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35th Annual Seaplane Safety Seminar is on April 25th!

Chairman's Letter: *It doesn't have to be this way*

Walk into a room full of Alaskans and ask them: "How many of you knew someone who died in an aircraft accident?" Chances are good that a show of hands might be unanimous.

This is a different question than "How many of you knew of someone or knew someone who knew someone who died in an aircraft accident?" Probably every single person who has lived in Alaska for any amount of time has a personal story to tell. They have lost a relative, a friend, or coworker. By contrast, in the Lower 48 you would be hard-pressed to find anyone directly touched by an aviation tragedy. Sure, they might have seen the evening news coverage of a celebrity who was killed in an aviation accident or a light plane that fell out of the sky and landed in a residential area in a town they'd never heard of. But few if any people Outside have been notified that their loved one flew into the side of a mountain. Or is reported missing. Or failed to return from a flight. Or worse than that, know their loved one went flying but really wasn't sure where they were going. What is known is he or she should be home by now. Few if any outsiders have known the desperate feeling of never knowing what happened to their loved ones despite weeks of searching.

What is different, very different, is we Alaskans live and breathe aviation. It is part of our DNA. But even if flying is part of everything we do, aviation accidents don't have to be. We could live in a world where we could tell our friends the exciting and wonderful

things we can do because of airplanes. But what we would not have to tell them is the horrible safety record we had this past year.

Wouldn't it be great if we truly could say we never knew anyone who was hurt or killed in an aviation accident? Wouldn't it be wonderful if we could tell our friends that our fellow aviators do amazing things like landing on rivers, lakes and glaciers, but they do it where no one gets hurt; no one gets killed; no metal gets bent? We could tell them we are not only good pilots, but we are safe pilots.

Can you imagine a world, an Alaskan world, where we could say many of our friends and family are pilots? What's more, they have never had an accident and probably never will. Why? Because they fly good, well-maintained airplanes, don't push the weather, and stay proficient. And maybe best of all, when they fly with you or your children or grandchildren, they don't take chances with their lives or yours. They don't want to become that pilot who died who I actually knew.

While we can imagine this world someday in the future, we can start to fly and live like this is our world now. Let's make decisions as if lives may be at stake, (as they very well may be), when we fly, as well as when we interact with other aviators. Let's encourage a culture of safe behaviors, and set a good example for new pilots, or pilots

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new to Alaska. Don't put off maintenance on your aircraft, and if you can afford to equip with ADS-B, do it. You'll wonder how you managed without it. Always file a flight plan – it is free insurance that someone will come looking for you if you don't show up. Take that extra hour to practice emergency landings or stalls, or better yet, get an instructor and practice flying in

marginal weather conditions and evasive maneuvers to get back to good visual meteorological conditions. Practicing flying skills and good aeronautical decision making will help you avoid being **that** pilot.

Fly safe!

Harry

AASF Scholarship Reminder:

Two Thousand Dollars for One Hour of Work!

If we told you there was an opportunity to work for an hour and earn two thousand dollars, you'd think it was one of those internet scams, right? But if you are a student in piloting, aviation maintenance, dispatch, meteorology, air traffic control, or aviation management, we have a legitimate offer for you!

The Alaska Aviation Safety Foundation provides scholarships of up to two thousand dollars each to aviation students. If you or someone you know is enrolled in an aviation-related program in an accredited college, university, trade school, approved training center, or through a private instructor and intends to make aviation their career, has spent at least two of the past three years in continuous official residency in Alaska, and has completed at least two semesters, or 30% of the work towards the professional goal, check out the Alaskan Aviation Safety Foundation Scholarships.

The applications are available at <https://www.aasfonline.org/scholarship2/> and the deadline for submission is April 30, 2020. Please feel free to call (907) 229-6885 if you have any questions. The application is straightforward and brief – this could be the best hourly wage you'll ever earn!

The Cost of Flight Safety: Making Million Dollar Decisions

by Marshall Severson

Even before an aircraft takes off, a pilot makes decisions worth huge amounts of money. No, I don't mean to imply they are necessarily making decisions strictly for profit. Let's limit this to the costs versus benefits and risk to rewards considerations of operating a General Aviation aircraft safely from start up to shut down. And regarding the title of this piece, not only do I ask what is your life worth, I include the question: What are your passengers' lives worth?

I am addressing this to you, fellow pilots, and will ask a few questions as we go along.

First question: What do you value the most in life?

Your answers will vary and if you pause and think back, you have made decisions, if you have lived long enough, that will tell you (even if you haven't thought in these terms) about what you valued most in life.

Do you value life above all else?

Do you value safety above all else?

