

ALASKAN AVIATION SAFETY FOUNDATION

February 2017



Sled dogs in Fairbanks, circa 1995.

The Safety Foundation needs you!

By Harry Kieling, Chairman

In this newsletter I'd like to talk about our organization and how we need your help to make us grow. As you know the Safety Foundation is a statewide nonprofit. We survive on your membership fees to cover the costs of the organization. Currently, we do not have any government assistance or grants. We have one paid administrative staff member who works up to 10 hours a week. The bulk of the Foundation workload is accomplished by your unpaid Board of Directors.

We are proud of the services and products we provide you on a very small budget. Just to review: (1) Up to three scholarships to deserving aviation students; (2) two all day safety seminars (Seaplane in the spring and other topics in the fall); (3) a world class quarterly newsletter; (4) twice weekly television program, "Hangar Flying", advocacy and education on a wide range of aviation safety

topics; booths and representatives at fly-ins and trade shows.

But we need your help. We need safety minded volunteers to help with the safety seminars and trade show booths. We need people to be on "Hangar Flying" and to write thoughtful articles on flying safety.

We need you. If you are interested or would just like to know how you might help, call us at 907-786-7230 or send an email to aasfonline@gmail.com

Fly Safe!

Harry

New NIOSH Training Offers Fatigue Management Information for Pilots in the Land of the Midnight Sun

Most people living in Alaska have experienced the frenetic activity that comes from cramming a year's worth of activities into the short summer months. Long hours of daylight, friends and family visiting, and the lure of salmon calling your name can make sleep an afterthought. Conversely, the winter's dark days, gloomy skies and cold temperatures can be just as tiring. For pilots, recognizing and managing fatigue can be an important key to flying safely. Many pilots routinely use the I'M SAFE checklist for self-evaluation before a flight. The "F" stands for fatigue, but what is fatigue really, and why is it important to avoid?

Fatigue is a general lack of alertness and degradation in mental and physical performance, and can affect pilot alertness, performance, and judgment during flight. Pilot fatigue has been documented as early as 1927 when Charles Lindbergh crossed the Atlantic Ocean and has continued to be a risk factor for pilots, mechanics, and others involved in aviation operations. Air transportation safety organizations recognize fatigue as a priority focus area; the National Transportation Safety Board listed reduction of fatigue-related accidents on their list of [Ten Most Wanted Transportation Safety Improvements](#) for 2017-2018, and the Department of Transportation identified the issue of pilot fatigue as a top priority during a 2009 airline Safety Call to Action, following the crash of Colgan Air flight 3407.

Researchers at the National Institute for Occupational Safety and Health (NIOSH) in Anchorage talked to pilots and management of Part 135 operators in Alaska and found that although the new regulations didn't apply to them, there was interest in learning how to recognize and prevent fatigue. To help pilots avoid flying fatigued, NIOSH developed a fatigue prevention training with a focus on commercial pilots in Alaska. NIOSH worked with pilots, mechanics, and other aviation workers to film all videos onsite in Alaska. The training can be used by any individual pilots regardless of their location or ratings, and contains information that can be useful for anyone wishing to learn more about fatigue.

The training is self-paced, computer-based, and provides information in four modules that focus on the risks and hazards associated with fatigue, the importance of good sleep, tips for getting good sleep, and preventing fatigue. NIOSH also has fatigue awareness programs for nurses (<https://www.cdc.gov/niosh/docs/2015-115/>) and truck drivers (<https://www.cdc.gov/niosh/topics/workschedules/TruckDrivers.html>). The information on fatigue prevention for pilots is available for download from the NIOSH Aviation Topic Page (<https://www.cdc.gov/niosh/topics/aviation/>) or you can request a hard copy by emailing aviation@cdc.gov.

Fly safe, and fly alert!

