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Cassandra Isackson, Director

Dan McDowell, Editor

Minnesota DOT Office of Aeronautics
222 East Plato Boulevard • St. Paul, MN 55107-1618
651-234-7200 or (toll free) 1-800-657-3922

Minnesota To Host NASAO & AAAE Conferences

by Cassandra Isackson

Director, Minnesota DOT Office of Aeronautics

September is almost here and we are excited to host the annual national convention of the National Association of State Aviation Officials (NASAO). The 88th annual convention and tradeshow will commence Saturday, September 7 and run through Wednesday, September 11, 2019. The conference will cover many of the current issues that will be impacting aviation nationally.



Cassandra Isackson

The NASAO Conference will be attended by nearly 250 aviation professionals, decision-makers, and influencers from across the nation, and more than 35 exhibitor/vendors. It will be held at the Intercontinental Hotel, Saint Paul Riverfront, in St. Paul, Minnesota. This location is literally a block from the Mississippi River on St. Paul's famous bluff.

The Intercontinental Hotel is also within comfortable walking distances to fabulous dining, unique museums, specialty shopping, live theatre, and some of Minnesota's famous parks and trail systems.

Though much work will be accomplished during the NASAO Conference, we've built in time to showcase

Minnesota and add a 'fun/relaxation' component for the attendees and their families. The conference will conclude with an awards banquet Tuesday evening, but the learning and fun continues through the day Wednesday, culminating with a tour of the amazing 3M Innovation Center.

This year, the American Association of Airport Executives (AAAE), will also hold its 2019 General Aviation Conference, September 8-10, 2019, at the Hilton Minneapolis Downtown, in Minneapolis, Minnesota. This annual gathering of industry stakeholders focuses on the most challenging issues facing general aviation today and analyzing current trends to help airports better prepare for the road ahead.

Both conferences – NASAO and AAAE – will be packed with exceptional content. There will also be many opportunities for valuable networking and sharing of innovative training techniques. Registration links for both events are shown below.

Please consider joining us at these special events. You may register for the NASAO Conference at: <https://nasao.org/page/upcoming-conferences>. Please direct your questions to Tracy MacDonald at 202-868-6753.

You may register for the AAAE GA Conference at <https://aaae.org/GeneralAviationConference>. Register online now or complete a registration form and email it to AAAEmeetings@aaae.org or fax to +1 703-797-9018. □

Avoiding Loss of Control

The Federal Aviation Administration (FAA), your Minnesota Office of Aeronautics, and numerous General Aviation organizations work constantly to help pilots fly safely. News, education, guidance, and procedural documents can be produced with the best of information. But in the end, it is up to the pilot to assure he/she is well trained, proficient, and truly ready for flight.

Recently the FAA released a document titled: **FAA Says Fly Safe: Prevent Loss of Control Accidents**; National Safety Campaign Intended to Educate the GA Community. The balance of this article is adapted directly from that FAA document. While many of the main points are contained in

this adaptation, it is highly recommended that pilots obtain and read the entire FAA document.

What is a LOC Accident?

A Loss of Control (LOC) accident involves an unintended departure of an aircraft from controlled flight. LOC can happen because the aircraft enters a flight regime that is outside its normal flight envelope which may quickly develop into a stall or spin. It can introduce a significant element of surprise for the pilot.

Contributing factors may include: poor judgment/

aeronautical decision making; failure to recognize an aerodynamic stall or spin and execute corrective action; intentional regulatory non-compliance; low pilot time in aircraft make and model; lack of piloting ability; failure to maintain airspeed; failure to follow procedure; pilot inexperience; lack of proficiency; or the use of over-the-counter drugs that impact pilot performance.

Unexpected events – especially those occurring close to the ground – require rapid appropriate action. Humans, however, are subject to a “startled response” when faced with an unexpected emergency situation and may delay appropriate or initiate inappropriate action in response to an emergency.

Examples of situations which can catch a pilot by surprise:

- Partial or full loss of engine power after takeoff.
- Landing gear fails to retract after takeoff, or fails to extend when ready to land.
- Bird strike.
- Control problems or failures.

According to the FAA, approximately 450 people are killed each year in GA accidents. Loss of Control is the number one cause of these accidents. LOC happens in all phases of flight and can happen anywhere at any time. On average, there is one fatal accident involving LOC every four days, the agency says.