What about death before dishonor?

When you fly, do you think about life and death or how about where best to land if an engine fails?

Becoming a pilot, learning to fly, perhaps renting or owning a small aircraft, are all considered costly to most. Whether they really are when compared to buying a new SUV or truck are open to debate. What about the cost in lives?

The National Safety Council says there were approximately 40,000 motor vehicle fatalities last year and around 5,000 were motorcycle-related. The National Transportation Safety Board (NTSB) reports that nationwide in 2017 there were 213 fatal general aviation accidents with 330 lives lost, and the number of fatalities increased 13% in 2018 to 393.

Big numbers, incredible tragedy and Alaska was far from exempt in 2019.

Do you ride a motorcycle? As a pilot, what would you believe to be riskier, flying a plane or riding a motorcycle? What about skydiving? Have you known more people killed in aircraft accidents than auto or motorcycle accidents?

Well, there are statistics kept on most things we do, but what we really think and believe are some of the deepest areas to be plumbed. Opinions and attitudes are surveyed. The results are dutifully reported.

There are public displays of opinion and attitude and privately held ones. Do you model safe attitudes toward piloting? Do you secretly admire some of the things you have succeeded at doing that were more about luck than skill? We may find ourselves surprised by what actions a pilot takes that we never anticipated and were never advocated. Consider the low visibilities in smoke experienced this summer, and what about the Temporary Flight Restrictions? Did either surprise you, if so, how come?

Did you know that the value of a human life has been determined?

The U.S. Department of Transportation (as of 2016) valued a life at \$9,600,000.

Before making any comments about comparative values, consider what the DOT really means by determining the value of a "statistical life:" the benefit of preventing a fatality. It is a tool to help evaluate capital expenditures for safety-related infrastructure or regulatory impacts.

Lots of experienced pilots highly value their ability to continue to fly. But some have quit flying due to direct costs, some after surviving accidents, among many valid reasons.

Each pilot, including those who involved in accidents, have made million-dollar decisions, many

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without fully considering the potential cost. Did the ones who weren't in accidents make a million dollars? No, not in cash, anyway.

But the value of your decisions to not only maintain currency but improve proficiency, follow checklists and procedures, learn something new from each flight, communicate precisely with Air Traffic Control and on the Common Traffic Advisory Frequencies, properly evaluate weather, maintain adequate fuel reserves and many more best practices, (no one ever said aviation didn't require diligence), are worth more than any dollar amount.

Remember too, the aviation maintenance technicians, the costs of maintenance and their **real value!**

Marshall Severson is a lifelong Alaskan, graduate of the UA, 30+ year retired Flight Services professional and ATP rated. An aircraft owner, Marshall enjoys Sunday afternoon flights among the mountains and glaciers near Anchorage.

PIC Flight Time Average By Decade for Part 135 involved Accidents:

1990s: 6,850 hours

2000s: 8,118 hours

2010s: 9,573* hours

*Several accident investigations in 2018 & 2019 are open and PIC flight time has not yet been made available to the public, thus this number will change.

Attention AASF Members

Are you looking for an opportunity to meet other aviation enthusiasts and help the foundation at the same time?

We are looking for member volunteers to help with staffing the Alaskan Aviation Safety Foundation booth at the Great Alaska Aviation Gathering on **Saturday and Sunday, May 2nd and 3rd, 2020**. You will be keeping company with one of the Safety Foundation's board members and you can volunteer for as little as an hour or longer if you'd like. It is a great opportunity to get to know more about your aviation safety organization and share your enthusiasm and knowledge about aviation safety. Please contact Marshall at severso@cs.com to schedule your shift or if you have questions. All inquiries are appreciated!

According to the NTSB database, there were 85 total aircraft accidents in Alaska in 2019. Two of these accidents involved Part 121 operators (PenAir and Tatonduk Outfitters), 17* involved Part 135 operators (some of which were operated under the auspices of Part 91). There were 29 total fatalities & one reported missing. For the decade, the 2010s closed out with an annual average of 90.5 accidents and 19.25 fatalities; the 2000s averaged 116.2 accidents and 22.9 fatalities; the 1990s had 168.4 annual accidents and 37 fatalities.

