



Safety TIMES

Quarterly Newsletter of Safety by the Medallion Foundation

Second Quarter, 2013 - In This Issue:

CONTENTS

.....
New Trade Show Booth
.....

.....
Safety Performance
.....

.....
GA Survey Needs Input
.....

.....
Upcoming Training
.....



**Changing the Culture
of Aviation Safety**

Medallion

Change is Good!

**New Trade Show Booth Debuts at the Great
Alaskan Aviation Gathering**

Mission Statement

The mission of the Medallion Foundation is to reduce aviation accidents in Alaska by fostering a new safety culture and by promoting higher safety standards through research, education, auditing and advocacy.

March 2013 Fatal Accidents

Part 135	3
Part 91	7
Total Fatal Accidents	10

Fatal and Serious Injury Accidents

Part 135	1
Part 91	2

FAA FY 2013 Oct.-March 2013

Total Year to date accidents 29

Medallion Foundation Hours

Medallion has improved its schedule to meet the increased demand for the use of the simulators (ATDs). The following are our hours until the fall:

Monday through Thursday:

8 a.m.- 9 p.m.

Friday- 8 a.m.- 8 p.m.

Saturday- 10 a.m.- 4 p.m.

Closed All Federal Holidays

Flight Sim Now in Talkeetna

The Northern Susitna Institute in Talkeetna is now hosting a Medallion Foundation flight simulator (ATD) manufactured by Precision Flight Controls for use by aviators in the Susitna Valley and the Talkeetna Build-A-Plane Project. The simulator is located in the Northern Susitna Institute's building on the Talkeetna Spur Road and is available for use by licensed pilots, student pilots, or



Left Medallion Executive Director Jerry Rock and right Richard Heitzman of AmSafe displayed safety devices that help pilots and passengers survive an incident or accident. Medallion displayed the new booth at the Airmen's trade show on May 4-5 at Ted Steven's Anchorage International Airport..

Medallion Presents Professionalism Safety Performance

In order to achieve optimal safety performance every member of the company must be involved. There are several ways to get and keep employees involved in your safety program, efforts typically start from the date that an employee is hired. Initial safety training is a great first step to ensure employee involvement. It is considered a best practice to have a written safety program that includes quarterly or annual safety goals and objectives. Active participation from every employee, including safety personnel, is imperative to meeting safety goals and objectives. One of the most important jobs that a safety professional has is to provide feedback to the company on a group and individual basis.



Jake Smith, Program Manager

students who are accompanied by a pilot or with a Certified Flight Instructor.

Upcoming Events and Training Opportunities

System Safety Course

[10/29/2013 to 10/29/2013 \(REGISTER\)](#)

Fairbanks

System Safety Course

[9/24/2013 to 9/24/2013 \(REGISTER\)](#)

Ketchikan

Safety Management System (SMS)

[9/18/2013 to 9/18/2013 \(REGISTER\)](#)

Anchorage

Safety Management Systems

[9/27/2013 to 9/27/2013 \(REGISTER\)](#)

Juneau

Safety Management System (SMS)

[9/25/2013 to 9/25/2013 \(REGISTER\)](#)

Ketchikan

Safety Management System (SMS)

[10/30/2013 to 10/30/2013 \(REGISTER\)](#)

Fairbanks

System Safety

[9/26/2013 to 9/26/2013 \(REGISTER\)](#)

Juneau

Root Cause Analysis Workshop

[10/10/2013 to 10/10/2013 \(REGISTER\)](#)

Anchorage

TapRoot Initial

[10/8/2013 to 10/9/2013 \(REGISTER\)](#)

Anchorage

TapRoot Initial

[10/15/2013 to 10/16/2013 \(REGISTER\)](#)

Fairbanks

TapRoot Initial

[10/22/2013 to 10/23/2013 \(REGISTER\)](#)

It is important to avoid the "black hole effect" when processing safety reports. Giving feedback to the submitter once the report is received and then again once it is closed is imperative to encouraging future reporting. If employees perceive that their reports are being swallowed by the black hole they will simply stop reporting.

It is equally important to provide regular updates to both employees and to company executive leadership regarding the company safety performance compared to the established goals and objectives. This can be achieved by providing regular performance reports to the company at large via newsletters or performance dashboards. Quarterly or annual meetings with the company executive leadership is a great way of keeping the person with ultimate authority and responsibility apprised of the overall safety performance of the company.

Send me an email for more information on this critical aspect of aviation safety.--*Jake Smith*: jake@medallionfoundation.org

We need your help!

