

PREMIUM ON SAFETY

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INSURING SAFE SKIES

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A MESSAGE FROM USAIG

Greetings!

Aviation chronicles show pilots have battled fatigue time and again. Sleep seems to overwhelm the body at the most inconvenient hours—usually when it's important to pay attention to what you're doing. If you don't want to succumb to drowsiness, take your body's fatigue messages seriously.

Effects of exhaustion can be surreptitious in nature and therefore cloak the danger of impending sleep. Take a look at *Catching Z-Coach* (page 7) for details on battling the sandman.

Looking forward to your reactions and topics you'd like to see; just shoot a note to our editors (asf@aopa.org).

Safe skies and stay alert.

David L. McKay
President and COO, USAIG



USAIG
UNITED STATES AIRCRAFT INSURANCE GROUP

CAIG
CANADIAN AIRCRAFT INSURANCE GROUP

Reflections in the looking glass Lessons from the past

BY MACHTELD A. SMITH

On a frigid February evening in Mason City, Iowa, the surface weather chart displayed a cold front extending from northwest Minnesota through central Nebraska with a second cold front moving through North Dakota. Widespread snow showers preceded the fronts, and temperatures were below freezing with an inversion between 3,000 and 4,000 feet. Moderate to heavy icing and precipitation in clouds were reported, with winds at 30 to 50 knots from the southwest.

The pilot obtained several weather briefings for the chartered VFR flight scheduled to depart after midnight from Mason City to Fargo, North Dakota. But he did not receive two critical advisories: At 11:35 p.m. a band of snow about 100 miles wide across northwest Minnesota, northern North Dakota, and southwestward through South Dakota was moving southeast at 25 knots, lowering visibility to two miles in snow; about half an hour later, a 12:15 a.m. advisory warned of ceilings below 1,000 feet, with two miles or less visibility in freezing drizzle, light snow, and fog over eastern Kansas, and moderate to heavy icing in freezing drizzle

and moderate icing in clouds over eastern Nebraska, Kansas, northwest Missouri, and most of Iowa.

Pilot

Roger Peterson (age 21) was a young married man who loved to fly. He had accumulated 711 hours, including 52 hours instrument training. Although he had passed his instrument written exam, he had failed the checkride nine months earlier. Peterson was employed by Dwyer Flying Service as a CFI and charter pilot.

A 5:30 p.m. briefing predicted reasonable VFR weather en route with ceilings 5,000 feet or better and 10 miles or greater visibility. But as the evening unfolded the weather began to deteriorate. By 11:30 p.m., light snow was reported at Minneapolis and a cold frontal passage was forecast at Fargo by 2 a.m.—two hours earlier than predicted. Peterson—accompanied by his boss, Hubert Dwyer, also a commercial pilot—obtained another weather briefing at 11:55 p.m. By then, Mason City ceilings had come down to 5,000 feet, with light snow falling, and the altimeter had plummeted to 29.90 inches.

Passengers

The three passengers finished an evening musical performance in Clear Lake, Iowa. Mechanical problems with the band's tour bus, including a busted heater in extreme

(continued on page 2)

DID YOU KNOW?

WINTER TIPS: AIRPLANE CARE

As cold weather affects your aircraft, stop by your maintenance shop to prepare for winter. You and your mechanic should check the aircraft manual, and confirm owner-maintenance-approved items.

