April 2019

ALASKAN AVIATION SAFETY FOUNDATION

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The Floatplane Seminar is April 27th

34th Annual Seaplane Safety Seminar

Sign In: . . . . 0800 – 0830

Program: . . .0830 – 1330

Featuring:
David McKay,
Former CEO, US-AIG

Matt Sigfrinius,
General Manager Aerocet

Harry Shannon,
Seaplane Pilots Association

Clint Baszak,
Air Traffic Supervisor
Lake Hood Tower

Master Pilot Awards

Saturday, April 27, 2019
UAA Aviation Technology Center
2811 Merrill Field Drive, Anchorage, Alaska

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Seaplane Pilots Association

The Recurring Message of Air Safety

Deadline time again. Don't get me wrong, I enjoy being able to write an editorial for each quarterly AASF newsletter. But for those of you who have had a recurring publisher deadline you know what it feels like.

What's interesting about writing for an aviation safety publication is nothing changes. We continue to crash airplanes and we continue to hurt and kill people in exactly the same ways we always have. We'll never come up with a new way. The only differences are in the tail number and pilot's name.

Now having said that it might only be partially true. It is true the aerodynamic aspects of flying have not changed. If you exceed the critical angle of attack you will stall. Be it a Sopwith Camel or an F-35. If you run out of gas the engine will stop running be it a P-51 or a C-185.

But one thing that has changed is improvement. We have better maintenance, better airplanes, and in some cases better trained pilots. Another change is the technological improvements which should, if used correctly, either prevent an accident or lessen the severity of the outcome.

But when I read about airplanes going missing and no flight plan, or a 121.5 beacon instead of a 406, I shake my head. The list of safety improvements is out there: ADS-B in and out; angle of attack indicators; breadcrumb trackers like InReach and Spidertracks, helmets and shoulder straps, etc. But these won't help you if you don't have them. To have them you gotta' reach in your pocket and come up with some cash. Sure these things are expensive. But what is the price of preventing an accident or coming home after one?

It might be a little like remodeling your home. You might not be able to afford to buy everything all at once. However, you can look at which items might have the greatest and most immediate impact and start there. Plus some of them don't cost any extra money -just effort on your part. Filing a flight plan with FSS is a great example. Talking to ATC for flight following is another. Better equipment and better cockpit procedures just might make my job harder if I don't have as many mishaps to write about… and I won't mind that one bit.

Fly Safe!

Harry

Crosswinds and More: Getting Back in the Air

by John Mahany

How many of us do a self-analysis after we've been away from flying airplanes for a while, before we 'get back in the saddle' and fly again? You know the question: "It's been a while (weeks/months/years) since I've flown. How rusty am I?" More conscientious pilots will consider this, while others may not. Why not? Hard to say. No doubt ego is involved, though many are loath to admit it.

We'd all like to think we are good pilots, better than average, and no doubt there are those who think very highly of their piloting skills and given the chance, they will be sure to let you know! And of course, pilot egos will try to convince them that their skills are still good after some time away from flying. Happens all the time. It's an individual thing. Some are affected more than others. Just listen to any pilot talking to non-flying friends about their aerial prowess! 'There I was…' stories abound. (Especially when adult beverages are added to the mix!)

I have first-hand experience with all this, as it happened to me about two-and-a-half years ago. I was unexpectedly side-lined with a left knee injury (torn cartilage) in the spring of 2016, requiring out-patient arthroscopic surgery. My 'routine' recovery was prolonged due to unexpected complications (a blood clot) following the surgery, which was a nasty surprise. I was out on medical leave for four and one-half months, two months longer than expected. Fortunately, my employer has excellent benefits, was very understanding, and my extended leave was not a problem. But I did not fly for eight months and three weeks.

While I was out on medical leave, some of my qualifications at work lapsed, and I found myself out of currency. It happens. As part of my job as an instructor, I am required to take recurrent training every year, and I take a simulator check-ride (currently in a Citation 2 or 5 full-motion Level C FTD) every six months, just like other professional pilots.

Thus, when I found myself scheduled for recurrent training shortly after returning to work, I did not know how this would go. My left knee and leg were not completely back to normal strength yet and my proficiency had slipped some. It happens.

