

New York Wing

Standards/Evaluation

Air Operations

Safety Newsletter

**Civil Air Patrol
United States Air Force Auxiliary**



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BOLDFACE EMERGENCY ITEMS

Military pilot training is very stressful, by design. They figure if you can handle, in part, the imposed stress of an aircraft emergency at zero knots in the flight room in front of a dozen instructors and all of your classmates, then perhaps you will have a better chance of handling things in the air.

My son is a 1st. Lt. training to be a military pilot in the U.S. Marines. He has one more phase of advanced training to go through which is multi-engine training and proficiency along with crew coordination (CRM) then onto Osprey's which will be his assigned aircraft.

During his training he has kept me abreast of the procedures involved. From the start in the C172 to the T6 to the Bell Ranger and now the TC12 (King Air). Every one he had to learn all the systems and the complete checklist! If you are board and would like to see them run through the memory items checkout You Tube and type in TC12 checklist. 7 ten minute videos shows what they have to memorize, both as a checklist flow items and expanded version (why they are doing what they are doing). It will make you appreciate that all **WE** should remember are the boldface emergency items. They are not long list, relatively short, but can save you and your passengers lives. Farmingdale State College Aviation Program (my employer) follows this procedure. You must know the boldface emergency items for the aircraft you are going to fly. I or the chief pilot can pick anyone off the line and give them a test on those items. They don't pass, they are grounded until they do. This is regularly done here.

Considering my education has mainly focused on Human Factors in Aviation; when a real emergency happens, not a staged one...there's the Oh #@%# factor and then figuring out what is going on. This may take 6 seconds or longer...seconds and lives count when flying and you're the PIC. Then when you figure it out, under stress, will you know what to do **IMMEDIATELY**, or are you going to fish for and look on the check list? Pilot in Command; show that command knowledge and authority and know the Boldface Emergency Items for your aircraft that you fly regularly either for CAP or wherever. All emergencies, not only engine failure, but engine fires (on ground or in air), cabin fires, electrical fires or smoke, wing fires etc... You and your passengers, as well as people on the ground may appreciate it one day.

Got to go...chief pilot calling...my turn to be tested on the Boldface Emergency Procedures!

"Semper Vigilans"

Maj. John Kolmos

NY-001 DOV-A



TAKEOFF: THE RISKIEST THREE MINUTES

But a 30 second reflection can sure help...

Article recommended: by Larry Mattiello, Lt Col, CAP NYWG Ass't SE NY001-only part of article reprinted here-

There has been a rash of takeoff accidents featured in the news. That cabin-class Cessna hitting the trees in Alabama was dramatic, as was the footage of the Beech Duchess in a yard in Florida. There have been a lot others and when I read of these I think about how unforgiving airplanes can be if you fly away without the old ducks all in a row.

My thoughts turned to the cockpit of my P210, on the ramp at Epps Aviation in Atlanta. Another pilot was flying, he started the engine, got a clearance to Savannah, and even though the airplane was parked on a slight downslope it didn't start rolling with the application of a little power.



Takeoffs seem easy, but they can quickly go wrong, as this Duchess pilot found out.

Both pilots had the same certificates and ratings and, as a matter of fact they had the same name. But when there is a transgression like that it goes down as *sins of the father* so, as fathers do, I started barking orders. There was really nothing to do but tell ground control we'd be a minute, do a complete shutdown, get out and pull the chocks, and then start all over to get everything humming again. Then I did something I usually did but had omitted this morning. I said we'd just sit for a brief period and reflect on that screw up and wonder if we had left anything else undone.

No, leaving a chock under the nosewheel is not a life-threatening event, but it can portend bad things. The lapse comes from the same place that a neglected control lock, or inadequate sump draining, or not double-checking the fuel, or not properly latching doors comes from. And those things can all hurt. Takeoffs are wonderful maneuvers and I never failed to think of it as pure magic when the weight of the airplane shifted from the ground to the wings. It's still the same airplane but when it flies it comes alive.