- Install baffles and oil cooler covers per manufacturer's specifications.
- Test, clean, and charge the battery as necessary.
- Adjust control cables to compensate for contraction and expansion caused by temperature changes.
- Inspect deicing equipment and cycle the boot system once a week to prevent stiffening of the rubber, which can shorten boot life. Check deicing boots for cracks and cuts.
- Check engine oil weight; lighter oil viscosity promotes quicker circulation after engine start in cold temperatures. Clear the engine breather tube before and after each flight as crankcase vapor can cool, condense, and freeze in the line. Retime magnetos to make engine start easier.
- Water can freeze in fuel lines and filters. If fuel does not drain freely from sumps, a line or sump may be obstructed by ice. Approved anti-ice additives can prevent this problem.
- Prevent carbon monoxide poisoning: Inspect combustion heaters in twin-engine aircraft and check for cracks in the exhaust system if your aircraft is equipped with heat exchangers that surround mufflers or other parts of the exhaust system.
- Check hoses, clamps, hydraulic fittings, and seals for deterioration. Non-airframe and powerplant mechanics can replace prefabricated fuel lines and any hose connection except for hydraulic connections. Retorque all clamps and fittings to cold weather specifications.
- Inspect insulation of all oil lines and hoses.
- Add air to tires and struts as cold temperatures decrease pressure. Consider removing wheel pants on fixed-gear aircraft to prevent frozen matter from locking the wheels or brakes. Avoid mud and slush as the substance can enter wheel wells during taxi and take-off, freeze, and later create landing gear problems.

Looking glass *(continued from page 1)*



freezing temperatures, prompted them to charter Peterson to fly them to Fargo, near their next appearance in Moorhead, Minnesota. The musicians arrived at Mason City Municipal around 12:40 a.m. Their baggage was loaded and everyone boarded N3794N, a Beechcraft Bonanza. Peterson received one last weather update while taxiing: 3,000-foot ceilings, sky obscured, visibility six miles, light snow, wind south at 20 gusting to 30 knots, and the altimeter had dropped to 29.85 inches.

Darkness

Musicians Charles "Buddy" Holly (age 22), "The Big Bopper" J.P. Richardson, (age 28), and Richard Valenzuela, a.k.a. Ritchie Valens (age 17) must have been relieved to ditch their freezing bus for a comfortable two-hour flight. After everyone settled in the aircraft it took off and Dwyer saw the airplane's taillight until about five miles out, when it gradually disappeared out of sight.

When Peterson did not radio his flight plan as intended after becoming airborne, Dwyer became concerned and unsuccessfully tried to reach him. The time: approximately 1 a.m.; the date: February 3, 1959.

The Bonanza's wreckage was discovered in a farm field five miles northwest of the airport around 9:30 a.m. No one on board had survived.

CAB conclusion

It is believed that shortly after takeoff the aircraft entered complete darkness with no discernible horizon. The Civil Aeronautics Board (CAB), predecessor to the FAA and NTSB, concluded that the snow and lack of visible horizon required Peterson to rely solely on instruments when he was not capable and qualified to do so. The high, gusty winds and turbulence probably caused severe fluctuations in the vertical speed and turn and bank indicators, making it difficult to interpret the airplane's attitude for an inexperienced pilot such as Peterson. The CAB determined that contributing to the accident were serious deficiencies in the weather briefing and the pilot's unfamiliarity with the Bonanza's Sperry attitude gyro, which displayed information opposite from the conventional attitude indicators he was accustomed to.

The day the music died

Half a century ago four young lives were lost. Let's stop repeating history. Too many NTSB reports mirror the CAB's verdict 50 years ago: "The pilot's decision to embark on a flight which would require flying solely by instruments when he was not properly certificated or qualified to do so."

Don't gamble with bad weather:
It usually wins.

ATC flight assist

Declaring an emergency

One big concern pilots have about asking for ATC assistance is paperwork. Let's dispel that thought, because not asking for help when you need it may turn a slight problem into a bigger one, even a disaster.

What paperwork will you face?

- If no deviation from the FARS occurred, none.
- If a deviation from the FARS occurred, the FAA may request you provide a report.
- If you were given ATC priority, a write-up of the circumstances may be requested.
- If an incident or accident occurred, you will have to file NTSB Form 6120.1/2.

What if you don't declare an emergency?

Consider the consequences of running out of fuel when ATC would have given you priority handling if you had declared an emergency. It might be embarrassing to reveal a lapse in your fuel planning abilities, but it beats the alternative of an off-airport landing—or worse—because the tanks ran dry and you were too shy to admit it. (Note: a *minimum fuel advisory* is not an emergency declaration—it alerts ATC that if delays are encountered the situation may become an emergency.)

What is a *flight assist* and how do you obtain one?

ATC can help aircraft in potentially dangerous situations by providing an important life line to rescue and survival equipment if needed.