Here are all of the fatal and serious injury accidents in 2019:

Date	Location	Operation	Aircraft Type	Injuries
1/29	Kake	Guardian Flight	Be-200	3 Fatal
2/13	Anchorage	Sound Aviation	PA 32R	1 SI
3/16	Nickolai	General Aviation	Cessna 172	MISSING
4/15	Nome	Public Aircraft	Cessna 185	1 SI
5/13	Ketchikan (midair)	Taquan Air	DHC-3	1 Fatal, 9 SI
5/13	Ketchikan (midair)	Mountain Air	DHC-2	5 Fatal
5/20	Metlakatla	Taquan Air	DHC-2	2 Fatal
5/21	Whittier	General Aviation	Cessna 185F	1 Fatal, 1 SI
5/30	Wasilla	General Aviation	Giles G-202	1 Fatal
6/10	Northway	General Aviation	SM&T UH 1B	1 SI
6/21	Seward	General Aviation	Helio H 250	3 Fatal
6/28	Moose Pass	General Aviation	Maule M6	3 Fatal, 1 SI
7/11	Ketchikan	General Aviation	PA 24-180	1 Fatal
7/19	Homer	Rust's Flying Svc	DHC-2	1 Fatal, 1 SI
7/20	Skwentna	General Aviation	PA19	1 SI
8/4	Girdwood	General Aviation	PA22-150	4 Fatal
9/15	Toklat	General Aviation	Cessna 175	1 SI
9/25	Tyonek	General Aviation	Stinson 108	1 SI
10/17	Dutch Harbor	PenAir	Saab 2000	1 Fatal, 1 SI
11/29	Cooper Landing	Security Aviation	PA31-350	3 Fatal
	TOTAL			29 Fatal, 19 SI 1 Missing

* This number could change. Some of the non-serious accidents near the end of the year are only now being posted with full preliminary reports. Through reading these it is clear that a few later Part 91 accidents involved Part 135 operators and thus should be counted (for our purposes) as such.

Fall Safety Seminar – *They Keep Getting Better!*

It didn't seem possible that the seminars could get any better after some of the speakers, topics and presentations we have had recently, but comments from the attendees at our last seminar on Saturday December 14, 2019, suggest this was the best seminar yet. Tim LeBaron from the National Transportation Safety Board headquarters started the seminar, and approximately 90 attendees heard two invited speakers describe the pain of loss of loved ones due to a preventable plane crash. Their presentation was heart-wrenching and compelling, with a lesson for all aviators, passengers, and observers to say something if they see something not right.

Tom George from the Aircraft Owners and Pilots Association and Dave Kochevar from the National Weather Service gave an update on aviation weather products and the work that is being done by researchers to improve weather forecast capabilities and provide weather information to pilots. The NTSB Regional Chief, Clint Johnson, provided a review of the year's accidents, and Brice Banning, Burke Mees, and Aimee Moore participated in a lively and informative panel discussion which allowed them to share their years of aviation experience and knowledge in advice to the audience. A simulator scenario tested attendees' decision-making skills with Roger Motzko and Rocky Capozzi guiding the discussion.

We are grateful to Gary Bennett and Northern Lights Avionics, Stoddards Aircraft Parts Center, and folks from the Federal Aviation Administration for providing the great door prizes. And of course the presenters! We couldn't provide these seminars without support from our members—your membership fees help us with administrative support that makes the seminars run smoothly and efficiently. We also appreciate the attendees that show up, participate, and share their experience and ideas.

We will be hosting the 35th Annual Seaplane Safety Seminar with the Seaplane Pilots Association on April 25, 2020, so please mark your calendars. And as always, if you have ideas or requests for speakers or topics for future seminars, please let us know!