That's the happy part of taking off. What comes next is a period of flight with few options and where any problem can quickly become a serious problem. One source I looked at indicated that ten percent of the fatal accidents happen on takeoff. Because the period of time is short relative to the rest of the flight, this suggests that the risk is quite high. Many or most of the things that lead to trouble in the first three minutes of flight can be anticipated and that is why it is important not to rush through the pre-flight work. It is also probably safe to say that most accidents that occur in the first ten or fifteen minutes of flight can be traced back to something neglected before flight.

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I'll give you another anecdote that relates to this. The ramp this time was at Indianapolis, where I had stopped for fuel on my way to Wichita.

It was snowing when I landed and the snow got a lot heavier while the line folks gassed my airplane. It was almost like a snow burst. I had flown through one of those once and it was like having snowballs thrown at the airplane. Whoomp is what it sounded like when one of the big hunks of snow hit the airplane. I surveyed the airplane and it was obvious that a lot of snow had accumulated in the short time it took for fueling. I knew that I couldn't leave without clearing the surfaces. Most of the FBO crew was at the terminal getting snow off of airline aircraft. The most help I got was the loan of a push broom and the promise that if I would wait for a lull in airline activity they would help out.



Yes, you do need to brush that snow off before takeoff.

I always carried spares and equipment for most eventualities in my baggage compartment. One of my staples was automotive deicer in spray cans. I heard many horror stories about damage this could do to the windows of airplanes but I used it many times for frost removal with no ill-effect.

The plan was to use the broom to get the snow off the flying surfaces and then douse everything with deicer in the hope that would keep things clear while I taxied out for takeoff.

Now I'll treat you to an air fable. There was an airline 727 ahead of me for takeoff. Surely, I thought, the heat from his engines would help with my snow accumulation. I couldn't get too close because the airplane was stopped and it would take a lot of power to get moving on the contaminated surface. I just wanted to get warmed up, not blown away, so I stayed back a ways. Dream on.

It was still snowing heavily. The 727 took off and then I was cleared for takeoff. I looked back at the horizontal tail and there was definitely some snow back there but I didn't know how much. The takeoff felt pretty normal but a minute or so after takeoff there was a whoomp, the airplane rolled left, and I corrected. Then another whoomp and the airplane rolled right, and I corrected. The sounds were from the snow sliding first off the right wing and hitting the tail followed by the same thing from the left side.

Next, a strained voice from the 727 flight deck informed the controller that they needed to return and land. There was no mention of why this was necessary but I'd sure bet it was snow related. was okay so I kept going but had I returned and run into the captain of that 727 I think we would likely have agreed that our takeoffs should have waited for a lull in the snowfall. I was preparing for a low-visibility takeoff one foggy morning. That meant moving deliberately through the pre-flight, checking everything at least twice. Such a takeoff is demanding but I never thought it particularly risky. Something being askew would change that, thus all the double-checking.

I had an epiphany when I thought about my preparation on this foggy morning. The need for careful preparation might not be quite as important on a clear day but it can still be pretty important. From that day forward I treated all pre-flight preparations equally, regardless of the weather. Accidents that occur on or soon after takeoff actually fall into two separate columns. When something happens after an IFR departure, it usually relates to the pilot losing control of the airplane in roll.

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The moment of truth.

When something happens after a VFR departure, it usually relates to power—not enough or not running well or at all. Not enough power would cover those accidents where a pilot tries to fly out of a place that is simply not big enough given the conditions that exist. A loss of control often follows a loss of power so on a visual departure problem the flaw is in pitch control.

The pilot stalls the airplane after having a problem with the available performance. There are proportionately a lot of IFR departure accidents. If I had to describe a typical accident of this type, I would go for night, a somewhat rushed departure, an unfamiliar airport, and a pilot of moderate flying experience but, given the airplane involved, a lot of experience making money. I'm not jumping on the bandwagon to poke at one-percenters but a lot of folks who reach that level do seem to feel skill in that area might equate to skill at something like flying. It doesn't.**continue this article at: <http://airfactsjournal.com/2016/05/takeoff-riskiest-three-minutes/>**

Fred L. Canavan, 1 Lt., Civil Air Patrol wrote about his concern that pilots may not understand the function and limitations of “TIS-B” in the G1000. Please read the AIM section 4-5-18. Here is a small part-