Your communication is the critical link

First, alert ATC to a problem or difficult situation before it becomes an emergency—the earlier ATC knows the better. If you are in radio contact with a controller, don't change frequencies unless instructed. (Broadcast on 121.5 and squawk 7700 if you're not in radio contact or if the controller requests it.)

Second, don't use informal phraseology because it often fails to convey the urgency of the situation. Instead, use emergency terminology found in the *Aeronautical Information Manual* (AIM).

The controller will ask your altitude, fuel remaining, position, people on board, and planned destination in order to determine how ATC can assist.

Speak up

If you are a VFR pilot and the weather is deteriorating to instrument meteorological conditions (IMC), it's time to change plans. Divert or reverse course to better weather. If you've run out of options, call for help before entering IMC. ATC will try to vector you to an airport with VFR weather. It is tempting to descend to remain in VMC, but beware that aside from terrain hazards, it may eliminate radar and communication contact.

You may be on an IFR flight plan discovering ice accumulating on an airplane not equipped and approved to deal with ice—don't hesitate to alert ATC immediately to prevent a full-blown emergency. Controllers can help you exit the condition before the situation turns worse.

What if you have mechanical problems? You are required to report certain instrument failures in IMC, but a VFR pilot can get assistance also in critical situations such as problems with the engine or gear.

Sometimes pilots don't think they are in a situation that requires immediate ATC help. And sometimes they need a little prodding from ATC to remain safe. Visit

www.asf.org/bonanza, and listen to a remarkable exchange between ATC and the pilot of an iced-up Bonanza. Then take ASF's latest free course, *Say It Right: Mastering Radio Communication* (www.asf.org/sir).



Emergency Terminology

Immediate: Use when a situation is imminent, such as a minimum fuel advisory during IFR flight when you need ATC vectors to the nearest airport.

Urgent: Use when action is needed to avoid an emergency situation. Urgent situations have priority over all other radio traffic, except aircraft in distress.

Emergency: Declare an emergency to get priority over other aircraft. Use the words: *Mayday, mayday, mayday*.

Note: "Declaring an emergency" will get ATC's attention—anytime.





Accident profile: Ice bath

Coming down in ice? Pay the price

This Beechcraft Bonanza pilot thought he could beat Mother Nature’s frozen wrath—instead he put his and his passenger’s lives at risk.

For the flight from Brownsville, Texas, to Three Rivers Municipal Airport in Michigan, the pilot planned a refueling stop at Branson National Airport, Springfield, Missouri. The briefing at Brownsville called for IFR conditions in northern Indiana because of ceilings, freezing drizzle, and snow mist. Icing airmets had been issued along the Brownsville to Springfield route.

At Springfield, the pilot mentioned to flight service he had picked up a little rime ice coming in. He then asked about ceiling and icing conditions in the Kalamazoo area. The briefer suggested that if the pilot had IFR, turbulence, and icing airmets, he could get an abbreviated briefing. The pilot agreed. He was told about icing pireps near Jefferson, Missouri, and Springfield, Illinois, and light to moderate rime icing near Goshen, Indiana. The briefer mentioned a band of snow had moved through the Three Rivers area with isolated snow showers lingering, and warned about icing risks in that area.

The pilot flew to Three Rivers Airport at 9,000 feet msl with cloud tops at 6,500 msl. On the GPS approach for Runway 27 at Three Rivers, the Bonanza descended through the clouds and picked up rime ice, before emerging around 900 agl. The pitot heat and defrosters were on, but the pilot could not see out of the windscreen so he looked out of the side window. As he neared the airport the engine barely maintained 17 inches manifold pressure. Subsequently, the airplane stalled and made a forced landing on a frozen river



about one mile south of the airport.

The investigation revealed both wings contained one-sixteenth to one-eighth of an inch of rime ice on the lower surfaces. Ice was also visible on the wings’ leading edges, the windscreen was iced over, the horizontal stabilizer was covered with three-sixteenth of an inch of rime ice, and the vertical stabilizer was covered with one-eighth to three-sixteenth of an inch of mixed ice. The alternate air door was in the closed position and the air inlet was crushed and packed with snow during landing.