Use of simulator a hit for fall safety seminar

One of the Fall Safety Seminar’s highlights occurred when Roger Motzko, FAA Safety Forensics, and Rocky Capozzi, AASF Board Member, used the UAA Redbird Flight simulator to create and present a low altitude engine failure scenario with several different outcomes.

Roger and Rocky posed a series of questions during the scenario presentation and the audience responded through the use of “clickers.” Their responses were automatically tallied, providing an opportunity to engage in a conversation about the many considerations and pre-takeoff actions pilots should take to prepare themselves for this critical emergency.

Several of the most significant points raised were:

1. Pilots should identify likely emergency landing on their way into off-airport or remote strip sites and near their home airports.
2. Pilots should make a habit of performing a pre-takeoff briefing that identifies what altitude (on

the altimeter) they must achieve before considering a turn back to the departure field.

3. Pilots must practice the turn back (at a safe altitude) to have a realistic appreciation of how much altitude is required.
4. Pilots must know and immediately attain their best glide speed for any engine out situation where glide distance may be critical.
5. In the event of an engine failure on initial climb out, the first action must be to aggressively lower the nose to prevent loss of airspeed and loss of control.

The audience enjoyed the presentation and offered many additional comments about ways to practice skills and mentally prepare for the possibility of a low altitude engine failure.

Annual Seaplane Seminar

Saturday, April 22, 2017

Location To Be Announced Soon

Registration will start at 8 a.m. This is an all-day event. You can attend any or all of the seminars – attendance is free.

For more information, contact the AASF at (907) 243-7237 or aasfonline@gmail.com

THE ENDURING PROBLEM THAT IS THE BETHEL AVIATION ENVIRONMENT

By Colleen Mondor

The tragic plane crash last October near Togiak shed light again on the troubling accident history of Alaska's most essential bush airline, Hageland Aviation Services, (which operates as Ravn Connect). With over 50 aircraft and 1,000 scheduled weekly flights, Hageland is the obvious choice for much of rural Alaska. The airline has struggled through six accidents in less than four years though, resulting in fourteen fatalities and was part of an unprecedented urgent safety recommendation from the NTSB in 2014. But as concerning as all of that is, it is not only the airline's struggles, but the dismal safety record of the Bethel region itself, that raise continued alarms in the aviation community.

As the regional hub for nearly fifty surrounding villages in the Y-K Delta, Bethel is home to a stunning amount of air traffic. According to the federal Bureau of Transportation Statistics, 63 million pounds of freight and mail moved through Bethel in the annual period ending in June 2016. This made it the 2nd busiest cargo airport in the state and 86th in the U.S. Over 155,000 passengers arrived and 153,000 departed in the same period, with Hageland carrying 36.55% of them, more than Alaska Airlines and dwarfing small carrier competitors Yute Air and Grant Aviation.

The Togiak crash was the 80th accident in the Bethel region since 2000. Dating back to the early years of the bush pilot era, the area has been the site of many crashes, typically involving VFR into IMC or CFIT, but relatively few long term efforts towards aviation safety have been implemented. Although the Capstone program was initiated in Bethel in 1999,

coverage from Automatic Dependent Surveillance – Broadcast (ADS–B) technology in the state lags far behind the Lower 48. As a proving ground for new national technologies, Bethel's busy airspace is quite valuable, but as a place for permanent air safety solutions it remains woefully out of the loop. Further, the city's air traffic control tower still operates with no terminal radar services despite the high number of daily flights from a myriad of aircraft.

“Because of the weather, there is a degree of risk exposure for everyone flying in Bethel,” says Alaskan Aviation Safety Foundation director Harry Kielling “and especially for Hageland which operates so many flights in and out of there. The answer to reducing those accidents means relying both on increased education for everyone involved and also technology improvement.”

“We have to decide, all of us,” he continues, “that the only number of acceptable fatalities in Bethel, and statewide, is zero and we have to do what it takes to make that happen.”