PART 135/GA Survey

The General Aviation and Part 135 Activity Survey (GA Survey) for reporting on calendar year 2012 has begun. Because of the unique characteristics of the Alaskan region, all owners/operators of Alaska-based aircraft (as of December 31, 2012) are asked to participate.



The FAA's annual 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 the survey are essential to meet the needs of the Alaskan aviation community, evaluate the impact of safety initiatives, and calculate accurate safety statistics for Alaska.

You can complete the survey on-line, or a survey form will be mailed to you along with a postage-paid envelope.

Juneau

TapRoot Initial

[10/24/2013 to 10/25/2013 \(REGISTER\)](#)

Ketchikan

System Safety Course

[9/17/2013 to 9/17/2013 \(REGISTER\)](#)

Anchorage

System Safety Course

[10/29/2013 to 10/29/2013 \(REGISTER\)](#)

Fairbanks

System Safety Course

[9/24/2013 to 9/24/2013 \(REGISTER\)](#)

Ketchikan

Safety Management System (SMS)

[9/18/2013 to 9/18/2013 \(REGISTER\)](#)

Anchorage

Safety Management System (SMS)

[9/25/2013 to 9/25/2013 \(REGISTER\)](#)

Ketchikan

Safety Management System (SMS)

[10/30/2013 to 10/30/2013 \(REGISTER\)](#)

Fairbanks

System Safety

[9/26/2013 to 9/26/2013 \(REGISTER\)](#)

Juneau

Root Cause Analysis Workshop

[10/10/2013 to 10/10/2013 \(REGISTER\)](#)

Anchorage

Safety Management Systems

[9/27/2013 to 9/27/2013 \(REGISTER\)](#)

Juneau

TapRoot Initial

[10/8/2013 to 10/9/2013 \(REGISTER\)](#)

Anchorage

TapRoot Initial

[10/15/2013 to 10/16/2013 \(REGISTER\)](#)

Fairbanks

Why is your participation important?

- We need your help so that we can accurately represent aviation activity in Alaska. Data from this survey is used to estimate the number of active aircraft in Alaska and to understand the safe operation of aircraft.
- We need to hear from everyone! Please respond, even if you did not fly your aircraft during 2012, you sold it, or the aircraft was damaged.
- Your responses are confidential. Tetra Tech is an independent research firm that conducts the GA Survey on behalf of the FAA. The information will be used only for statistical purposes and will not be published or released in any form that would reveal an individual participant.
- A short version of the survey form is available for owners of multiple aircraft. We know your time is valuable. If you own three or more aircraft and receive several surveys, please contact us.

Questions? Own three or more aircraft? Please contact Tetra Tech toll-free at 1-800-826-1797 or email infoaviationsurvey@tetratech.com.

Thank you!



Doug Ankney left, talks a young aviation enthusiast how to navigate using the Garmin 1000 simulator at the Christian Pilots Fly Day at Merrill Field while others wait their turn.

TapRooT Initial

[10/22/2013 to 10/23/2013 \(REGISTER\)](#)

Juneau

TapRooT Initial

[10/24/2013 to 10/25/2013 \(REGISTER\)](#)

Ketchikan

EYE ON IT

Trending-

Yute Air, Conoco Phillips Join ASAP

Yute Air proudly serves the Yukon-Kuskokwim delta region in Western Alaska. From their hub in Bethel, Yute provides daily flight service for passengers and freight to more than 20 of the surrounding villages and charter flight services throughout the state.

ConocoPhillips recently joined the Medallion [ASAP](#) program as well. They provide a variety of aviation services in Alaska in support of the oil industry.

MF Simulators on the Road!



The PA-18 at the Great Alaska Aviation Gathering

Simulators around Alaska-

Medallion started out the Spring flying season by offering simulator demonstrations and use to the aviation community in Anchorage, Valdez, and Talkeetna.

Events such as the annual Alaskan Aviation Safety Foundation AASF spring float flying seminar on April 20 offered pilots a chance to see and use the Cessna 206 Garmin 1000 simulator on location at the AMD Hangar at Lake Hood. While the weather cleared up and it was above freezing most pilots were mentally far from float flying looking at a layer of ice on Lake Hood.

Medallion also spent the day with the Christian Pilots Association Fly Day April 27 at Merrill Field showing the G1000 simulator to youngsters and adults alike. This event is one of the highlights of the Spring as the group offers hot dogs, drinks and snacks as well as a hangar full of activities to keep the younger crowd busy while they waited their turn to go flying.

Of course the biggest draw for those interested in aviation is the Alaska Airmen's Association [Great Alaska Aviation Gathering](#) at Ted Stevens Anchorage International Airport on May 4-5.