Alaskan Aviation Safety Foundation

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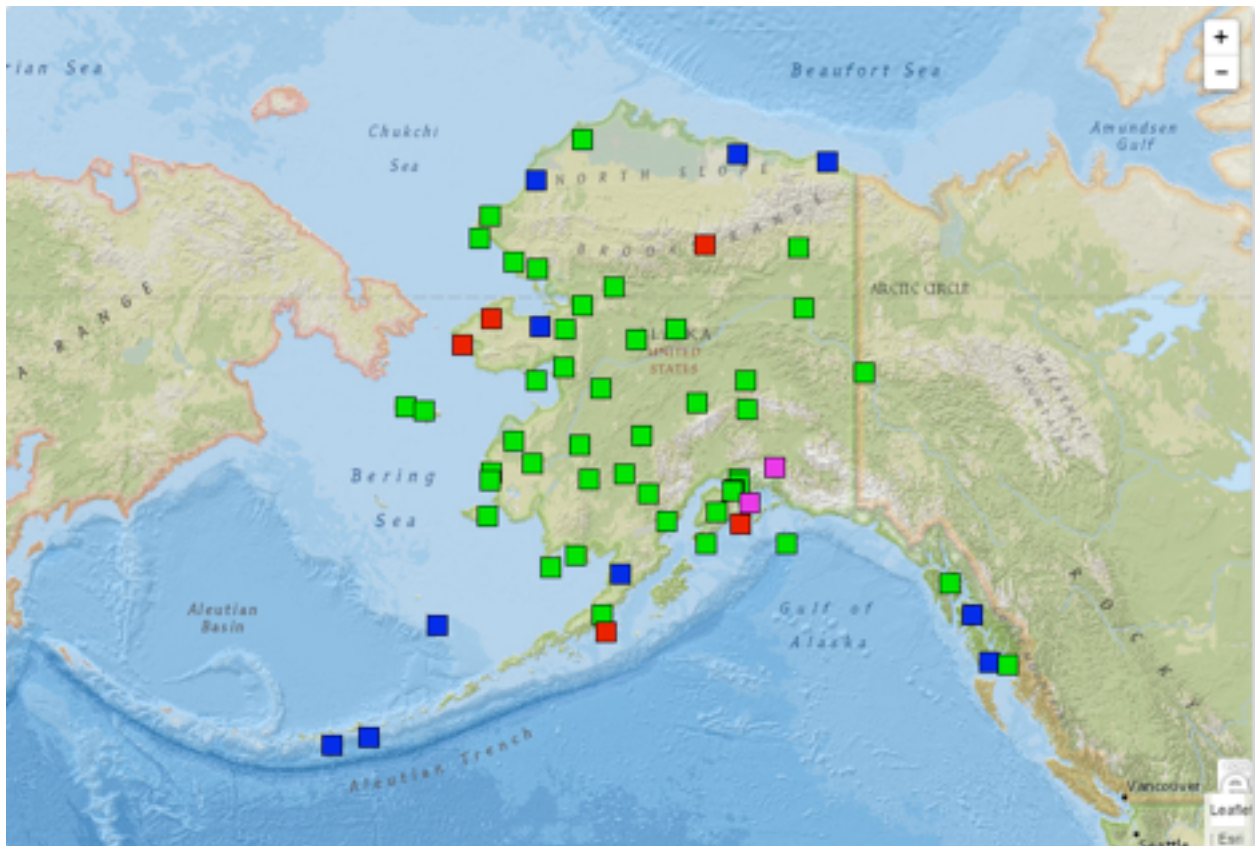
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New Experimental Aviation Weather Product for Alaska

The National Weather Service (NWS) Alaska Region recently began experimenting with a new aviation weather product, geared towards helping pilots anticipate weather at specific locations across at 61 selected airports without a Terminal Aerodrome Forecast (TAF). This new product, known as Alaska Aviation Guidance (AAG), is a unique type of product, as it automatically provides the same type of information typically included in a TAF produced by a human NWS Meteorologist.

Below is a map of airports where AAG is available, color coded by expected Flight Category:



This map will be automatically updated hourly with a new 6 hour projection at each of the 61 airports at the following website <https://www.weather.gov/arh/aag>.

AAG is produced using a tool originally designed as expert guidance for NWS Meteorologists to use for aviation forecasts named Localized Aviation Model Output Statistics Program (LAMP). LAMP is nothing new to Alaska, as Meteorologists have used it as guidance in many of the aviation forecasts you're already familiar with for the last 15 years. It uses computer model forecasts from the Global Forecast System (GFS), along with current and historical METAR observations to make improvements on errors or limitations of the GFS model forecast. The use of METAR information dramatically improves the quality of LAMP guidance, especially during the first 6 hours of the forecast.

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The NWS is taking feedback on the quality and usefulness of AAG during this experimental period that will continue into Fall 2020. Direct feedback from the Alaska pilots will be critical in helping the NWS determine if this could be a possible official NWS product in the future, so please share your thoughts with us by filling out the following survey <https://www.surveymonkey.com/r/AlaskanAvnGuidance>.

For any questions please contact:

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Final Flight Announcement

Aimee Moore died in her hometown of Anchorage due to medical complications on Christmas Day. She is survived by her parents, Diane and Ken Moore, her brother Robert Moore, her sister Julia Moore, and her sister Katie Peckham, and many nieces and nephews.

Aimee's true passion in life was flying. She was a commercial pilot and flew a variety of small and large planes and helicopters, but still enjoyed flying just for fun. She was part of a large aviation community where she was a member of the Civil Air Patrol, the Alaska Chapter of the 99's, Whirly Girls, and other aviator groups. She loved sharing pictures of the remarkable views she saw from the cockpit, and swapping stories from her many adventures and travels around Alaska and the world. She was generous with her advice and guidance, and will be dearly missed. She was a supporter of the Safety Foundation and we were fortunate to benefit from her presence on the panel at our fall safety seminar. Our deepest condolences go out to her family and friends.