So, when I was asked one day after a simulator session if I felt that I was ready for my check-ride, the next day, I sized up the situation and wisely said, "No, I'm not ready yet". In fact, there was no deadline for completing the check-ride. This was another important lesson learned, for me: when to say 'No'. So, more simulator training was scheduled, and when I did take the check ride about a week later, it went well.

Then, back to my flying an airplane. Well, after successfully completing my recurrent training and simulator check-ride, I did another self-analysis of my piloting knowledge and skills. Considering that I had not flown my Cessna 180 in over eight months, but I had just completed my recurrent classroom and simulator training, which did get me back into the books, did I feel safe climbing back into an airplane? Yes, and I was finally able to, easily. Also, my recurrent training had boosted my confidence. But, how many tailwheel CFI's did I know, who could ride with me on my first flight after a long absence? Few. I decided I was up to the challenge to do this on my own, safely.

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After sitting in the airplane one day and mentally flying around the pattern, reviewing everything (normal and appropriate abnormal/emergency procedures), I felt confident! Up to the challenge, I decided to start the engine and go fly, once around the pattern! It was a nice VFR day in Southern California, and the winds were light and variable. Ideal conditions. I was *very conservative* for a flight like this. And the flight was uneventful! I think I was the only one in the traffic pattern for 25R at Long Beach Airport that day. But, importantly, I was back in the game. It was good to be back flying after many months away from it.

All of us, at one time or another in our flying careers, are typically away from flying for some period of time before getting back to it, for a variety of reasons. It happens. Life happens. Both low and high-time pilots have to deal with this. The only question you need to consider is whether or not you are ready to get back in the air and then, do what it takes to return in the smartest and safest way possible.

Fly safely!

John

John Mahany is an ATP/CE-500, as well as a Master CFI and has been flying for 40-years this summer. He has 'transitioned' into many different aircraft in 40 years of flying. He is currently a Citation Instructor at a Part 142 school in Southern California. He flies a 1953 Cessna 180 for fun!

Scholarships Are Still Available!!

If you are enrolled in an aviation related program in an accredited college, university, trade school, or approved training center and intend to make aviation your career, you can apply for a scholarship through the Safety Foundation. Successful applicants will have spent at least two of the past three years in continuous official residency in Alaska, and completed at least two semesters, or 30% of the work towards your professional goal.

The Safety Foundation has three scholarships available for up to $2,000 each for students in any aviation profession: maintenance, dispatch, air traffic control, management, or professional piloting.

The available scholarships are the Tom Wardleigh Memorial Scholarship, the Ginny Hyatt Memorial Scholarship, and the Ellen Paneok Memorial Scholarship. We honor these leaders in aviation in Alaska, and pay tribute to their contributions to safety through the scholarships. We thank our members and supporters who have contributed to the scholarship fund, and encourage future leaders to apply.

Applications are available at: https://www.aasfonline.org/scholarship2/
and the deadline is April 30th, 2019. Good luck!

Risk Management = Smart Flying

By Jim Robinson

Welcome to spring, the annual rejuvenation of general aviation in Alaska. In this article, I intend not to regurgitate and/or replicate the thousands of documents that address Risk Management but rather share some general ideas before we launch into the summer flying season. For our purposes here, risk and hazard are the same.

As per the FAA, "risk is the degree of uncertainty". Therefore, an examination of the risk yields how to best manage the uncertainty. If we never flew an airplane our risk would be zero. If we decide to go flying, there is essentially a risk that must be managed. There are thousands of variables that every pilot considers before they fly. As the risk goes up, the certainty of something bad happening goes up. Flying on a "bluebird day" with all the variables in our favor, assessed risk is minimized, and the certainty of something bad happening is very low. However, if flying when you are taking cold medicine, not proficient in your airplane, out of annual, into Instrument Meteorological Conditions (IMC) and doing steep turns at low altitude looking for moose, then the flight the risk is huge; the certainty of an un-survivable crash is essentially 100%. These examples illustrate that risk and the certainty of something bad happening can be thought of as a continuum from "1" (staying on ground) to "10" (100% certainty of a crash).

