THE FOLLOWING IS A SUMMARY OF THE SEMINAR PRESENTATIONS:

30 attendees arrived for the FAASTeam Safety Seminar on Monday, December 12th. There were 5 from Aitkin, 3 from Little Falls, 1 from Lake Mille Lacs and a First Responder came all the way from St. Cloud. I want to say 'THANK YOU' to everyone for attending. Our presenters Troy Siekas and Nick Halatsis covered all of the topics we had listed in the announcements. Here is a brief synopsis of what we learned.

What Brings Airplanes Down Every Year?

Statistics regarding "The Number of Accidents per Phase of Flight"…

- Landings is #1
- Cruise is #2
- Take-offs is #3

These rankings stay consistent year-to-year.

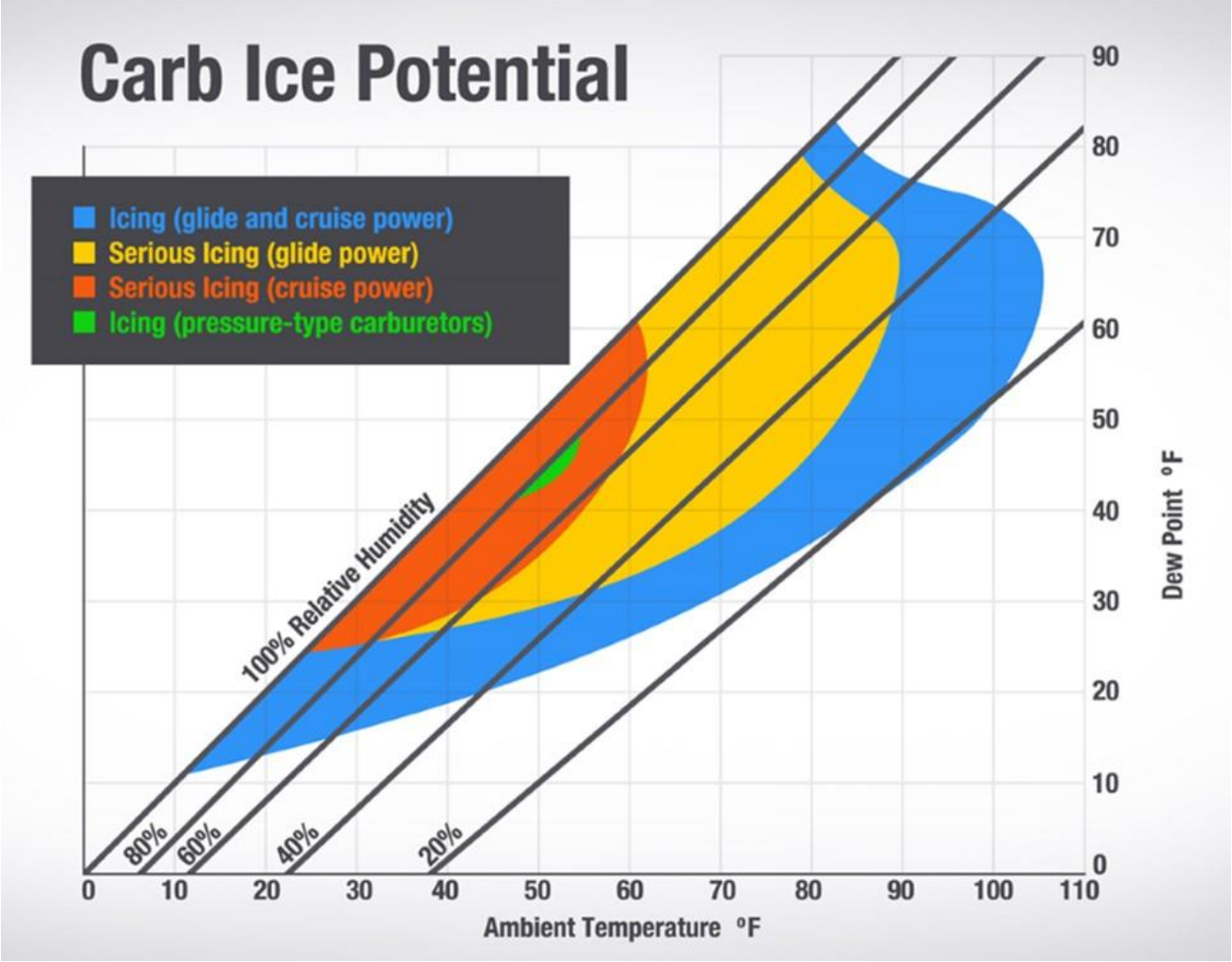
For the Fiscal Year 2022 (10/01/2021 thru 09/30/2022, there were 21 General Aviation accidents total in Minnesota.

