

The 2020 Ginny Hyatt Memorial Scholarship was awarded to Ms. Brittney Kupec. Here she is standing next to her flight school's Skyhawk. (*More Scholarship award info on Page 8.*)



In this Issue:

- *Chairman's Letter - It's been a long time since we've all been flying**
- * John Mahany on special concerns about Rusty Aircraft & Rusty Pilots**
- * Marshall Severson on a new Advisory Circular**
- * Jim Robinson on some specific Regs and STCs to pay attention to as you start flying again**
- *Final Flight & Scholarship Announcements**
- * News from the FAA concerning Part 135 Ops & the Taquan Mid-Air**

Chairman's Letter: *Easing Back into Flying...*

Well, I am going to start out with a confession. Because of Covid, I have flown only one or two times in the past year. I knew I would probably be rusty, but my first ride was a real awakening. I decided to prep for an instrument proficiency check. Boy, was I behind the airplane! The humorous exaggeration I used to say when I was flying the F 100 was "I was so far behind the airplane that if it were to crash, I wouldn't be hurt." Farcical I admit, but when I got back in the saddle a couple of weeks ago, I was really behind the airplane. After three instrument rides I was better but barely proficient. The good news in all of this is I opted to fly with an instructor. No one got hurt and no metal was bent. So my message to you is to approach your return to flying very seriously. Review the POH and airport and local area procedures. Wait for a blue bird day with calm winds. And believe me it will take some work to get back to where you once were if you haven't been flying regularly. Be

consciously thoughtful and deliberate. Think about the swiss cheese theory of accidents* or the three strikes and you are out. If you go out to your aircraft and do something stupid but not critical, that is Strike One. If you do another bone head but minor mistake that is Strike Two. Do not wait for Strike Three. Instead pack it up and go home, reflect on what went wrong, and try it another day. I am really excited about the summer and Alaska flying, but I am going to be super cautious about it.

Fly Safe,

Harry

** The Swiss cheese model of accident causation illustrates that, although many layers of defense lie between hazards and accidents, there are flaws in each layer that, if aligned, can allow the accident to occur. (Wikipedia)*

Some news and features of note from around the internet: Skies Magazine [has a review](#) of three headsets (and also [a recent deep dive on the Medallion Foundation](#) in case you missed it); Southwest Airlines flight attendants [are sick and tired](#) of being abused by passengers (and with one of them losing two teeth in an assault, who can blame them?); Beekeeping is [a new airport job](#) (Bees are a good thing!); Aerial photographers flew from rural Virginia to DC - AOPA Magazine has [some great pictures](#); Aerion is [out of money](#) and letting go of the supersonic dream (more on that story [here](#)); NTSB Chairman Robert Sumwalt (who was in Alaska for a Part 135 Roundtable back in 2019) [is stepping down at the end of June](#); The Tuskegee RedTail Academy sounds like [an outstanding project](#) and finally, the FAA is investigating Envoy Air, American Airlines' largest regional partner, for flight safety violations. [It does not sound good.](#)

Beware of Rusty Pilots & Rusty Airplanes

By John Mahany

This past year has been tough on all of us. I hope you are doing ok. Many pilots and airplanes have not been flying which is not good. So, what condition is your airplane in after sitting for so long? Is it hangered, or tied down outside in the elements? Are tires still inflated or are they going flat? Have any birds built a nest under the cowl? It needs more than just a preflight; it needs a thorough going over. Probably should be washed as well. How much dirt and whatever else has collected on it?



As we all know, when airplanes sit, and then sit for a long time, things tend to break, and not work like they should. Like any machine, it needs to be used regularly, to keep various components working properly. Seals go bad, corrosion sets in, etc. By now, the aircraft might be out of Annual and Pitot/Static/Transponder check as well, depending on how long it's been sitting. It needs some careful attention, before it's ready to fly.

And how rusty are you as a pilot if, because of the pandemic, you have not flown in over a year or longer? It's actually easier for pilots to keep up on the 'ground school' or classroom portion of flying, with all that is available now, online. I have mentioned this before, but it's worth repeating. Depending on where you live, work or whatever, there are many, many websites, videos, and more for anyone who has online access. And if you are in a remote location or don't have online access, hopefully you can get to a location that has it, so you can download what you need on a device for later viewing.

There is really no excuse now for not keeping up with what's going on. There are many online vendors to choose from. To name a few: King Schools, Sporty's, EAA, AOPA, MzeroA, and Boldmethod. There's also YouTube with thousands of videos. What's your preference? Most are reasonably priced. And YouTube is FREE, of course!

Also, depending on how ambitious you are, you could go to the FAA's [website](#) and download the Private Pilot ACS, which is the Airman's Certification Standards. It's from the FAA, and it's free! Go through this. Read it cover to cover. There's a lot of good information in there.