There are numerous risk assessment tools available to pilots. These tools incorporate many factors affecting the proposed flight, the pilot, environment, the machine, etc. Some tools use color coding from green to red. For our purposes let's use a hypothetical risk assessment table from 1-10. Let's say that on a given flight the risk is a 6 and a 6 is somewhat risky. Theoretically the inverse of 6 is 4, meaning that the chances of a successful flight are pretty good. The problem occurs when you operate enough times in the "6", odds are that eventually you will have an accident. This brings up another interesting concept: "Normalization of Deviation".

Many of us have been in situations where we pushed the weather. Afterwards, the safe pilot will think "I deviated from the norms of a safe VFR flight and vow to learn from this." On the other hand there are pilots that often push the weather, yet continue to arrive without incident. Normalization of Deviance says the pilot that continues to push the weather slowly becomes habituated to risky weather flying and starts thinking it's normal. Normalization of Deviance is an incremental process as we don't jump from risk factor 1 to 10 in a single flight. Rather, the "10" is approached incrementally and the norms are ignored for so long that the risky weather flight becomes the "new normal." Put in simpler terms "it worked last time it'll work this time," or it may not. "Deviation in aviation" (I like the symmetry of this rhyme so I have to use it) is sometimes good, when deviating to better weather, but deviating from safe aviation practices is bad.

A smart place to learn about Risk Management is the FAA's "Risk Management Handbook" FAA H-8083-2. It's good to have a working knowledge of risk assessment, as it gets the pilot thinking about risk. Some operators even require a formalized risk assessment before every flight. Depending on the complexity of the flight, an experienced aviator can do a risk assessment in a matter of minutes. (The operative word in that statement however is *experienced*.) A complex flight will justify taking the longer time to do a formal risk

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assessment. Another way to view assessment is how risk correlates to options; lots of options equals less risk, fewer options equals more risk.

For a $200 hamburger run to Talkeetna on a nice summer day, good airplane, proficient pilot etc. there are many options. On the other hand, a risky flight with the attendant limited options might look like this familiar scenario: Late fall, the pressure of moose hunting, leaving after work, days getting shorter, weather closing in, the pilot hurries to get a special out of the zone before it goes IFR. Now think about the options this pilot is left with. In a hurry, no time to think about options, tired and can't even effectively asses the risks. The pilot departs and the weather deteriorates; the return to the departure airport option is gone. Darkness is approaching and the option of flying in daylight rapidly disappears. At this point the pilot has limited options, and none of them are very good.

Take the time to identify and mitigate risks. With experience, Risk Management can be a quick assessment, but the evaluation still occurs. As Alaskan pilots know all too well, when the risks start adding up, the certainty of a bad outcome increase. Keep on the good side of deviation, keep lots options, and get to your destination safely.

Hangar Talk: Are You Relying on the Big Sky Theory to Keep You Safe?

Approximately 75 people gathered at the Airmen's building on January 16 for our first installment of **Hangar Talk**, a joint collaboration between the Alaskan Aviation Safety Foundation and the Alaska Airmen Association. These talks are planned as a series of informal gatherings to learn and discuss safety issues, prevention strategies, and provide opportunities for questions, answers, and recommendations for safety issues affecting pilots in Alaska.

Our first session of **Hangar Talk** brought together a panel of pilots and safety experts to share their experience with midair collisions and the aftermath, address the best methods of seeing and avoiding, and discuss prevention strategies used by commercial pilots operating in some of the busiest airspace in Alaska. FAAST Team representative Mike Yorke gave a brief history of recent midair collisions in Alaska, and showed the radar tracks from the most recent midair collision in June of 2018. Bruce Markwood provided his initial thoughts and reactions after surviving a midair collision, and Dr. Marcel Dionne, Regional Flight Surgeon, contributed his medical expertise on how to optimize the ability to see-and-avoid other aircraft. Sean Brosnahan, Director of Flight Standards, and Dylan Johnston, Assistant Chief Pilot, shared the collision avoidance training tips used by Hageland Aviation, and shared advice they have learned from years of flying general aviation and commercially in rural Alaska. Audience participation and questions were welcomed, and discussion followed afterward. The session was livestreamed on Facebook, if you missed the live meeting, you can watch it here: https://www.facebook.com/alaska.airmen/videos/2256332664615071/. A similar session was held in Fairbanks on April 8th.

Our plan is to continue this successful collaborative effort and hold **Hangar Talk** approximately once a month during the winter, with topics addressing various aspects of aviation safety. **Hangar Talk** will be advertised on the Airmen's and Safety Foundation's facebook pages, and on our websites. If you have a safety topic you think should be addressed in the future, please let the staff at the Airmen Association or the Safety Foundation know.

Many thanks go out to the FAA and Hageland Aviation for their support of the event, to the Airmen Association for hosting, and Mr. Yorke, Mr. Markwood, Dr. Dionne, Mr. Brosnahan and Mr. Johnston for their time and willingness to share their information.

River Watch 2019 – We need Your Help!

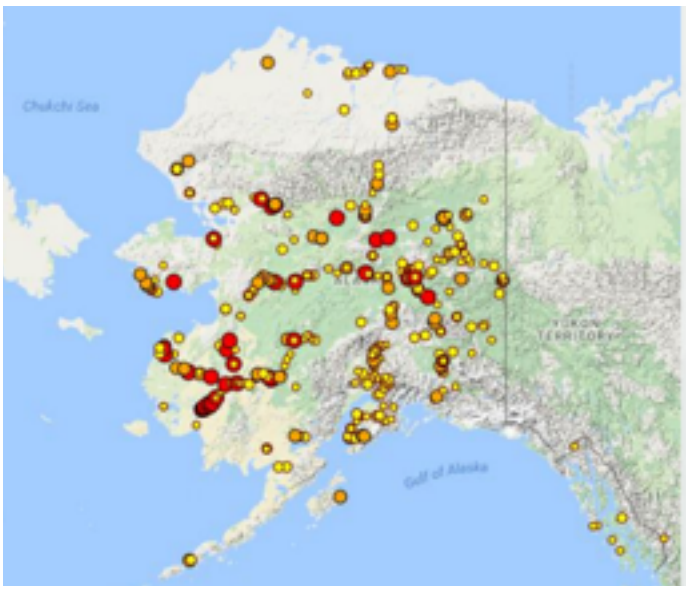
This year's river ice breakup is happening ahead of schedule throughout the state of Alaska. March is going down as one of the warmest months ever recorded in the state. The Alaska-Pacific River Forecast Center is tasked with monitoring our rivers' breakup throughout the State. Things have changed dramatically over the year, and we have gone from just phone calls to utilizing social media and satellites to get our information about river ice conditions. One thing that hasn't changed is that the bird's eye view is still king when it comes to understanding river ice dynamics.

Will you be out flying this spring? Ice jams occur throughout Alaska. While the Yukon and Kuskokwim Rivers are our primary concern most years, ice jams can occur on almost every Alaskan river. The Alaska Pacific River Forecast Center is looking for your help. The River Watch PIREP program, established in 2005, is a way for pilots to submit river ice observations to our office. Each year this program requests both commercial and recreational pilots submit river ice reports.

The National Weather Service established the River Watch Program to enlist the aid of pilots who are willing to provide information on the ice conditions as they fly. Pilots voluntarily participating in the program are provided basic information on the mechanisms of river ice break up, and are asked to file PIREPs while on routine flights. Flight Service specialists have also been trained to take these PIREPs. These PIREPS are formatted with a special syntax that includes the location in a standard pilot report format and then the remark section (/RM) includes the river name, the note 'RIV', and then remarks on the ice condition. A set of standard remarks is shown below. NWS river hydrologists receive the PIREPs, providing them with a valuable set of observations in a timely fashion, describing ice or flooding conditions as the spring season progresses.

More information and training materials on the PIREP program can be found here: https://www.weather.gov/aprfc/riverWatchProgram

In addition to traditional PIREPs, the River Forecast Center is also looking for observations by email and telephone. If a picture is worth a thousand words, then a geo-tagged photo is worth 10,000 words. Most cell phones and many cameras are able to include latitude and longitude embedded in the picture file. A geo-tagged picture provides river forecasters with an exact location and time the photo was taken. Photographs can be emailed to nws.ar.aprfc@noaa.gov.



Map showing the location of ice jams that have occurred in Alaska. Data from the U.S. Army Corps of Engineers Cold Regions Research and Engineering Laboratory.

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Notice something on your flight but didn't have camera or file a PIREP? Call the River Forecast Center directly at **1-800-847-1739** between 6 am and 5 pm, especially if you observe a flood developing or other hazardous conditions. Bottom line, this year during breakup you can help keep us aware as your traverse our Alaskan skies. We look forward to your next observation.

Example ice jam flood in Galena during the Spring of 1945. This runway is now protected by an earthen levee.

STANDARD REMARKS

PRE-BREAKUP

- UNBKN ICE
- ARCHED ICE
- LIFTED ICE
- SHIFTED ICE
- OPEN REACH
- HARD OR ROTTEN ICE
- SNOW OR WATER ON ICE
- OPEN HOLES OR LEADS
- FLOW IN SIDE CHANNEL
- FLOW ON ICE

ICE JAM CONDITIONS

- APPARENT ICE JAM
- ICE JAM
- VILLAGE AND/OR RUNWAY FLOODING (PRECEEDED WITH LOCATION NAME)
- WIDESPREAD FLOODING
- LOW LYING FLOODING

MOVING ICE

- BREAKUP (BU) FRONT
- ICE RUN
  >> MIXED
  >> SHEETS
  >> PANS
  >> CHUNKS
- X MILE LONG ICE RUN (X = DISTANCE)
- ICE RUN DENSITY
  >> HVY (75-100%)
  >> MOD (25-75%)
  >> LGT (1-25%)

POST-BREAKUP

- STRANDED ICE
- OPEN CHANNEL
- ICE OR DEBRIS RUN
  >> HVY (75-100%)
  >> MOD (25-75%)
  >> LGT (1-25%)

FAA GA & Part 135 Survey is underway again…

From the FAA: The Federal Aviation Administration's 41st annual General Aviation and Part 135 Survey (GA Survey) is now underway, reporting on calendar year 2018. The GA Survey is the only source of information on the general aviation fleet, the number of hours flown, and the ways people use general aviation aircraft.

Data from this survey will help determine funding for infrastructure and service needs, assess the impact of regulatory changes, and measure aviation safety. And it's not just governmental agencies that use this data; the general aviation industry and trade associations also rely upon it for critical research and analysis. That's why we encourage everyone who is contacted to respond to the survey so that aviation activity and safety information is accurate.

A Final Flight Notification

RICHARD "DICK" BELZ

Dick passed away on Feb. 3, 2019. He was born in Hartford, CT on Sept. 14, 1919, and was the last survivor of his 13 siblings. Dick met the love of his life, Lavelle, on Jan. 27, 1945, and they married on April 3, 1945. Dick was working at Pratt/Whitney in Hartford in December 1941 when they asked for volunteers to go overseas to get airplanes ready for the military when they arrived. He volunteered and spent time in Ireland, England, Morocco, and South Africa. He was called back to Connecticut by his draft board in September 1944 and joined the United States Army Air Force; he was discharged in February 1946. Dick and Lavelle then traveled to Anchorage to pursue their dream of hunting, fishing and outdoors on June 19, 1946.

Dick and Lavelle started their family in 1947 and raised three children: Judyth, Rebecca and Timothy. In 1946, Dick passed his Alaska Guides test and guided clients from all over the world. Lavelle was his assistant guide and always worked by his side.

Dick began flying in 1946, and was happiest when exploring Alaska's remote wilderness in his Super Cub, sharing the Alaska he loved. People often said, "Dick wore his Super Cub" when he flew it. Dick was always available to help out anyone, anytime, flying out to remote locations or using his boom truck at Lake Hood. People often said he was like a real-life MacGyver; he could always figure out a way to fix almost anything and often did.

Sincere condolences go out to Dick's family and friends.

Alaskan Aviation Safety Foundation

C/O Aviation Technology Division UAA
2811 Merrill Field Dr.
Anchorage, AK 99501

Phone: (907) 243-7237
Email: aasfonline@gmail.com