Was the pilot bolstered by his earlier successful arrival at Springfield with “a little rime ice” on the approach? Maybe, but descending through almost 6,000 feet of clouds in forecast icing conditions isn’t a good gamble—especially a bad idea in an aircraft not approved for flight into known icing. This story could have ended quite differently, but incredibly the pilot and his passenger came away uninjured.

Real Pilot Stories

Lessons from the cockpit

The impossible turn

Dave Keller made a split-second decision when his Mooney’s engine failed soon after takeoff. But rather than seek a landing spot straight ahead or off to the side, he chose to execute the “Impossible Turn,” a maneuver no pilot should ever attempt. With aerial footage captured by Keller’s own video camera, this Real Pilot Story puts you in the right seat as the event develops.

Learn why returning to the runway below pattern altitude is a **dangerous gamble** in the AOPA Air Safety Foundation’s latest *Real Pilot Story: The Impossible Turn*. Listen to Dave Keller and air traffic controller Jeremy Perry share lessons learned from this flight. Their perspective and advice may prove invaluable should you face a similar situation one day (www.asf.org/pilotstories/impossibleturn).



GROUND SCHOOL Winged tips #2

Ice defined

Rime ice appears rough and milky white, while *clear* ice varies from lumpy and translucent to clear and smooth; clear and rime ice combine as mixed ice. From airframe to induction icing, become ice savvy with ASF’s free *Safety Spotlight: Aircraft Icing* (www.asf.org/aircrafticing) and download a kneeboard-formatted icing definition and risk table.

Safety News: RAIM check

Are you aware? As of September 2009, pilots using non-WAAS-equipped IFR GPS units need to perform preflight RAIM (receiver autonomous integrity monitoring) checks before flying T-routes and advanced RNAV procedures and routes. The RAIM check is intended to prevent pilots from flying into areas where GPS outages are expected to occur for more than five minutes.

Specifically affected are Q- and T-routes (above and below 18,000 feet, respectively) and standard instrument arrivals (STARs), departure procedures (DPs), and obstacle departure procedures (ODPs).

If you use a WAAS-equipped GPS unit in areas of WAAS coverage you are not required to check RAIM but should continue to check GPS notams. However, for non-WAAS-equipped GPS units you can get current RAIM information from a flight service station briefer, online (www.raimprediction.net), or from some online flight planners.

ASF Safety Seminar Schedule

10 Things Other Pilots Do Wrong



When it comes to our fellow pilots, we've all got our pet peeves. Maybe it's the "helpful" right-seater who can't keep his hands off the controls. Or the genius whose prop blast creates a hurricane in your hangar every time he taxis by. Well, here's your chance to air your grievances and learn a thing or two about safety. Join us for an entertaining, educational look at what drives pilots nuts about "other pilots." To participate in this free ASF seminar, visit www.asf.org/seminars for confirmed dates and locations in your area.



That's why the AOPA Air Safety Foundation has completely redesigned and expanded its acclaimed *Runway Safety* online course. Produced with the support of the FAA Office of Runway Safety and built with the latest multimedia technology, the course includes engaging interactive exercises and games, and provides best-airport-operation practices every pilot should incorporate in their flight plan—whether at home base or an unfamiliar airport.

Don't wait until you are caught off guard and directed to call the tower. *Runway Safety* identifies confusing airport signs, pavement markings, and lighting including night versus daytime views.

Are you a bit rusty on airport communications? Flawlessly tackle towered and non-towered fields with ATC communication tips and sensible cockpit procedure recommendations. You'll come away with a newfound respect for runway safety after viewing several gripping video case studies recreating well-known runway incidents and accidents.

So ask yourself: Ever had a close call while taxiing? Ever crossed the hold-short line onto an active runway while programming the GPS or manipulating the MFD instead of paying attention to your surroundings? Don't let it happen to you—take *Runway Safety* (www.asf.org/runwaysafety), and avoid an incident that could turn into an accident!

Data Diving: Icing

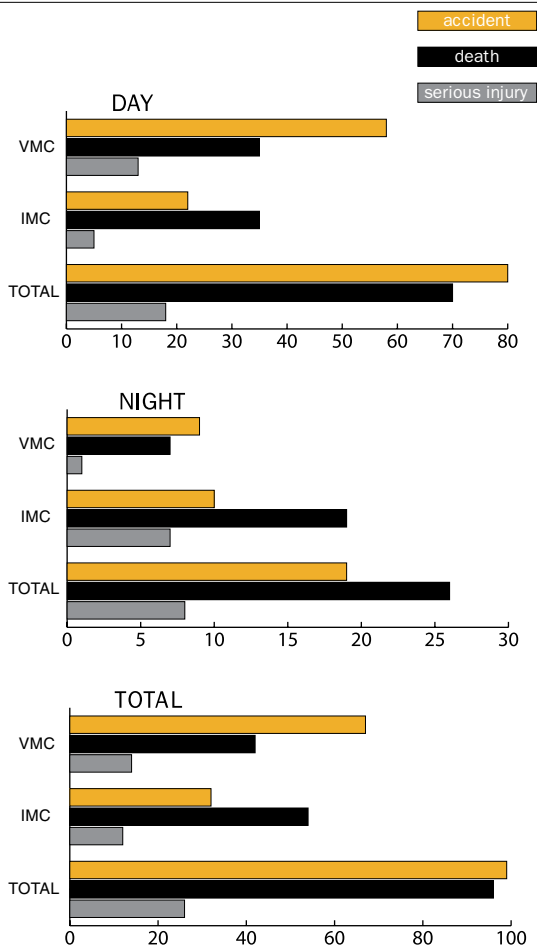
Aircraft icing accidents in review

The ASF accident database presents a chilling statistic, driving home the point that the frozen stuff usually wins in accidents involving ice. Take a look: Between 1999 and 2008, there were 99 icing accidents, which accounted for 96 deaths and 26 serious injuries. The accompanying table shows accident data for each year, while the bar charts identify associated flight conditions.

Year	Accidents	Deaths	Serious injuries
1999	3	0	0
2000	9	14	1
2001*	12	15	3
2002	11	10	2
2003	12	13	3
2004	5	4	8
2005	12	9	3
2006	17	16	3
2007	7	6	0
2008	11	9	3
Totals:	99	96	26

*Includes the crash of a Cessna Caravan in Argentina with 10 fatalities.

Tip: It only takes a layer of ice no thicker or rougher than a piece of coarse sandpaper to reduce lift by 30 percent and increase drag up to 40 percent.



DID YOU KNOW?

TURBINE TRAVEL TIPS: Globe trotters

You've been curious what it would be like to fly your own airplane to exotic destinations. But with international travel paperwork hassles, safe flight planning, understanding foreign airspace etiquette, and general air safety concerns, you'd need the wisdom of experienced travel planners/pilots who'd guide you along. Wait no more! Air Journey (www.airjourney.com), specializing in flying adventures, helps you reach world destinations. And by *world* they mean it—they'll prepare itineraries for flight to every possible destination around the globe.

For example, coming up May 11, 2010, the Air Journey team of experienced pilots and travel directors will guide a 25,000-nm trip to 27 different countries and 38 different destinations. If you sign up, you'll discover diverse cultures, languages, and historic places, while all along enjoying first-class accommodations and gourmet dining during the 72-day escapade.

Air Journey's Web site speaks of a private cocktail party in a Parisian penthouse, a cruise down the Bosphorus Strait, elephant rides through the jungles of Chiang Mai, a visit to Angkor Wat in Cambodia, and the Gyeongbokgung Palace in Seoul as just some of the many highlights on this journey of a lifetime.

If you're not ready for around-the-world flight, you might enjoy a customized, more subdued escape, entirely tailored to your whim. There's an itinerary for that too. With 10 years of experience Air Journey travel experts will combine your needs with their recommendations on hotels, things to do, and favorite places to go.

You'll be supplied with all airplane and flight paperwork (charts, flight plans, etc.), landing and over-flight authorizations with various aviation authorities, tailor-made navigation logs, TSA waivers, customs forms, survival equipment rental, and the list goes on.