“In order to receive TIS-B service, the following conditions must exist: 1. Aircraft must be equipped with an ADS-B transmitter/receiver or transceiver, and a cockpit display of traffic information (CDTI). 2. Aircraft must fly within the coverage volume of a compatible ground radio station that is configured for TIS-B uplinks. (Not all ground radio stations provide TIS-B due to a lack of radar coverage or because a radar feed is not available). 3. Aircraft must be within the coverage of and detected by at least one ATC radar serving the ground radio station in use. c. TIS-B Capabilities. 1. TIS-B is intended to provide ADS-B equipped aircraft with a more complete traffic picture in situations where not all nearby aircraft are equipped with ADS-B Out. This advisory-only application is intended to enhance a pilot’s visual acquisition of other traffic. 2. Only transponder-equipped targets (i.e., Mode A/C or Mode S transponders) are transmitted through the ATC ground system architecture. Current radar siting may result in limited radar surveillance coverage at lower altitudes near some airports, with subsequently limited TIS-B service volume coverage. If there is no radar coverage in a given area, then there will be no TIS-B coverage in that area. d. TIS-B Limitations. 1. TIS-B is NOT intended to be used as a collision avoidance system and does not relieve the pilot’s responsibility to “see and avoid” other aircraft, in accordance with 14CFR §91.113b. TIS-B must not be used for avoidance maneuvers during times when there is no visual contact with the intruder aircraft. TIS-B is intended only to assist in the visual acquisition of other aircraft. NOTE—No aircraft avoidance maneuvers are authorized as a 12/10/15 AIM Surveillance Systems 4-5-19 direct result of a TIS-B target being displayed in the cockpit. 2. While TIS-B is a useful aid to visual traffic avoidance, its inherent system limitations must be understood to ensure proper use. (a) A pilot may receive an intermittent TIS-B target of themselves, typically when maneuvering (e.g., climbing turns) due to the radar not tracking the aircraft as quickly as ADS-B.”

This is only half, open the AIM and read the rest...know your equipment !



From the Commander's Desk:

Members of New York Wing,

In just a few days we will begin the 101 days of Summer (Memorial Day to Labor Day) which involve the months for the highest number of CAP activities.

During these activities we also see an increased number of safety incident reports.

I want to urge all members to keep Safety and Risk Management first and foremost when planning and conducting activities of any kind.

I want to also remind all personnel that in the event of an incident, accident, or injury that immediate notification must be made at all Command Levels and the proper Safety Information Reporting system (SIRS) entries need to be made. SIRS is the new on-line safety reporting system that has replaced SMS.

As was previously announced, the transition to the ABU Uniform will begin on 15 June 2016. Vanguard Industries is already taking orders for the new silver on dark blue uniform accruements.

The Northeast Region Cadet Competition was held on 7 May in Connecticut and New York Wing was represented by a team from Long Island Group which placed third in the overall event. The First Place Team was from the Massachusetts Wing with Connecticut Wing placing second. It was announced that there will be no National Cadet Competition in 2016 and the next National Competition will be in June 2017. Therefor the winner of this years NER Competition will present the colors during next Spring's NER Conference. During early 2017, there will be new Wing and Regional competitions so teams can start practicing.

The CAP Aircraft fleet will soon begin the process of installing avionics upgrades for "ADSB". CAP G1000 aircraft will be the first to receive the upgrades with other feet aircraft to follow.

A reminder that all discrepancies identified from a Subordinate Unit Inspection (SUI) must be addressed and closed out within six months of the SUI date or else the unit will be suspended. A number of units have approached the shut down date and faced suspension for not accomplishing the close out of discrepancies. Unit Commanders may review the status of discrepancies in the Discrepancy Tracking System under the IG tab in e-services.

All personnel assigned to staff positions within their units (squadron, group, wing) must have completed the Cadet Protection Program Training (CPPT) requirements. CPPT is accomplished on-line through the Learning Management System in e-services. All personnel assigned to staff positions within their units shall also be enrolled in the specialty track for which they hold primary responsibility. Specialty Track assignments are accomplished in e-services.