- During Taxi: 0
- During Take-off: 3
- During Climb & Cruise: 6
- During Landing: 11
- Of these 21 accidents…18 was attributed to Pilot Error and 2 attributed to Loss of Control
- Of these 21 accidents…only ONE pilot was active in the WINGS Program.

Continuing on the topic of what brings planes down, Nick spent time talking about CARBURATOR ICING. During this discussion, he referenced a live video of a pilot flying in partly-cloudy VFR conditions. Shortly after take-off, he experienced fluctuations in engine RPM. Unsure of why this was happening, he contacted the control tower and announced having problems and decided to return to the airport.

Once he landed, he taxied back to his starting point and commented "doing another run-up to see if that will clear this problem." On further exam of the flight conditions, the video showed moisture-laden clouds in the vicinity of the airport. The pilot never suspected carburetor icing and therefore, never applied carb heat.

At this point, Nick brought up the CARBURETOR ICING PROBABILITY CHART and recommended this as a valuable reference on “those days” when you would least suspect carb icing would rear its ugly head.



In the previous scenario, Nick pointed out another thing the pilot should have done. When he contacted the tower and announced having problems, the controller asked, “Are you declaring an emergency?” The pilot said, “No, I’m just going to land and see if I can figure out why this is happening.”

Nick made the point that if the tower asks this question, the best answer is to say…’YES.’

- It is NOT a big deal
- You are NOT going to be billed
- This is NOT an embarrassment

By declaring an emergency, the tower can keep other planes away, so you are first in line. Not knowing the underlying problem means time is of the essence to get back to the airport and land.

Nick asked the First Responder in the audience if he would recommend declaring an emergency. His reply was “Yes, because our station is 12 – 14 minutes away from the airport.” They would prefer the advanced warning and be there on hand and ready when the pilot lands.

The next set of topics began with a picture of a “very disabled” plane in a cornfield. This is when Nick touched on emergency landings, maintaining situational awareness, and using your checklists. He touched on a couple examples where the plane caught on fire after landing. The passengers were fortunate to have been able to escape and get away.

Another example of a lapse in situational awareness: Nick showed a float-plane in the water, but the belly and pontoons were pointing up!! The pilot had set up for a landing at an airport, but the tower issued a delay due to switching runways. During the wait, he decided to do a quick touch-and-go at a nearby lake. But…he forgot the wheels were still down!!

This discussion transitioned to the question…Now what?? Who do you call? If you experience an accident or an incident, your first call should be to 911. The police will then contact the FAA, usually through the Regional Operations Center (ROC). That number is 817-222-5000.

Then, the operator of the aircraft must “immediately, and by the most expeditious means available, notify the nearest NTSB Regional Operations Center (ROC).” That number is 844-373-9922.

Then, the aircraft operator must file a written report within 10 days after the accident. Nick suggested to not wait 10 days; you will need that much time to fill out the paperwork!

Nick provided additional emergency landing scenarios with photos as examples of how and why the pilot needs to maintain situational awareness…before, during and after the landing. Keep track of your phone! Sudden deceleration of an aircraft causes things that are loose to end up in very unreachable or invisible places inside the cockpit. As part of your emergency landing checklist, locate and secure any handheld “communication devices”. After an incident or accident, you are going to need it. On the other hand, there are going to be those situations when you DID tuck your phone into a pocket, but…upon exiting the plane you discover there is no signal. Now what??

Back to that cornfield scenario. Depending on the month, you may not be able to see where you are after you exit the aircraft. Mature corn stalks can reach 7-8 feet tall.

While setting up your emergency landing, take note of the location of landmarks, roads, houses, etc. After exiting the airplane, your situational awareness will help you determine a direction to seek help or shelter. This brought Nick to the next recommendation.

In a similar scenario, after the couple exited the airplane, they began walking to find help…but in the wrong direction. “Hansel & Gretel did not leave any breadcrumbs for rescuers to follow!” If you decide to start hiking to find help or seek shelter, leave some evidence…pieces of torn cloth or a note… so first responders can find you.

The final topic was on ballistic parachutes, or the “Ballistic Recovery System” (BAR). Nick showed some great videos of these being deployed on Cirrus aircraft in flight. One key point to remember: Once on the ground, winds can keep the chute filled and drag the plane. The shrouds are a made from a Kevlar-like material, so the average pocketknife is useless. To avoid further damage or injury to passengers, it’s important to, somehow, douse the chute. He recommended to First Responders to hose it down with water, if available.

Nick also raised awareness of the armed, but not deployed BRS. An emergency landing can twist and torque the fuselage resulting in stretching the cable that launches the BAR. If an aircraft is BAR-equipped and the safety pin is not inserted, it can pose a significant safety hazard to anyone around the aircraft.

That concluded the seminar.