Depending how long ago you learned to fly and got your license, you might be surprised by what's required now. The ACS contains all the information that you need to know for the FAA Practical Test, so, since you are already licensed, you should already know this, right? Well, if you are rusty, how much have you forgotten? This would be an excellent review of the subject matter, as well as the required tasks and maneuvers and the criteria for satisfactory performance on a check ride. How do you measure up? Then, as Harry suggests in his Chairman's Letter, seek out a good CFI to work with, both on the ground and flying, to get current again. Depending on your experience level, this might take a few flights to regain proficiency and meet the ACS criteria. It's an investment in making YOU a better, safer pilot.



continued on page 5

Getting Back in the Air: Some Specifics Regs & STCs to Look Into

By Jim Robinson

With more daylight, warmer days, and Covid 19 hopefully on the wane, our thoughts naturally turn to flying. Like many GA pilots, I have allowed my flying skills to go fallow over the winter but there is a mountain of information for pilots on how to get back into flying shape. Suffice to say if you're not proficient avail yourself of the written information available, get some serious practice, or better yet log some time with an instructor. A 15 knot crosswind in your tail wheel airplane is not the time to find out that you're a little "rusty". Preflight your survival gear. Now might be the time to change out the snowshoes for bug dope. The purpose of this article is not a discussion of all the aspects of getting back into serious spring and summer flying, rather review some important paperwork items.* Stick with me, as I'm not going to cover the "usual suspects"

I'll start with the big picture and work from there. Every certified aircraft has a Type Data Certificate Sheet (TDCS). The TDCS contains the information required for the Type Certificate. Most TDCS's can be found on the internet. Read through yours and make sure your airplane is in compliance. According to the TCDS, my airplane is a 3A13 although Cessna 182 Skylane sure sounds better than "3A13". Of particular interest contained in the 3A13 TDCS are the placards and markings that must be displayed. It is important on my year Skylane to have correct markings and placards because the POH is not required to be carried on board (however it is recommended). However, the TDCS for the following year Cessna 182 requires that the POH be on board at all times. The TDCS can change from year to year; check closely for your particular make and model.

Now, here come the regs—I'll try to keep them to a minimum. FAR 91.7 states it is the pilot's responsibility to determine aircraft airworthiness. You could literally spend all day going through the aircraft logbooks determining compliance. Big picture question: is the airplane in Annual? Is there

any broken equipment? If an equipment/component is broken it must be fixed or placarded "INOP". The TDCS, POH, and FARs can provide guidance on what equipment is required for the flight. For instance a clock mounted in the panel is required for IFR flight however, not for VFR. (Remember if the clock is inoperative and "installed" it must be placarded.) An often overlooked item is the ELT battery. ELT batteries can expire between Annuals; check to make sure your battery is up to date. Other checks may expire out of sequence from the Annual, such as the transponder (FAR 91.413) and pitot static checks (FAR 91.411).

Look at your aircraft log books and note any Supplemental Type Certificates (STC). These STCs often have very specific requirements that must be met for continued airworthiness. For instance, my auto fuel STC states that a placard must be attached adjacent to each fueling inlet. On a previous airplane I owned this placard was properly installed. The first time I spilled auto fuel on it however, it literally melted away—oops, not in compliance. So, read through the STC to refresh yourself on information you might have forgotten. For example, the auto fuel STC states carburetor ice may occur earlier than with 80/87 fuel, which is a good reminder about carb ice.

Some STCs contain pertinent information regarding aircraft operation. Read the STC closely as it might require an insert into the POH or to be carried onboard the aircraft. Also, STCs may conflict with other aircraft limitations if not followed closely. Wingtip extensions on a Cessna 185 can increase the gross weight however, in one particular Cessna 185 I've flown, the STC-increased gross weight for the airplane was over the certified weight for the floats (in this case they were early model Aerocet floats). Following the STC without complying with the other equipment limitations could place the aircraft out of compliance.

continued on page 5

Robinson, continued from page 5

Speaking of STCs, is your weight and balance up-to-date? Often STCs add or remove equipment or a combination thereof. As an aside, new STC'd equipment I installed allowed the removal of the suction pump and vacuum instruments. To rationalize the cubic money I spent, I convinced myself that it would lead to a reduction of 35 pounds or more in the aircraft's basic operating weight. New weight and balance showed an actual reduction of about four pounds. Often the weight

change is negligible, however the weight and balance must be updated.

Before you get busy with the spring and summer flying take a look through your paperwork. Every time I review my 3A13 TDCS, I learn something new about my airplane, same with STCs.