The FAA says that fatal general aviation accidents often result from inappropriate responses to unexpected events.

Loss of aircraft control is a common factor in accidents that would have been survivable if control had been maintained throughout the emergency. In some cases, pilot skill and knowledge have not been developed to prepare for the emergency. In other cases, an initial inappropriate reaction begins a chain of events that leads to an accident.

Avoiding LOC

What can GA pilots do to best manage an unexpected event that could lead to LOC?

First of all, don't let an unexpected event become an unexpected emergency! Training and preparation can help pilots manage a startled response while effectively coping with that unexpected event.

Tips for pilots:

- Think about abnormal events ahead of time! Practice your plan! Brief your plan prior to takeoff, even when flying solo!
- Have a Certificated Flight Instructor (CFI) join you to train and plan for emergencies.
- Review emergency procedures for your aircraft on a regular basis – don't wait until you need a Flight Review.
- Sit in your aircraft or a properly equipped Aviation Training Device and practice abnormal and emergency

NASAO

2019 CONVENTION + TRADESHOW

September 7-11, 2019 | St. Paul, Minnesota



Take flight at NASAO's 88th Annual Convention

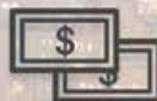
Learn innovative training techniques & best practices from aviation professionals on topics including:



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procedures, touch the controls, and visualize your aircraft's cockpit.

- Review and practice “what if” scenarios.
- Vocalize takeoff, approach, and landing expectations: aircraft configuration, airspeed, altitude and route emergency options.

- Sign up for the FAA's WINGS Pilot Proficiency Program and have your hours with the CFI count toward a WINGS-level award.

You are urged to read the complete document release. For additional information, go to: www.faa.gov □

Making The Right Call

Imagine you are a new pilot and live in an area where you don't have an air traffic control tower (ATC) at your community airport. Perhaps you can fly from point A to a number of point B's and C's without speaking to ATC. You may be wary of the day you actually have to push the microphone button and broadcast your information across the air waves to ATC. But that day will come and you need to be able to make the right call.

Well, today is the day. So, you have your communications radio on and you are monitoring the tower frequency. If traffic is light and the tower is not busy, ATC prefers that you call and provide all your information in the initial contact. For instance, “Village Tower. Cessna 123 Xray, 12 miles west with Charlie. Inbound for full stop.” Doing this reduces the number of additional questions ATC will need to ask and will reduce overall radio traffic.

Now, if ATC is busy, like when it is difficult to get a break in radio traffic so you can call up, keep your transmission simple by saying, “Village Tower. Cessna 123 Xray.” This gives ATC time to record your call sign. After the tower responds, you will be able to give them your location, acknowledge that you have ATIS, and request to land.

The point is, to be respectful of the controllers and your fellow aviators, keep in mind that your aircraft radio is not a CB radio. So, before you transmit, know what you are going

to say well before you say it. Remember also to include your call sign at the end of your readback to assist ATC (as well as other pilots) in knowing which aircraft the readback is from and so other pilots with perhaps similar call signs or tail numbers will know that information wasn't intended for them.

Your transmission should always be made in a clear voice, and the message transmitted should be concise and as brief as possible. Extended chatter on the radio makes it difficult for other pilots to call in. It also makes it difficult for ATC to transmit instructions to other pilots in the airport operations area or in the pattern.

A student pilot should always advise ground control and also the tower that they are a student pilot. This helps ATC assist them and perhaps keep an eye on them. This also helps controllers avoid giving them complicated instructions that could cause them undue concern or confusion.

For additional guidance and information, please review the Aeronautical Information Manual, Chapter 4, Section 2, Radio Communications, Phraseology and Techniques, 4-2-1. It is a relatively short section to read, and well worth the few minutes it will take to review the basics.

As you start your aviation career or hobby, you want to do so being as safe, smart and careful as possible. So, learn, practice, and be prepared to make the right call. □

Opening The Door To The Future

Nearly every child has a dream or dreams of what they want to do for their future career. Many have a dream of flying fighters, airliners or aerobatic aircraft, for instance. Once they have tasted the excitement and freedom of aviation, it becomes a burning ember in their hearts. For some, the ember becomes a flame that drives them to do amazing things in aviation.