At the Sunday Morning Group Commander's call on 1 May, new Corporate Vehicle Binders were provide for each and every corporate vehicle in the wing. Please make sure the new binders are in the vehicles and a tag was provided for placement on First Aid Kits which allows for a monthly sign off. Group Commanders were reminded about attention to detail when completing the CAPF73 forms for vehicles. Prior to executing the first use of a CAP Corporate Vehicle each month, the F73 checklist shall be accomplished and signed off.

Recent Elections for the New York Wing CAC resulted in the following;

C/Capt. Jared Del Orfano, CAP
New York Wing Cadet Advisory Council Chairman

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C/Maj. Kevin Vogel, CAP
New York Wing Cadet Advisory Council

C/1st Lt. David C. Karasz, CAP
New York Wing Cadet Advisory Council Recorder

I encourage each group to select CAC representatives and to have them participate in schedule phone conference calls when announced. I have asked the CAC to include Group Commanders on information regarding announced/scheduled CAC meetings/conference calls so they are aware and can verify their group will be represented.

Memorial Day weekend begins the start of airshow season with a number large scale airshows taking place around the state. CAP is very visible at these airshows and this provides an excellent opportunity to showcase the missions and activities available to potential Adult and cadet members.

Finally, my thanks to the members of wing who attended the 2016 Wing Conference in Lake George.

We were pleased to recognize and honor members and units for their accomplishments. A special note of thanks goes out to the Wing Staff who organized and conducted the conference event. Mark your calendars for the 2017 NY Wing Conference at the Fort William Henry Conference Center in Lake George from 28-30 April 2017.

2016 NY Wing Conference Awards Presented

Lt Col Malcolm MacNeil, USAF Memorial Award / Empire Award - Group of the Year
MidEast Group

Lt Col Florence Botie, CAP Memorial Award - NY Wing Senior Member of the Year
Lt Col Paul Zuckerberg (NYC)

Captain James "Burr" Reddig, USAF Memorial Award for Cadet of the Year
C/ Lt Col Brianna Ross (SEG)

Cadet NCO of the Year
C/ 2Lt Nathaniel Bajakian (CNY)

Col Roy I. Arroll, CAP Memorial Award - Wing Staff Officer of the Year
Lt Col Marilyn Rey (NYW)

Chaplain (Lt Col) William R. Delamain, CAP Memorial Award - Senior Chaplain of the Year
Lt Col Lynn Walker (NYC)

CDI of the Year
1 Lt Susan Busch (WNY)

1st Lt Patrick M. Berezuk, CAP Memorial Award - Cadet Program Officer of the Year
1 Lt Deborah Peters (NYC)

Major Bernard Berger, CAP Memorial Award - Check Pilot of the Year
Maj John Kolmos (NYW)

Lt Col Duane K. Hinkel Memorial Award for NY Wing Radio Communications
Maj Wayne Smith (LIG)

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Safety Officer of the Year

Lt Col Larry Mattiello (NYW)

Lt Col Robert C. Collins, CAP Memorial Award - Inspector of the Year

Maj Stephen Denes (NYW)

Norm Edwards Counterdrug Officer of the Year

Lt Col Ed Kopp (NYW)

DDR Officer of the Year- NYW & NER Award

Capt Michele Herrmann (FLG)

Logistics Officer of the Year

Joaquin Curate (LIG)

Professional Development Officer of the year

Lt Col Candi Jones (FLG)

Most Hours Flown (Aviation Award)

Long Island Group

Outstanding Group Operations Award

Central NY Group

Lt Col Edward Geyer, CAP Memorial Award - Outstanding ES Program

MidEastern Group

Most Cadet Orientation Flights

South East Group

Aerospace Teacher Of The Year NER

Capt Jeanne Cirone (NYC)

Brewer Award/Lifetime- NER Nominee

Maj Robert Aceves (LIG)

Ground Team of the Year NER Award

South Central Group

Squadron of Merit

Westchester Cadet Squadron 1 (SEG)

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Aerospace Education Display Contest