Medallion not only had a two simulators, the PA-18 Super Cub and the G1000, but also a new trade show booth manned by Executive Director Jerry Rock, Deputy Director Deb Walker and Program Manager Jake Smith and Richard Heitzman from AMSAFE.

Medallion focused on Fatal and Serious Injuries during the show to promote safety equipment that reduces fatal and serious injury accidents such as: Air Bag Shoulder Harnesses, Harness restraint systems, Helmets, 406 MHz ELT, Personal Tracking Devices and Float Coats.



AOPA representatives review the full motion Super Cub simulator at the Valdez May Day Fly-In



A happy young pilot prospect at the controls of the Cessna 206 G1000 ATD



PFC exhibited Medallion's newest acquisition a C2 Professional AATD at the Airmen's Trade Show in May.

The Valdez May Day Fly-In on May 10-12 provided a steady stream of users that totaled over 90 people who experienced the full motion simulator.

A pilot who recently bought a Cub Crafters Carbon Cub found the PA-18 simulator so realistic that he broke out in a sweat while making landing approaches. The same user came back twice finally improving his virtual landings.

Following the Valdez fly-in was the Hudson Memorial Fly-In at Talkeetna on May 18-19 despite snow on Friday and Saturday morning local usage had the simulator busy until 6 p.m. Saturday evening. Sunday the simulator was popular and getting flown from 9 a.m. right up until it was shut down an hour after the fly-in was over.

The total usage over the Spring (May/June) months for the PA-18 and the Cessna 206 G1000 amounted to:

C-206 G1000 ATD- 52 People

(Alaska Airmen's Association Trade Show and FAA Palmer Pancake Breakfast)

PA-18 Super Cub-191 People

(AAA Trade show, Valdez May Day Fly-In, Hudson Memorial Fly-In)

Medallion Adds a New Simulator

Wind Charts are Back

Wind Charts are available again for info ONLY! On the members web portal.

NTSB-Safety Alert

Prevent Aerodynamic Stalls at Low Altitude is the theme of new handouts by the National Transportation Safety Board.

The Problem

While maneuvering an airplane at low altitude in visual meteorological condition (VMC), many pilots fail to:

- avoid conditions that lead to an aerodynamic stall,
- recognize the waning signs of a stall onset, and
- apply appropriate recovery techniques.
- Many stall accidents that occur in VMC result when a pilot is momentarily distracted from the primary task of flying, such as while maneuvering in the airport traffic pattern, during an emergency, or when fixating on ground objects.
- Aerodynamic stall accidents fall into the "loss of control in flight" category, which is the most common defining event for fatal accidents in the personal flying sector of general aviation (GA).

For more information and to review other NTSB Alerts go to:

www.nts.gov/data/aviation_stats_2012.html



ATD #1 is a new PFC C2 Professional that has both normally aspirated, turbine and single and twin aircraft using XPlane software.

A new simulator has been installed at Medallion's office location that offers more realistic flight characteristics and has additional types of aircraft than previous Aviation Training Devices.

This simulator uses XPlane software and is now listed on the flight scheduler as ATD #1. This AATD features the [PFC C2 Professional](#) control unit. In addition to the control yoke, rudder pedals, it has throttle quadrants for single and twin engine normally aspirated engines, single and twin turbine quadrants, dual carb heat, cowl flaps switches. Additionally it has: prop sync, elevator, rudder and aileron trim controls on the unit.

The simulator also has a full navigation stack complete with VOR, ADF and a 430 WAAS GPS. The bonus of this simulator is bevy of new aircraft software. Included in the PFC Aircraft are Beechcraft, Cessna, Diamond, Mooney, Piper, Pilatus and the Cirrus Jet.

While this simulator is located in the same location as ATD 1 it does not have the Mountain Pass program as a feature on the simulator. ATD 2 upstairs has the Mountain Pass program using Microsoft Flight SimX as well as the simulators at Lake Hood and Palmer Airport which also have this feature.

Where to Find Us: Upcoming Events

that Medallion will Attend

Aug.30,31 Sept.1-Alaska State Fair-Palmer, AK
October 21 - 23, 2013- AMTC 13 Air Medical Transport Conference in Virginia Beach, VA.
February 18 - 20, 2014- Alaska Air Carriers Association Convention. Anchorage.
February 25 - 27, 2014- Heli-Expo. Anaheim, CA.
April 28 - May 1, 2014- OTC Conference. Houston, TX.

Call the Medallion Foundation for more information
907.743.8050
www.medallionfoundation.org



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