ideas, strategy and energy in accident prevention.
- Ver Successful Fall Safety Seminar - video streaming placed the Seminar within reach of anyone with reasonable internet connectivity. - also used 'Twitter' and 'Face Book" - overflow crowd (around 150 attendees. (Thanks to Jim Cieplak for technical help).
- New initiative - Are you willing to talk to people coming to/going from Alaska. Some first time travelers to Alaska would appreciate having someone to talk to. Please contact your board if interested



TIPS ON Mid Air Avoidance (FAA-P-8740-51/AFS-800-0687)

FAA has a FAAST document that discusses avoiding mid-air collision . With vision limitations as the key ingredient, a summary of the avoidance steps is:

- Know your personal condition (regular eye exams and glasses if needed)
- Plan ahead to allow flight time for looking outside
- Follow the SOPs. (e.g. altitude for direction, arrival/departure routes, etc).
- Avoid crowds - If you don't need to be there (e.g. around a VOR) don't go there
- Know your aircrafts limitations/blind spots and compensate
- Equip for safety - lights, strobes, etc.- make sure you can be seen
- Speak up - let the other plane know where you
- Listen up - hear where the other plane is
- Keep your eyes outside and scan
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To read the entire article, go to :

http://www.faasafety.gov/gslac/alc/libview_normal.aspx?id=6851

Upcoming Events

- Mar 2012 News Letter Publication
- March 2012 Annual Board Meeting
 - (Location TBD)
- April 2012 Spring (Float) Safety Seminar
 - (Location TBD)
- June 2012 News Letter Publication



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To: