



Newsletter

The foundation has only one mission:

TO PROMOTE AVIATION SAFETY THROUGH PUBLIC EDUCATION AND RESEARCH

Chairman's Corner

As I look back over the summer, I see many of the trends we've seen in the past. Most accidents and incidents occur within sight of the pattern—either during landing or takeoff. One area of interest is the lower number of “controlled flight into terrain” (CFIT) accidents and incidents. I think the introduction and use of more sophisticated GPS systems and Medallion's unrelenting efforts are major factors in the reduction of CFIT over the years. The other good news is we haven't had any mid airs since the three we had close together not so long ago.

The Safety Foundation is extremely interested in the reduction of accidents and incidents as we approach the hunting and fall season. Our own self education and training is a significant way to get us safely through. Both the weather and the types of flying we do change during this period.

If you are switching from floats to wheels for the “big hunt” make sure you take the time to practice your landings and take-offs, with emphasis on the lengths and widths you will face at the hunting camp. The FAA and other organizations have marked out “short and narrow strips” as training aids at Palmer, Goose Bay, Fairbanks and Nenana. These strips within the runways make great training aids to practice your short field takeoffs and landings.

Take the time to program your GPS before you go. Keeping your eyes outside, instead of programming a GPS, provides better situational and terrain awareness.

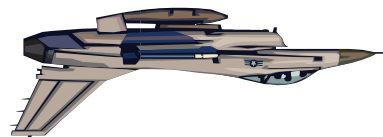
If you are going to bring back the big rack—review your external carry requirements and plan ahead.

Above all, enjoy your fall flying and hunt.

And remember Fly Safe.

Harry Kieling

Want to be a Test Pilot?



I have often heard the comment: “If you load your aircraft beyond its allowable maximum gross weight, you are a test pilot.” Another comment I have heard: “The designers engineer in safety margins, so it won’t hurt to “be a little over”.” When was the last time you thought about these two concepts—specifically about weight (and balance) in your aircraft?

Weight—real simple. If you are over the gross weight recommendation, you are off the chart. You are in an area where no data is provided for aircraft performance. You are a test pilot with respect to your aircraft. So what areas may change as a result of your “experimental heavy flight”?

Additional gross weight equals:

Increased takeoff speed	Increased takeoff runway length
Slower rate of climb	Lower maximum altitude capability
Decreased operational range	Reduced maneuverability
Reduced controllability	Increased stall speed
Increased approach speed	Increased landing distance

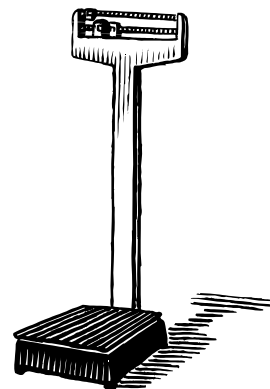
Do you want to test all these parameters and your aircraft’s capabilities into and out of your favorite hunting spot?

Along with total weight, we also need to consider the distribution of the load—center of gravity. Did we “load between the lines”? As mentioned, over weight we are outside the lines, so your guess would be as good as any other “test pilot”. If we are within gross, what would be the issue with “a little” outside the line?

The forward CG line provides full elevator control at minimum speed—for instance landing. The aft limit provide for aircraft stability during flight. As the CG moves aft, stability decreases, reducing controllability in gusty or turbulent air. Beyond the aft limit, a pilot may not have control authority to recover from upset caused by gusts or turbulence.

If rusty on the weight and balance calculations, you may want to brush up on the characteristics of your aircraft and review your load carrying capabilities. One source of information for a review is “[Weight and Balance-P-8740-05](#)”. It can be found on the FAAST web site in their library section .

With this review of your aircraft’s capabilities you will better armed and informed for the fall flights enjoying Alaska’s outdoors.



Foundation Notes

The AASF application to be included in the contribution list on the 2013 Permanent Fund Dividend electronic application has been accepted. AASF is eligible under AS 43.23.062 to be included on the list of educational organizations, community foundations, and charitable organizations eligible to receive charitable contributions as designated by PFD applicants on the 2013 electronic permanent fund dividend application. Any contributions designated in the application, beginning in 2013 by eligible PFD applicants to your organization on the electronic application, will be paid in late fall, 2013.

AASF plans on supporting next April's PAFR event with advertising during Hangar Flying broadcasts and with a booth.

The Fall Safety Seminar is scheduled for Saturday, October 13th, at the UAA Aviation Complex on Merrill Field. A full slate of presenters is lined up—save the date.

Thank you to all members of the AASF. Starting with the winter news, we hope to start recognizing new members for the quarter.

Summer in Review

There has been some “wear and tear” on Alaska aircraft this summer. Below are the results of the last two weeks in August, Taken from the FAA data base. It is too early to determine cause for these, but we can see that only two occurred outside the planned landing phase. The fall season can be even more critical for take off (with the spoils of the hunt) and landing (on the short and/or unimproved landing areas). Think about your planned activities and bring your questions to the Fall Safety Seminar on Oct 13.

Landing accident (water) DHC2 Big River Lakes

Forced landing struck embankment C206 Girdwood

Landing accident M5 Atigun Pass

Landing accident PA-18 near Talkeetna

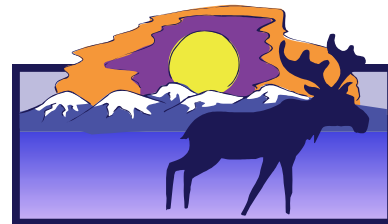
Forced landing (incident) Bell 206 near Point Hope

Float damage (incident) experimental Juneau

Landing accident PA-18 near surprise glacier, Farewell

Accident J-3 on Mt Susitna

Landing accident PA-18 Six Mile Lake



Upcoming Events

Hangar Flying

Sept 14 Tom Gittins

Sept 21 FAA Administrator Michael Huerta

Sept 28 Judge Greg Miller

October 13—Fall Safety Seminar at UAA Aviation complex on Merrill Field



2811 Merrill Field Drive
Anchorage, Alaska 99501



To: