



The foundation has only one mission:

TO PROMOTE AVIATION SAFETY THROUGH PUBLIC EDUCATION AND RESEARCH

### *Chairman's Corner*

Greetings fellow aviators.

It has been a busy time for your Foundation. Included in the times are some changes you will find in this newsletter.

First: we will be posting the newsletter on our web site and emailing copies to each with an email address. Costs are prohibitive for using traditional "snail mail" for distribution.

Second: we welcome John Mahany as a guest contributor to the newsletter. He is an active supporter and member of the Alaska Aviation Safety Foundation living in the Los Angeles basin, flying a 1953 CE 180 based at KLGB. He holds an ATP/CFII.

Third: With the change to electronic distribution, articles and information will expand, eliminating the "address" section found on earlier editions.

Jennifer is making great strides in our administrative section. She is a part time employee, normally in the office around the lunch hour on Wednesdays. Check with her if you have questions.

Fly Safe

*Harry Kieling*





## Planning on a Trip Outside?



So are you thinking about flying south to the Lower '48' this summer? Down to the Seattle area or elsewhere south of the border? Have you ventured down this way before? There are a few things to think about.

Perhaps you have been flying in a remote area, away from it all. Or, it's just your first time flying 'Outside'. Well, there are a few things to consider. First, are you comfortable flying in controlled airspace? How about Class Charlie? Or Bravo? You will find it here. A lot more of it. Study your charts in advance. If you are not comfortable with it, then schedule some time with an instructor and review the procedures. Get a copy of the AIM and review that. If you don't have a current copy, pick one up, or read it online. There is also an app for the FAR/AIM for your iPad or other device.

For whatever GPS unit you are using, make sure your download the latest update so you have all of the airspace properly displayed. If you are flying with an older GPS unit that is no longer supported and you are not able to get updates, maybe it's time to upgrade.

If you try to fly around the edge of 'C' or 'B' airspace without talking to ATC, you might accidentally clip the edge of the airspace and find yourself with a pilot deviation, otherwise known as a 'violation'. Avoid this if possible. If it's your GPS track vs. Radar, radar wins, every time. If you are using an iPad or other device, that might provide you some protection if you are using the ForeFlight app. But play it safe and avoid close encounters with airspace. Give ATC a call and request 'flight-following'. It's cheap and easy enough to do.

Naturally, if you are dealing with airspace, you will also find more traffic! This is where flight-following will really help. For VFR traffic, on a workload-permitting basis, ATC will call out traffic for you which is invaluable as you navigate your way in the vicinity of busier airspace than you are probably used to. Also, for days when it is hazy, this really helps since it is harder to see traffic under these conditions. Just be sure to sound professional when dealing with the TRACON. If you really don't like dealing with or talking with ATC, then you will have a problem. ATC really is there to help. They talk faster because they have more airplanes to deal with. It helps if you can speak the 'lingo' properly, and sound professional. And they can be very helpful. Again, find a CFI and spend some time reviewing this if possible, before you go.

It's summer time so you may well encounter thunderstorms. The best way to deal with thunderstorms is to avoid them, by a safe distance, at least 10 to 20 miles or more! Stay VFR if possible and stay well clear. Remember, thunderstorms win, every time! If the weather is favorable for thunderstorms, such as an approaching squall line or cold front, consider delaying your flight, or select a route of flight that will keep you well clear of them. Warm fronts typically have embedded thunderstorms, which you cannot see because they are 'embedded' in the front. For these you need a weather-avoidance tool

like radar, which provides real time information. You want to avoid these conditions. Call Lockheed-Martin for a weather briefing, and then call again for updates. Also check Duats and WSI before the flight. This is especially good for long range route planning.

Study airport diagrams for the airports you plan to fly to, well in advance. Many airports have construction projects during summer months when certain runways and taxiways are temporarily closed for pavement repairs. This means that a particular airport may be very confusing to navigate around once you land. Get familiar with the runway and taxiway layout, as well as any closures, as well as the location of the FBO where you plan to park.

Are you familiar with all of the airport and runway markings? Runway incursions are still an issue, with some pilots unintentionally crossing the 'hold-short' line without a clearance. This is a pilot deviation and a violation. Again, avoid this. This is easy enough to do; just have good situation awareness and ask for 'progressive taxi' after landing and clearing the runway. Write down all taxi clearances and have an airport diagram out and in front of you when you taxi. Study this before starting engines.

If it's an airport you have not flown into before, look it up in the airport guide and call the FBO and the ATC facility for that airport, before you fly in. You could also contact a local flight school and talk to a CFI who is knowledgeable. Tell them you are planning to fly there, and ask what their local procedures are? What are the VFR reporting points? The FBO will likely have a website which should provide basic information, but call with any other questions you may have. There is a wealth of information available at [www.airnav.com](http://www.airnav.com), as well as iPad apps (ForeFlight, Pilots Guide, WingX Pro7), and Fltplan.com, to name some that are popular.

It will be summer time, and the temperatures are warmer, so review your airplanes' performance charts for warm temperatures. Think density altitude; as the temperature and humidity increase, your aircraft performance will deteriorate (worsen) if it's normally aspirated. Plan accordingly. Don't plan on a full payload on a short(er) runway, on a high density altitude day. There are density altitude related takeoff accidents every summer because someone forgot. Fly earlier in the day when temperatures are cooler.

Whether you will be flying single-pilot or as part of a crew, employ CRM (crew resource management) practices. Use all available resources, including ATC and passengers, when appropriate. Get organized with all of your charts and devices. Make sure all charts are current, downloaded and accessible. Go over everything and review charts and procedures. What are typical weather patterns for where you are going? Try to avoid surprises. Have a plan 'B' in case of weather or mechanical delays.

Keep in mind also that 'Loss-of-Control, in Flight' is the leading cause of General Aviation accidents. This was just addressed during the FAA's recent 2013 Safety Stand Down. Don't let lack of proficiency, distractions, or anything else while flying cause you to lose control of the aircraft.



## More on Flying Outside

Here are some web sites with discussions of subject matter discussed in the feature article:

**[FAA.gov](http://FAA.gov)**. Under regulations and polices, you will find many useful documents (most can be downloaded to your PC, iPad, etc.) One that covers most of this information is the Pilot's Handbook of Aeronautical Information.

**[FAASafety.gov](http://FAASafety.gov)**. Under Handbooks and Manuals, aviation, you will find Appendix I to the pilots Handbook of Aeronautical Information, covering runway incursions (can keep you out of trouble at those unfamiliar airports). Many more publications and programs available

**[AOPA.org/asf/online\\_courses](http://AOPA.org/asf/online_courses)** provides online courses through the Air Safety Institute (ASI). The courses are free, you just need to create a free account to access. Good information that can help keep you out of trouble. Includes courses on Cockpit Resource Management (CRM), Aeronautical Decision Making (ADM), etc. Hot topics with FAA and flight reviews.




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## Upcoming Events

**16 May—Alaska Aviation Museum “Old Bold Pilots” (6-9 pm)**

**18 May—Fairbanks Aviation Appreciation Day**

**18-19 May—Talkeetna Hudson Memorial Fly-In**

**1 Jun—FAA Palmer Pancake Breakfast**

**1-2 Jun—Skwentna Fly-In and Competition**

**8 Jun—Kenai Peninsula Air Fair**

**13 Jul—Panhandle Fly-In Sitka**

**14 Jul—Alaska Aviation Museum Salmon Bake and Centennial Celebration**

**20 Jul—Marion Lake Fly-In**