Safety is of paramount concern. Air Journey flies most trips in VFR weather and always only during daylight hours. Check out travel blogs from previously completed events (www.airjourney.com/blog). And AOPA Pilot Editor at Large Tom Horne traveled with Air Journey in 2008—read his North Atlantic Crossing chronicle (www.aopa.org/blog/airjourney).

Pilot Peril: Winter weather warning Heed the POH

During the early morning hours of December 10, 2007, a Beech King Air 200 was removed from its hangar and parked outside at Lemhi County Airport in Salmon, Idaho. Snow was falling gently, blanketing the warm airplane, while the pilot awaited the arrival of his passengers. The temperature was below freezing.

It must have been a pretty sight watching the airplane silhouetted in the snow through the open hangar doors, as one of the passengers and the pilot shared an early breakfast inside the warm hangar. About 40 minutes later, around 7:40 a.m., the pilot and his three passengers boarded the airplane.

approximately 1,300 feet southwest of the runway approach end. Almost immediately after impact, the front portion of the airplane caught fire. The right front-seat passenger and the 14,000-hour commercial pilot, who held multiengine and instrument ratings, were killed. The two surviving rear-seat passengers were able to escape the burning airplane via the partially opened air-stair cabin door.

Causes: The NTSB determined the probable cause of the accident to be an in-flight loss of control because of the pilot's failure to remove ice and snow from the airplane before takeoff.



Takeoff: The aircraft lifted off from Runway 35, momentarily touched back down, and then lifted off again. Immediately after the second liftoff the airplane rolled into a steep right-banked turn. The bank angle was severe enough that the surviving passengers later remarked they thought the wing tip might contact the ground. During the climbout the airplane rolled rapidly to a steep bank angle—to the left and right—several times, from which the pilot recovered.

Return: The pilot finally lowered the nose and made a left 180-degree turn paralleling the runway. During this turn the airplane rolled to a steeper than normal bank angle, from which the pilot recovered. But, when he initiated a left turn to Runway 35, the airplane began to shake, shudder, and yaw, and started losing altitude.

Accident: According to the surviving passengers, the pilot appeared to apply full power to both engines, but the airplane began to sink at an excessive rate, until it struck a hangar

During the investigation, the surviving passengers stated they had not seen the pilot remove snow or ice from the airframe. Neither had they seen the pilot use any deicing equipment or noticed any deicing fluid stains in the snow around the airplane's structure.

The airplane's *Pilot Operating Handbook and Airplane Flight Manual* addresses deicing and anti-icing on the ground, including the warning that snow and ice must be removed before takeoff as accumulations may alter airfoils and seriously impair lift. The manual is very specific: *"If the airplane has been hangared and snow is falling, coat the airplane surfaces with an anti-icing solution; snow falling on the warm surface will have a tendency to melt, then refreeze."*

Learn more

Visit the AOPA Air Safety Foundation Safety Spotlight on Winter Weather (www.asf.org/winterwx) and boost your knowledge with free courses and quizzes before you take off in the cold.

Safety Experts: Catching Z-Coach 24/7

USAIG partners with Alertness Solutions

BY MACHTELD A. SMITH

Your eyelids become heavy while looking over tomorrow's schedule. Tired from today's business trip and not having had much sleep in the past 24 hours, you're toying with the idea of calling it a day. But the upcoming meeting is important to the company, so blissful sleep is put off once again to make way for tomorrow's flight preparations. Deal with fatigue later—after all, there's not much you can do about it, or...?



Enter Mark R. Rosekind, Ph.D., and his brainchild—Z-Coach. For more than 25 years, Dr. Rosekind has been internationally recognized for translating complex sleep and circadian (body clock) science into practical and effective strategies to enhance safety and health in industries functioning in the sleep deprivation zone.

His award-winning research is literally an eye-opener for anyone operating aircraft. Did you know if you have been deprived of several hours of shut-eye you face a condition similar to flying under the influence of alcohol? And you're not only battling performance impairment. Open your eyes to these safety and health statistics: Up to 80 percent of pilots in a NASA survey report nodding off in the cockpit. Health risks associated with disturbed sleep increase by 32 percent for hypertension, 124 percent for congestive heart failure, and 464 percent for anxiety or depression.