First Place: Pantanelli Squadron, SEG - Visual flow wind tunnel

Second Place: Vedder Squadron, MEG - TARC Model Rocketry

Third Place: Dutchess Cadet, SEG - Hubble Telescope

2016 Wing Raffle Winners

First Prize: \$2016 Travel Voucher

Second Prize: 40" Smart TV

Third Prize: Kindle Fire HDX 8.9 Tablet

Fourth Prize: Kindle Paperwhite Reader

Maj Susan Neal

Adora McCoy Liverpool, NY

Lt Col Dean Anderson

Lt Col George Geller

Col Perta



Col Steven J. Perta, CAP

Commander, New York Wing

5 Deadly Mistakes Even The Most Experienced Pilots Make

1) Ignoring weight and balance calculations and limitations. Think doing weight and balance isn't worth it? Tell that to the 16,000+ hour ATP licensed captain who crashed this Bombardier Challenger 604 when he couldn't rotate because of a forward CG and overweight airplane.



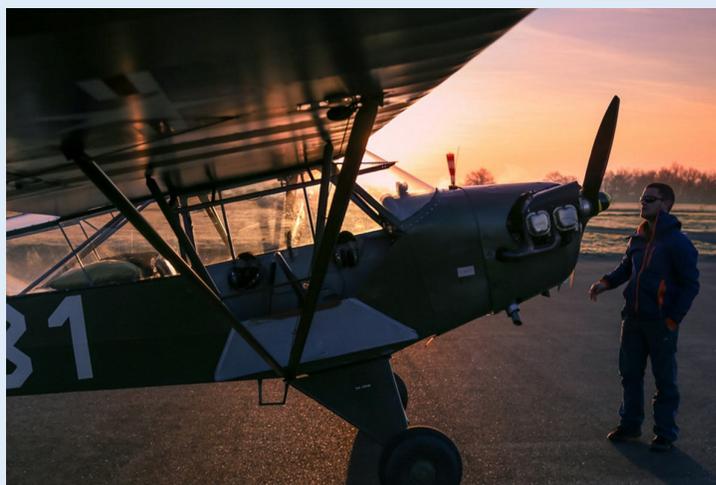
2) Choosing an en-route altitude lower than what's the most safe or efficient. Why leave gliding distance above you? Always choose the most safe AND efficient altitude for your next cross-country flight. If you have engine trouble, you won't regret having that extra gliding distance.



3) Relying on automation. While the pilot flying was limited in experience, the instructor pilot aboard Asiana Flight 214 had logged over 3,200 hours in Boeing 777s. The seemingly simple visual approach they conducted into San Francisco ended with disaster as they flew below the glideslope and impacted a seawall, flying 34 knots below approach speed. The pilot later explained that without the vertical guidance of the ILS, it was difficult to fly the approach.



4) Ignoring an "I'm-Safe" check. "I'm Safe" stands for illness, medication, stress, alcohol, fatigue, and eating (a lack of it). These are all things that should keep you from flying. In a recent study, it was shown that 22 hours without sleep was equivalent to .08% blood alcohol content, or the same performance after drinking 5 beers.



5) Skipping checklists. Performing a flight controls check prior to takeoff is something you learn on your first flight lesson, yet the experienced crew of this Gulfstream GIV failed to notice a gust lock that was engaged prior to takeoff. They didn't perform a flight controls check before rocketing down the runway. At 162 knots, they tried to abort the takeoff, but it was too late to save the 7 people aboard.



END NOTES

This will be an open “billboard”. If you have anything going on related to aviation, our aircraft operations, pilots, air crews, seminars etc...please email me details at:

Dov.a.nywing@gmail.com

Email me anything you may like to include in newsletter related to aviation, CAP aircraft, events etc...



A LITTLE NOSTALGIA FROM THE GOOD OL 'E DAYS.....



N.Y. Wing Commander:

Col Steve Perta

Director of Operations:

Lt Col Daniel Rogers

Director of Safety:

Lt Col Lawrence Mattiello

Standardization and Evaluation (DOV):

Lt. Col Brian Benedict

Newsletter Editor:

Maj. John A. Kolmos



**Civil Air Patrol Core Values - Integrity,
Excellence, Volunteer Service, and Respect**