**For training purposes only not meant to be all inclusive. Consult all appropriate FAR's, and POH etc. If condition lasts more than 3 hours consult a physician.*

Mahany, continued from page 4

Do you participate in the FAA's Wings Program? Depending on your status with the program, you may be able to get back flying sooner. Go to www.faasafety.gov, check your Wings Status, and what you need to do, either to get current again, or to stay current.

In fact, AOPA has [a program in place](#) now that they started a few years ago called, appropriately enough, 'Rusty Pilots'. Through this program AOPA has helped over 9,000 inactive pilots get back into the skies again.

Also not to be forgotten, do you have a current medical? A lapsed medical is one of the most common discrepancies that FAA inspectors find during their ramp checks of pilots.

Hopefully I've given you a few suggestions for getting current again and knocking some of the rust off, so you can get back flying!

John Mahany is an ATP/CE-500, LR-JET, as well as a Master CFI, in Southern California, and has been flying for over 40 years now. And he's still learning! In the early 90's, he spent 4 1/2 years flying in SouthCentral Alaska. He flies a Cessna 150 now for fun!

Final Flight Announcement.....



Robert "Bob" Richey, 90, a longtime Kenai, Alaska, resident died peacefully on Dec. 8, 2020, at Heritage Place in Soldotna. Bob was preceded in death by his wife, friend, and companion of 60 years, Tilde Richey, whom he met while stationed with the Army in Germany. He is survived by his sister, June (Richey) Brooks and family of Orlando; and his nephew, Kevin Aveni and family of Sunland, California.

Bob grew up in California and moved to Alaska following his active military service. He earned a Bachelor of Science in Wildlife Biology from the University of Alaska Fairbanks. His first post-college job was as a seasonal ranger/naturalist at Denali

National Park & Preserve; he moved to Kenai in 1964 to work with the Kenai National Moose Range. Bob lived in Kenai for 55 years, where he became a long-time assistant manager and pilot for Kenai National Wildlife Refuge. Bob retired from his 26-year career at the refuge in 1990 and he and Tilde enjoyed extended trips to Canada and the Lower 48 in their motor home. They also explored closer to home in Bob's airplane, a light-yellow Beechcraft Bonanza which he referred to as his "yellow banana".

Bob flew all types of missions piloting wheeled, ski, and float aircraft logging thousands of accident-free hours. Bob was a friend and supporter of the Alaskan Aviation Safety Foundation, and our deepest condolences go out to his friends and family.

The FAA Requests Feedback from Individuals on the FAA Alaska Aviation Safety Initiative (FAASI) Interim Report

During the National Transportation Safety Board’s Part 135 Roundtable discussion in the fall of 2019 at the University of Alaska-Anchorage, the high accident rate in the Part 135 community was the topic of conversation. Following this event, the Federal Aviation Administration’s (FAA) Administrator hosted an Alaska Aviation Safety Summit that highlighted safety recommendations and directed FAA’s Alaskan Region Regional Administrator to lead a group of experts within the FAA to focus on safety issues specific to Alaska. They were tasked with determining how the FAA is deploying resources, their effectiveness, and how the FAA can improve delivery of services and prioritize resources. The FAA’s Alaska Aviation Safety Initiative (FAASI) was born from this effort, and the Interim Report is the initial product. This report is being used as the foundation for future discussions with stakeholders, including general aviation pilots. Many of the services and resources listed in the report have the ability to affect general aviation operations and the operational environment. The Interim Report is found [here](#).

A virtual briefing was held on May 6, 2021 to introduce the findings in the FAASI and begin the feedback phase. In case you missed it, you can watch the briefing [here](#). Opportunities to provide feedback through individual meetings are available and can be scheduled via Zoom or teleconference through July 2021. Two follow-on webinars are scheduled each week for smaller, more focused audiences and topics. They are scheduled for Tuesdays (1300-1430 Alaska) and Thursdays (1000-1130 Alaska). Topics are requested in advance for these webinars. To schedule an individual outreach meeting, contact [FAA Sign-Up Genius](mailto:FAA Sign-Up Genius or 9-AAL-FAASI@faa.gov) or 9-AAL-FAASI@faa.gov. For more information on the FAASI, see the FAA’s [FAASI website](#). If you have feedback on the FAA’s Interim Report and their efforts to improve safety in Alaska, please schedule a meeting.

Ketchikan Midair and the Inherent Limitation of See-and-Avoid

The National Transportation Safety Board (NTSB) held a [board meeting](#) in April for the midair collision which occurred on May 13, 2019 over George Inlet in Ketchikan, and recently released the [final report](#). The crash involved a de Havilland DHC-2 Beaver and a de Havilland DHC-3 Otter, both were equipped with floats and were conducting sightseeing operations. Six people died and nine suffered serious injuries as a result of the collision. The probable cause of the accident was determined to be the inherent limitation of the see-and-avoid concept, which prevented the two pilots from seeing the other airplane before the collision, and the absence of visual and aural alerts from both airplanes’ traffic display systems, while operating in a geographic area with a high concentration of air tour activity.

