



Twin State Flyers

Newsletter

October 2010

EAA Chapter 740

PO Box 5530, West Lebanon, NH 03784

***Next Meeting:
November 9th – 7PM***

Program(s):

***** Master Pilot Award Presented to Joel Godston *****

followed by

***** WINGS Seminar – Winter Flight Ops *****

Items of Interest

- **November Meeting**

Our November meeting will be on Tuesday, November 9th, at 7 PM at Signal Aviation. John Wood from the Portland FSDO will be here to present Joel Godston with a Master Pilot Award. John will then conduct a WINGS Safety Seminar on winter flying operations.

- **2011 EAA Calendars**

The 2011 EAA calendars are available for order. Please see Dan Truesdell if you're interested in getting one. They're on the website as \$12.99. If we order as a group (more than 10), they're \$8.95. You can check out the pictures [here](#).

- **Chapter Logo Shirts**

The chapter logo shirts are in. Most people have picked theirs up. See Dan Truesdell at the November meeting to claim yours if you haven't already done so.

- **Holiday Dinner Venue**

We have reserved the back room at Murphy's on the Green for Sunday December 5th at 5:30. Please mark it on your calendar! Also contact Dan Truesdell if you are planning on attending.

Upcoming Events

Date	Event	Location
11/14/10	East Windsor, CT, Skylark Airpark (7B6) Pancake Breakfast	East Windsor, CT
12/07/10	Survival Safety Seminar at Keene (EEN), NH Call 603-357-7600 for more info	Keene, NH

Meeting Minutes from September Meeting

We held our October meeting at Signal Aviation on the 12th. We elected new officers, who will hold those offices for the next two years. The officers are as follows:

President.....Russ Kelsea
VP.....Tom Williamson
Treasurer.....Steve Christy
Secretary.....Dave White

Board of Directors:

Dan Truesdell
Joel Godston
Dino Vlahakis

Membership Chairman.....Dino Vlahakis
YE Coordinator.....Braxton Freeman
Technical Advisor.....Steve Keen
Flight Advisor.....Dino Vlahakis
Website Editor.....Tom Williamson
Newsletter Editor.....Dan Truesdell

After the elections, we had a talk from Paul Austin. Paul is the head pilot for the helicopter service at Dartmouth Hitchcock Hospital. They have been in business for over 20 years, and have a spotless record. As most of us know, there have been several accidents in this business over the last several years, some due to pressing weather, and others due to trying to beat the competition. Fortunately, the service at DH has no competition, so that hasn't been a problem here. And they don't press weather.

Paul's talk was informative and quite interesting, and can be verified by your new secretary, who three years ago had an accident at home, and was airlifted to Dartmouth Hitchcock by Paul's service.

See you all on the 9th of November. Fly (and drive) safe!

Risk Management

Consider the Unique Risks Faced for Each Flight

In industry, risk management is the practice of identifying risks that have a high probability of occurring and/or have a high consequence if they do occur. Strategies are then developed for minimizing those risks. In aviation, it's up to us to become risk management experts. Fully 80 percent of accidents are the result of pilot error, so it's clear that we can improve our own personal safety by managing risks and avoiding pilot errors.

One high-probability risk is night flight. Although less than 5 percent of personal flying is done at night, fully 21 percent of all fatal accidents occur at night. To avoid this high-probability risk, pilots can minimize night flights or become extremely well educated about the unique hazards they face at night. An example of a high-consequence activity is inadvertently flying into a cloud, because fully 90 percent of VFR into IMC accidents are fatal. When pilots make sure that they never fly into a cloud, except when on an IFR flight plan, they can avoid this high-consequence risk.

Rather than consider every possible risk before flight, I take time to consider the unique risks posed by that flight. Invariably, those risks vary depending on conditions. For example, on one recent flight, a student and I concluded that the greatest risk posed was from nearby rain that might reach the airport before we returned from a training flight. To mitigate that risk, we identified an alternate airport to which we could return and we monitored the precipitation during the flight using NEXRAD radar on our G1000-equipped aircraft.

On another training flight, the weather was perfect. In that case, the student pilot and I identified that the biggest risk was violating the Class B airspace or the noise abatement procedures at our destination, located next to the San Francisco International Airport. Thus, we carefully reviewed all airspace and noise abatement rules and selected a cruising altitude that minimized the chance of an incursion.

You may face a wide range of potential risks on any flight, and you should be creative about teasing them out and then mitigating them. A few possibilities of risk are changing weather, flying at night in a poorly lit area, flying over mountainous terrain, experiencing fuel exhaustion, flying an aircraft with which you lack familiarity, flying with little recent experience, and flying when fatigued. Dozens of other risks are possible, and you should develop a plan for mitigating each risk. Mitigation plans might include delaying or canceling a flight, getting additional dual instruction, or bringing along a more experienced pilot or CFI on the trip.

Become a risk management expert and, before each flight, take the time to clearly identify the greatest risks you face on the flight and then take steps to mitigate those risks. Remember, the life you save may be your own.

Max Trescott, 2008 National CFI of the Year

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2010 Officers and Directors

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