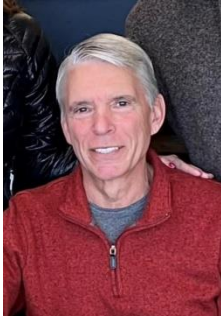


Greetings! Rocky Capozzi, here. This is my first letter as your chairman and I'm excited to be leading AASF in its mission "To improve aviation safety in Alaska through education, advocacy, and research." Let me begin by thanking Harry Kieling for his many years of friendship and



dedicated leadership as the AASF Chairman. Fortunately for us, Harry remains on the board and continues to contribute his considerable talents to our organization. Both of us look forward to resuming in person seminars when the COVID situation permits.

Fundamental Risk Management – It's in Our Hands: The attitudes, habits and activities that keep us safe in the air require constant attention...or we become less safe. Reflecting on 46 years of flying experience, I can only think of three ways to improve safety: education and training, technology, or changing rules.

Continuous Education is Key: When we think of training, we typically think of skill sets—stick and rudder, procedures, communications, etc. We know we need to rehearse skills periodically and sometimes we need a safety pilot or CFI to keep or regain a particular skill. However, education is a little different. Once we've earned our certificates and ratings, continuing education is largely a personal choice. Self-education can include things like periodic review of your POH, your avionics manuals, regulations, reading ACs and ADs, service bulletins, and maybe an occasional review of the Handbook Aeronautical Knowledge.

Learn from the Mistakes of Others: Reviewing accident and incident reports and playing the "what if" game can be a great way to shape your decision making and response should you find yourself in a similar situation. Toward that end we are introducing a new feature on our web site called **Safety Spots**. Each month the Safety Spot will bring you relevant accident and incident reports along with links to articles that we think our membership will find interesting. You'll find a link to the Safety Spot on the top of the AASF home webpage [Alaskan Aviation Safety Foundation – Alaskan Aviation Safety Foundation \(aasfonline.org\)](https://www.aasfonline.org)

Consider Safety Benefits When Investing in Upgrades. If you fly for any length of time, at some point, you will probably invest in an upgrade or two. Hopefully, safety benefit is one of your top considerations. Engine monitor or new interior? Buy a 406 ELT or get a couple of LED wingtip lights? ADS-B in and out or a new paint job? The tradeoffs are endless but keep safety benefit in mind.

The Rules We Use to Fly: Formal rule changes are the province of the FAA, but we all manage an informal rule set when we fly. It's more than personal ceiling and visibility minimums. It's the way think. We can and should make changes to our personal minimums as our proficiency ebbs and flows. If we haven't flown in 4 months, maybe we should start with a local area flight and not a cross country. If we haven't experienced more than 5 knots of cross wind in the last 6 months, let's not attempt to land with a maximum demonstrated crosswind. If we haven't

flown that route through the mountains since last year, let's make darn sure we don't challenge ceiling and visibility minimums. Maybe we are technically current but haven't flown an instrument approach in 4 months. Let's say "no thanks" to a black hole approach. You get the point. **We're in control of these decisions.** It's risk management at its most basic and effective level.

Control Your Risks and Stay Safe,

Rocky