

Lake Hood, summer
2017

*Photo courtesy Pierce
Rosadiuk*



On not flying enough.....

By Harry Kieling, Chairman

The past couple of months have been very busy for me as I have taken over as the District Governor for Rotary, an international service organization. It is a one-year assignment and in the execution of my duties I am required to visit forty clubs in Alaska from Barrow to Ketchikan plus two clubs in Whitehorse.

So what has that got to do with the Alaskan Aviation Safety Foundation? Well for one thing I haven't been able to devote the time to AASF business that I would like. Rocky Capozzi, Mary O'Connor and Pete Brown all jumped into the breach so our AASF efforts did not suffer. Rocky has organized an informative fall safety seminar that you won't want to miss. Thanks Mary, Rocky, and Pete. And of course, our newsletter editor, Colleen Mondor, always keeps her eye on the target and ensures our quarterly newsletter is professional, well written, and timely. Thanks, Colleen.

And there is another impact of my busy schedule....I have not been flying as much as I like. In fact I have not been flying enough to

maintain the level of proficiency I know I need. I have certainly harped on this subject in the past. Now I am guilty of the sin. All of us need to set the frequency and objectives of our personal flying and make the time in our schedule to accomplish them. Simply saying I am too busy doesn't cut it. I know that and I am going to make sure I abide by my own suggestions. So should you. You may even want to contact a flight instructor to help you get over the rough spots.

Being proficient is even more important as we enter this time of year. Weather, darkness, cold temps, airplane issues, all add up to the challenges we will encounter. I promise myself I will not let my personal flying proficiency suffer. The consequences are potentially too severe.

So Let's All Fly Safe and Fly Often.

- Harry

FALL SAFETY SEMINAR

SATURDAY, NOVEMBER 18TH, 2017



Photo Credit – NIOSH

at the UAA Aviation Technology Center
located at 2811 Merrill Field Drive
on Merrill Field, Anchorage, Alaska

Check-in begins at 0800, Safety Seminar begins at 0830

Presentation Topics:

- **Pilot (mis)Communications – small mistakes can have big consequences**
- **Ethical and Legal Considerations for the Pilot in Command**
- **Weather or Not – how to interpret web based weather graphics and use new optical satellite imagery**
- **Aeromedical Update – the ins and outs of the new Basic Med rules**
- **Winter Maintenance Tips**
- **Risk Management and our Trip to Russia**

Lunch available for donation from Alpha Eta Rho

For more information:

Phone: 907-243-7237 or email: aasfonline@gmail.com



We need to keep talking about weight & balance

by John Mahany

How many of you do a weight and balance before each flight? If you are operating commercially, for hire (FAR 135/121), it is a requirement, but for owner/operators, under FAR 91, while it should be done, many don't compute a weight and balance (though it is addressed in 14 CFR 91.1, and 91.103(b)). In fact, there is an article discussing aircraft loading in the October 2017 issue of Aviation Safety Magazine, on pages 12 – 15.

Loading will vary depending on the aircraft you are flying, and where cargo and bags can be stowed, of course. The lateral stability of the aircraft is directly affected. Within limits, the C.G. range, it will handle predictably. This is why there are limits.

If loaded outside the limits, either forward or aft, you get to play test pilot. Do you recall how a forward or aft C.G. affects stability? To review very briefly, a forward C.G. is more stable, and an aft C.G. is less stable. But there are pros and cons to each. While a forward C.G. is more stable, it can make it harder to rotate, requiring more back pressure. On the other hand, while an aft C.G. is less stable, having the C.G. aft

but within limits can result in slightly higher cruise speeds and better fuel economy. These loading issues are addressed in the October issue of Aviation Safety Magazine, as mentioned above.

Weight and balance is addressed in the Pilot's Handbook of Aeronautical Knowledge (PHAK), chapter 10. By the way, did you know that the PHAK is available for FREE, and can be downloaded in digital format, from the FAA's website? I have it on my iPad. This is one of several FAA manuals that are now available digitally.

Go to <https://www.faa.gov/search/?omni=MainSearch&q=PHAK>

Fly safely!

John

John Mahany has been flying for 30+ years. He is an ATP/CE-500 and an MCFI in southern California, with corporate, airline and charter experience. He spent 4 ½ years flying in Alaska. He is currently a King Air and Citation Instructor at FlightSafety International in Long Beach, CA. He flies a 1953 CE 180 for fun!

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