Here's some good news! If you are a corporate or turbine charter operator, USAIG is making Z-Coach available to you.* Z-Coach is secure, private, Web based, and available 24/7, allowing personal access anytime, anywhere. The program offers individual profiles of sleep need, habits, and schedules. You'll have access to engaging quizzes and sleep skill training, including alertness strategies, self-evaluation tools, and books. If you want practical means to understand and manage personal fatigue thresholds and levels of alertness, Z-Coach provides simple, effective countermeasures to meet the challenges posed by stress, irregular work hours, and the constant disruption of normal sleep habits—all things aviation professionals deal with almost every day.

David L. McKay, USAIG's president and COO, recently said, "I am absolutely sure that some element of fatigue has contributed in some way to every operational aviation accident. Every pilot knows from their earliest training experience that alcohol and aviation don't mix. Yet the industry has been slow to acknowledge that the physiological impact of fatigue on pilots, maintenance technicians, schedulers, dispatchers, and ramp personnel can be just as debilitating as having several drinks.

"USAIG feels a responsibility to engage in this critical safety debate by moving 'fatigue and what to do about it' to the top of its safety agenda. Dr. Rosekind's science-based approach to fatigue management is here now, provides practical, real-world fatigue countermeasures, and we believe, if widely deployed and adopted, will have a major impact on improving aviation safety. We are thrilled to partner with Alertness Solutions to bring Z-Coach to our customers and help move this critical safety initiative forward."

If fatigue floods your body, arm yourself with sleep, rest, and knowledge—take the Z-Coach approach (<http://usaig.z-coach.com/files/usaig.pdf>).

**Check your policy for terms and enrollment details.*



Dr. Mark Rosekind, Ph.D.



Illuminating a taxiway landing

During the predawn hours approaching Atlanta's Hartsfield-Jackson International Airport, the crew of Delta Airlines Flight 60 surely did not anticipate the grave mistake they were about to make—landing their Boeing 767 on Taxiway M instead of Runway 27R.

The runway and parallel taxiway are both 11,890 feet long. Runway 27R's lights were illuminated but the localizer and approach lights were not turned on. Taxiway M was active but thankfully clear of aircraft and ground vehicles when the Boeing landed. Winds were calm and visibility was 10 miles. The crew had declared a medical emergency after their company check pilot became ill during the flight from Rio de Janeiro, Brazil. You see where I'm going with this.

If the airlines can mistakenly land on an active taxiway, can it happen to you? Of course it can. A single pilot or even a crew, flying a high-performance airplane, fatigued from a long night flight and distracted by a sick passenger, prepares to land predawn at a dimly lit airport. There are many links in an accident chain being put into place. How would you handle this situation? Landing tired with distractions after a long flight exacts a heavy toll on any pilot.

This incident will get a thorough investigation, and there may be many more facets to this than meets the eye. The crew will bear some responsibility for not recognizing the blue taxiway lights telling them of their impending error, but is there more? Fatigue, distraction, and external pressures can create a challenge for the best pilots. Take stock before and during each flight, and arm yourself with Plan V—for vigilance. Got an opinion? Write asf@aopa.org.

Bruce Landsberg
President, AOPA Air Safety Foundation



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Premium on Safety: Insuring safe skies

Premium on Safety is intended to provide safety subjects, insights, and tips relevant to aircraft owners. Now that you've had a chance to get acquainted with the newsletter, what do you think? We'd love to hear your impression and receive your unbridled reaction.

Do you like the format? How about the content: Are there special topics you'd like to see covered? Is the layout easy to read?

Send your comments to: ASF Editor, *Premium on Safety*, 421 Aviation Way, Frederick, Maryland 21701, or send e-mail to asf@aopa.org. We welcome your feedback as we plan the editorial lineup for upcoming editions.

Don't forget to look for the next issue in your mailbox in March. Your letter may be featured in this spot!

—The Newsletter Production Team

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