The final probable cause report on the Togiak crash will likely be released sometime late this year. A separate report is expected as well on the August 31st fatality accident near Russian Mission that involved a Hageland C208B and a PA-18-150 operated by the Bethel-based guide service Renfro's Alaskan Adventures. Five people were killed in that midair crash.

Colleen Mondor is the author of “The Map of My Dead Pilots: The Dangerous Game of Flying in Alaska.” She is currently at work on a book about the 1932 Mt. McKinley Cosmic Ray Expedition, which included the first glacier landing in the world.

The Foundation would like to thank the University of Alaska for its continued support of our safety seminars. We, and our attendees, appreciate so much the contribution of hosting facilities.

There are no excuses for avoiding ongoing pilot education

By John Mahany

Let's consider the value of ongoing pilot education. For the professional aviator, there are no options; it is part of the job. If you are flying the same airplane, you receive what is referred to as 'recurrent' training. Typically comprised of both classroom and simulator (or airplane training), pilot education is required either annually (for FAR 91 pilots) or every 6 months (for airline and charter pilots), plus additional online training at home.

For recreational flyers, such as the typical renter pilots who are not *required* to participate in any kind of 'ongoing' recurrent education/training, the options are not clearcut. Depending on what you fly (such as high performance aircraft), your insurance will dictate what kind of training is required, and how often, as well as whom you should train with.

What if once you finished your formal primary flight training, and passed your Private Pilot check-ride, there was no more education required? Then consider if you didn't fly often. How much might you forget? You would become a higher risk to yourself and others as a result. This is not a good thing. Would you want that? Would your family, friends and colleagues want that?

We've all heard the phrase, 'use it or lose it'. The FAA recognized this many years ago, and addressed it with the requirement for the BFR, but that is just a *minimum requirement*, to stay *legally current*. CFI's and DPE's also play a part in this, as they should strongly recommend to their students/clients the value of setting up an *ongoing training program* to *maintain* their knowledge base and, importantly, their *proficiency* after they earn their license.

There are those pilots who have avoided any kind of ongoing flight training, or pilot education, however for their own reasons. One possibility: they had a bad experience with a CFI, and thus avoided any contact with CFI's

in general, unless meeting the minimum requirements. Or they might be comparing pilot education to their K-12 education, which perhaps maybe they (understandably) did not enjoy. Many people don't like school and the course requirements for graduation. The attitude is, "Once you are out, that's it!"

Unfortunately, when that attitude towards education carries over to aviation and flying, well, that's a bad thing and it needs to change. This can be a challenge, as some people naturally resist change. But for those pilots who are of the opinion that after formal education and schooling is over, the learning can stop, well, only a fool believes that.

Consider for a moment; how many new things, have you had to learn since completing your formal education was completed? How many jobs have you had where you had to learn new skills, and then continued to learn as the technology changed, and the new job skills necessary to properly do that job demanded more training?

Consider also, you can't get into a new car or truck, or operate machinery or equipment, without at least some training, nor use any kind of mobile device or computer without learning the operating system. Cars have become smart cars; you don't even put a key in the ignition in the newest cars. Now you have to learn how to program them. And there are smart houses tied to iPhones and other devices. Where does it all end? It doesn't.

The point is, with ever increasing levels of automation and technology taking over more and more areas of our lives, you are only fooling yourself if you learning ever ends. In truth, learning never ended before, but now with modern technology rapidly changing that is much more apparent. Now one needs to become a life learner to keep up, or *you will get left behind*.

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Now the same advances in technology have given aviators many more options to choose from as they stay current, and keep learning! Ongoing training, when you are not able to fly or get together with a CFI, is a good thing. And no, it is not painful! There are now many different choices of materials offered by quite a few aviation training providers, that are easy to access, reasonably affordable, and make it more fun to 'stay in the game'. No more drudgery! No more boring lectures! Consider how many aviation-training videos there are now, on youtube.com, as just one example. With the Internet and available technology, depending where you are, you can even download materials for future use if you will be in a remote locale lacking a Wi-Fi connection.