Many, if not most, people in the aviation industry, no matter what their job or affiliation to aviation may be, are excited to see a young person take advantage of a chance to live out his/her dreams as they become a part of the aviation community. But still today, it seems to be a struggle to attract youth to the industry.

Today's youth have grown up knowing technology and rapid advancements in and with that technology. That's why many have the mindset that every other year they need a

new phone, for instance. After all, it is two years old and the technology has surely been upgraded to be faster and more capable in all that it does.

Dave Franson, president of the Wichita Aero Club, said in an article published by *General Aviation News*, February 28, 2019, “The industry has no other choice — it won't grow or prosper without fresh talent,” he explains. “It's imperative that a new generation of leaders and workers replace those who are retiring. The potential for the aerospace industry is extraordinary, and the technology and capabilities of the industry have advanced at an impressive pace, but that advancement is fostered by the infusion of new ideas, fresh perspective, and the boundless energy of enthusiastic new participants.”

One point is that using “ancient” technology and equally “ancient” teaching methods can be extremely confusing and

off-putting for these youth. That is because they have little or no knowledge or experience with that type of equipment and they don't understand the old-style teaching methods. So, for GA and in fact, the entire aviation industry to survive and grow, we must find new ways to inform and educate today's youth about aviation!

One way to reach our young people at a very basic level is to take advantage of the spirit of mentoring that fortunately runs throughout the aviation industry. Pilots could utilize the collective strength of their favorite flying club, for instance, to visit local schools and give talks and demonstrations about aviation and the industry as a whole. Your demonstration can show students the steam gauges and how they are similar to the digital representations of instruments on your Primary Flight Display or iPad, for instance. Make yourself available to them. Share your information and passion about aviation.

Talk to your community's middle and high school teachers. Enlist their support in helping you to learn new ways to reach out to students and present/teach information to the youth of today. Work together with your local FBO and aircraft technicians to plan and host a field trip to your local airport. Take students on a tour of the facility and show them what a career in those areas of aviation could entail. Give them chances to ask questions and see things up close.

Share positive stories about your experiences in aviation. Be available to answer questions and provide straight-forward guidance to them.

There are also many different avenues a person can take to reach their dream in aviation. Some may follow in their parents' footsteps, while others may reach their goals via an internship. Still others may reach their dream job through a process of personal discovery. But you can help these young people to lay that foundation of interests and possibilities in aviation.

Remember also that there are industry advocacy groups, like the Aircraft Owners and Pilots Association (AOPA), and their "You Can Fly" initiative. There is also the National Business Aviation Association's (NBAA) Young Professionals in Business Aviation (YoPro) initiative, for instance, that can be very helpful providers of resources you can use and share with your student audiences.

The point is, one-size does not fit all, and there are numerous roads that can be taken to reach that aviation dream job. This is YOUR opportunity to be the catalyst for the growth of aviation desire within today's youth in your community.

Please, take the initiative to open the door to the future, for the next generation of excited and motivated aviators! □

Minnesota Aviation Trades Association – Investing In The Future!

Congratulations to NATHAN WURST of Chaska, Minnesota, who was selected to receive the 2019 MATA Scholarship!

Nathan is working on his private pilot certificate at Thunderbird Aviation at Flying Cloud Airport in Eden Prairie, Minnesota, and has been accepted at the University of North Dakota John D. Odegard School of Aerospace Sciences beginning this fall.

To help pay for his education, Nathan started working as a line service technician at Thunderbird Aviation in the fall of 2018 while a senior in high school. Nathan stated: ***"I believe in hard work and focus in order to succeed as a pilot. I see the aviation community as bonded over its love of flight... It is a community that I am proud to be a part of for the rest of my life."***

To be eligible for the MATA Scholarship, applicants must be currently enrolled in a flight training curriculum at a Minnesota flight school that is also a member of MATA, and write an essay on why they want to learn to fly or continue their training. The applicant's ability to communicate their current position and future goals is very important. The scholarship application, details, updates and requirements can be found at <https://www.mata-online.org/>

One of the goals of the Minnesota Aviation Trades Association is to help create tomorrow's aviation professionals, while supporting member flight schools.

Aviation businesses interested in becoming a MATA member and supporting the organization's efforts to promote and represent the industry before government, should contact **Nancy Olson at 952-851-0631 Ext 322 or email ngo@thunderbirdaviation.com**.



MATA – The Choice & Voice of Aviation Businesses Since 1945