

AASF Safety Spot, March 2022

Greetings,

Here in the Anchorage area, the ugly weather just keeps coming. Be particularly mindful of the icing potential if you're flying in Southcentral this winter. I just reviewed the last ten years of fatal accidents in Alaska that occurred between January 1st and March 31st. If you suspect weather was involved in most of them, you are correct. Some involved trying to fly VFR in IMC conditions. Some involved trying to stay under the weather. One pilot attempted 4 VFR approaches to an unlit field at night that was hard IFR before he diverted to a close by lit field but ran out of fuel before he got there. In another case, the NTSB finds evidence the VFR pilot experienced enough airframe icing that he was unable to maintain altitude and speed resulting in an aerodynamic stall in the mountains. Flat light under gray skies in mountainous terrain claimed another pilot's life. Some of the lost souls didn't bother with weather briefings before taking off.

Winter weather adds another degree of complexity to survival should you go down. You need to consider the weather between the departure and destination airport. Have you considered no-go criteria for outside temperature and windchill on the ground between endpoints? Remember aeronautical decision making 101 and ask yourself the fundamental question, "Given the purpose of this flight, if unfavorable conditions prevail, should I even takeoff?"

If you flip your plane and "self-rescue", report the incident! Taylorcraft BC 12-D, N96552, Lynx Peak area near Hatcher Pass.

The owner self-rescued but did not report the incident. The airplane's VHF (121.5) ELT triggered starting a multi-day search effort. This incident was reported on page A3 of the Anchorage Daily News on Sunday, February 13, 2022 and in Kathryn's Report. <http://www.kathrynsreport.com/2022/02/taylorcraft-bc12-d-n96552-incident.html>

KSRM radio put it well: "The Alaska State Troopers and Alaska Wildlife Troopers want to remind pilots to notify the FAA if they are planning to leave an unsecured aircraft in Alaska wilderness or if they crash but can self-rescue through a private party. The search and rescue efforts resulting from this operation reportedly cost thousands of dollars and took multiple Troopers, Guardsmen, and CAP volunteers away from other duties to coordinate and respond to the multi-day search."

The Air Force rescue community's motto is "That Others May Live". Alaska has had its share of dedicated SAR personnel killed or injured searching for downed aviators.

If you should have a similar experience and don't require rescue, remember to disarm or disable the ELT before leaving the incident site.

December Bird Strike in Florida? Big birds and small airplanes both lose when they meet in-flight. Bird strike accidents are disconcerting because there's no simple way to keep them from happening. They do encourage us to keep our eyes outside the cockpit.

<http://www.kathrynsreport.com/2021/12/lake-la-4-250-renegade-n1402c-fatal.html>

The Florida accident above is reminiscent of a fatal accident that occurred near Birchwood airport on April 20, 2016.

<https://data.nts.gov/carol-reppen/api/Aviation/ReportMain/GenerateNewestReport/93048/pdf>

Were these bird strike accidents? The evidence points that way. In both cases remains or feathers of large birds were found on, in, or near the crashes. Certain areas are more prone to have waterfowl and other bird hazards, in Alaska and elsewhere. What do you and your passengers do to remain vigilant whether or not you are aware of bird concentrations? We have plenty of eagles in Alaska and I noticed a lot of low flying eagles over the past couple weeks in the Anchorage area. They were flying low to stay out of the clouds...kind of the same way we humans do. Keep on the lookout and change course early if you spot one that could merge with your flight path.

FAA issues an AD related to Garmin G3X Touch Electronic Flight Instrument System and Garmin GI 275 Multi-Function Display (MFD). [2022-03-15.pdf \(faa.gov\)](#)

Problems have been found with the accuracy of the fuel quantity reporting in these popular late model Garmin systems. The AD effective date is March 21, 2022. The compliance timeline specifies compliance within 100 hours or 12 months of the effective date. If you have one of these systems installed, read the AD and talk to your Garmin dealer.

Canada Adopts a Space Based ADS-B Rule. Here's a link to a recent AVWEB article that provides a nice summary of the ADS-B rule plan for Canada:

[Canada Phasing In Space-Based ADS-B Starting In 2023 - AVweb](#)

Compliance with the Canadian rule requires a 1090 Extended Squitter (ES) with "antenna diversity" (read antennas on the top and bottom). Quoting the article "**Belly-mounted antennas used to communicate with the U.S. ground-based systems will not be enough.**" Initially the rule applies to Canada's Class A and B airspace. Class C, D and E airspace will be phased in no earlier than 2026. If you've equipped your airplane with a 1090ES system thinking that's all it would take to meet the eventual rule in Canada, think again. I know I made that mistake--\$\$\$! By the way, if your 1090ES system wasn't specifically designed for diversity antennas, you may not be able to add a second antenna. Talk to your avionics dealer if compatibility with the Canadian rule concerns you.

Fly safe and keep that scan going,

Rocky

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