All of these well known aviation training providers are available now online, and on mobile devices: King Schools, Sporty's Pilot Shop, MzeroA.com, Boldmethod.com, and Gleim.com. Also, some of the best aviation educators as well as organizations have their own websites where they sell their manuals and or have free educational materials (as well as courses for Wings Credit), and educational videos, such as; www.richstowell.com, www.rodmachado.com, www.mzeroa.com, <https://www.aopa.org/training-and-safety/air-safety-institute>. <http://www.studentpilot.com/main/>

And, most aviation magazines/publications have an online presence, as well. (www.avweb.com). Are you familiar with some of the online pilot forums? These are great places to and find out what is going on. Questions on any number of topics are posted, and answers are usually provided, frequently with references to applicable FAR/

AIM, AFM/POH or generally accepted industry SOP's. There are also several pilot forums for professional aviators and there are forums for private pilot/recreational flyers as well. Here is one: <https://www.pilotsofamerica.com/community/>

Now with all of this, there is really no excuse for not having some kind of continuing (ongoing) education system 'set-up' for the recreational flyer, on a regular basis. You could do this as your schedule permits: weekly, monthly/bi-monthly, or quarterly. It's one of the best things to set up and stay with. In addition, proactively schedule time with a good, competent CFI, on a regular basis. Get involved with the FAA's Wings Program, get credit for both the ground training as well as the flight training that you do, and you will *no longer be required* to take the BFR. In fact, some CFI's that I know do not conduct BFR's for pilots; they *only* conduct Wings Courses.

On-going, continued pilot education should be *fun and easy to do*, and with the available modern technology, there is a whole new way to approach it. Now you will *want* to stay with it and you *will* become a better, safer, more knowledgeable pilot in the process. You might even become an example for others to follow. This is a good thing! Remember, a good pilot is always learning!

Fly safely,

John

John Mahany is an ATP/CE-500, as well as a Master CFI, and has been flying for 40 years now. He spent 4 1/2 years flying in Alaska where he learned 'bush' flying and gained experience on floats and snow-skis. He is currently a Citation Instructor at an FAR 142 school in Southern California. He flies a 1953 CE 180 for fun!

Scholarships Available!

The Alaskan Aviation Safety Foundation is offering three scholarships for individuals to help further their aviation careers. The Tom Wardleigh Memorial Scholarship, the Ginny Hyatt Memorial Scholarship, and the Ellen Paneok Memorial Scholarship are each worth up to \$1,500 to people working toward careers as aviation maintenance technicians, dispatchers, air traffic controllers, airport managers or professional pilots. To be eligible for one of these scholarships, applicants must be enrolled in an aviation-related program in an accredited college, university, trade school or approved training center, plan to make aviation a career, have been an Alaska resident for at least two of the last three years, and completed at least two semesters, or 30% of the work toward his/her professional goal.

For more information or to download an application, please go to: www.aasfonline.org/scholarships/. The deadline is March 31, 2017, good luck!

Spidertracks Satellite Tracking Devices Available!

The Dale Carlson Memorial Foundation has partnered with spidertracks, the Alaska Aviation Safety Foundation, Northern Lights Avionics, and the Alaska Airmen Association to provide satellite tracking devices for pilots who might not otherwise be able to equip their aircraft with these important safety features. Along with the device, a year of service is also provided.

The spidertracks devices send a GPS position location to a web-service, which can be used to locate the aircraft in an emergency. Interested aircraft owners may apply to receive a device and one year's free subscription service by filling out an application. The units are awarded through a competitive process; eligibility requires the pilot to hold at least a private pilot certificate, be based in Alaska and fly a minimum of fifty hours per year. Please contact the Safety Foundation for more information, see www.facebook.com/dalecarlsonmemorialscholarship/ or go to www.aasfonline.org/scholarships/.

The next deadline for the Dale Carlson Memorial spidertracks award is April 24, 2017. Upgrade the tools in your safety kit and apply now!

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