The takeaway from the report is the *inherent limitation of the see-and-avoid concept*, and awareness of the limitations. We may not see traffic because of our aircraft’s structure, passengers blocking our view, or other distractions that keep us from constantly scanning the sky. The FAA’s recognized method for collision avoidance is see-and-avoid as included in Part 91.113 (b) and it isn’t perfect. Many of us have equipped our aircraft with ADS-B In, which can provide valuable information on location of other aircraft in hopes of ‘seeing’ conflicting traffic and avoiding a collision. Operating in busy airspace with multiple targets can challenge pilots in keeping eyes outside the aircraft while using an electronic device to enhance awareness of other aircraft. The NTSB was able to recreate the [collision scenario](#) and it inspires discussion with passengers. Asking for their help in spotting other aircraft, offering young passengers rewards for spotting other aircraft, and letting them know how to alert the pilot about traffic while in busy airspace can reap benefits. If you don’t have this talk as part of your preflight briefing, consider adding the discussion. Engage in some crew resource management and make the most use of your resources, involve your passengers in seeing and avoiding – it could save lives.

New FAA Advisory Circular on Pilot Briefing (Don't Leave Home Without It!)

By Marshall Severson

Just in time for our summer flying season, FAA has distributed Advisory Circular 91-92: [Pilot's Guide to a Preflight Briefing](#).

This AC is a major update on preflight briefing and recognizes the long-time trend away from the traditional phone call to a flight service station for a "complete" and "legal" briefing. It provides useful checklists and resources to ensure a thorough self-briefing is obtained.

Perhaps the best words of wisdom contained in the AC are these:

Pilots who have preflight weather/risk assessment and risk mitigation skills are better prepared to make in-flight decisions as real-time weather information is consumed.

Don't try this at home without those skills! Regardless of your experience, as evolution in weather and aeronautical information dissemination transpires, you may wish to stay on top by utilizing the resources noted in the AC [as well as webinars](#), such as those sponsored through the FAASTeam, for example learning tools from a former Alaskan controller, Delia Colvin.

Alaska still has the vast majority of all remaining Flight Service Stations (and they are exclusively FAA), you may find valuable information [on their site](#) as well.

We have all seen accident reports which state that "there was no record of the pilot obtaining a weather briefing". If it is important to you for legal purposes or other considerations, accessing FAA and Leidos briefings (their platform replaced the old DUATS) ensures those contacts are logged. Remember too, that some FAA sites specifically state that they are "not to be considered as a sole source of information to meet all pre-flight action". When in doubt about a TFR or restricted area go directly to the source, contact the controlling facility.

Please put this AC on your Spring reading list!

Did You Know? Tid Bit. When in cell range in Alaska you can activate/close flight plans with Leidos via text message.

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Scholarship Announcements!!!!

The Alaskan Aviation Safety Foundation is proud to feature our two scholarship winners from 2020.

The **Ellen Paneok Memorial Scholarship** was awarded to Mr. Adde Munye from Anchorage. He is 21 years old and he says his dream career is to be a bush pilot and flight instructor. His favorite motto is “Life is simple. Eat, sleep, fly.” Adde thanks the foundation and says “the Ellen Paneok Memorial Scholarship has helped me achieve my lifelong dream of becoming a Commercial Pilot and Flight Instructor. I am currently working as a Flight Instructor at Angel Aviation Alaska with hopes to contribute to creating the next generation of safe and competent pilots.” Way to go Adde!

The **Ginny Hyatt Memorial Scholarship** was awarded to Ms. Brittney Kupec. She is originally from a small town in Wyoming and had always wanted to be a pilot when she was small. She states” I put the thought in the back of my mind because it didn't seem like a possibility. It hadn't registered that this was something I could do until I moved to Alaska and had my eyes opened by the aviation community here. I was inspired. I originally thought I would at least become a private pilot, so I started my flight training in May 2019 after never actually being in a small airplane before. After my first lesson, I was quickly hooked and knew this is something I want to do for a career! This award gives me the opportunity to continue down this journey towards being a professional pilot and further fuels my passion for airplanes. I plan to work towards my instructor ratings and eventually become an airline pilot. The more I learn I realize how much more there is to learn, and I absolutely love that!” Congratulations to Brittney, and best wishes to both Brittney and Adde as they begin their aviation careers.

Thanks to donations from our members, each year we are able to provide scholarships for \$2,000 to a maximum of three people working toward careers in aviation. Watch the AASF website for names of the scholarship winners for 2021, and look for their stories in our next newsletter.