



Medallion Foundation, Inc

July 2010

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Upcoming Events in Alaska

July 24 Sat.
9am-9pm
Palmer Air Fair &
Rendezvous
Palmer Airport
907-746-2290

July 31-Aug 1
Sat/Sun
Arctic Thunder

2010 Board of Directors

Wilfred Ryan, President
Leonard Kirk, Vice President
Dan Owen, Secretary
Aaron Merritt, Treasurer
Bruce LaLonde, Member
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Kirby Day, Member
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Jerry Rock, AACAA Board President

to Contact a Board Member
go to:

<http://www.medallionfoundation.org/BoardOfDirectors.asp>

Elmendorf AFB
Anchorage

Aviation Expo
North
Fairbanks
Oct. 14-16,
www.aviationnorth.org

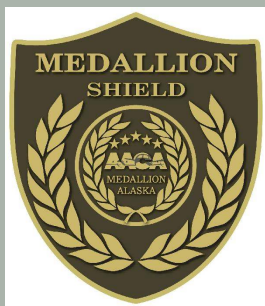
SAVE THE DATE

Oct 29 Friday
6pm-midnight
Anchorage
Marriott Downtown

Alaska Air
Carriers
Association
Award Ceremony

FEATURING
Medallion Foundation's Star/
Shield Presentation

contact
AACA 907-277-0071 for
tickets



Shield Carriers

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Alaska Airlines
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Safety Management System

by Juli Eichler, SMS Project Manager

You may already be aware that there is a national initiative within the FAA to bring an SMS (Safety Management Systems) rule to all aspects of the national transportation system. The FAA is expecting to have the new rule in place by 2013 making SMS development and implementation mandatory. This initiative is affecting all operators including 121, 135, 145, 91 etc. Right now there is a large movement toward voluntary development of SMS, so that organizations may implement these concepts and processes into their system before they are mandated to do so.

SMS is at the forefront of importance within the FAA; in fact the Administrator Randy Babbitt is recently quoted as saying "I'm confident that SMS will really make a difference in reducing aviation accidents. I know there are those who complain that they're too small for SMS. Or that it's too costly. Or that they don't have time. No one and no company is too small for SMS. The cost of SMS is far less than the cost of an accident. Saying that you don't have time for SMS is the functional equivalent of saying that you don't have time for safety."

The Medallion Foundation has joined the development effort and with the support of the FAA in the Alaska Region, has developed an SMS guidance model for small operators. This model is the culmination of two years in development and is based on our already validated 5 Star / Shield program. We are also working closely with the FAA National SMS program manager to ensure our product is aligned with the FAA guidance.

Currently we are validating our SMS development process by using the guidance model, and the support of the project manager, to implement SMS within volunteer organizations.

Our long term goal is to have our SMS guidance model approved by the FAA and available to all interested operators within Alaska when the rule making becomes effective. Given that our current resources are limited, we are unable to meet every request for assistance with SMS implementation; however we would like to discuss our guidance model and introduce SMS concepts to any organization interested in

Era Aviation

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PenAir

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Taquan Air

•

Wings Airways

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Wings of Alaska

Star Carriers

•

Air Arctic

•

Air Logistics

•

Alaska Air Transit

•

Alaska Seaplanes

•

Bald Mountain Air

•

Bering Air

•

Coastal Helicopters

•

Empire Airlines

•

Everts Air Alaska

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Everts Air Cargo

•

Frontier Flying
Service

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Grant Aviation

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Guardian Flight

•

Hageland Aviation

•

Harris Aircraft

preliminary development. If you are interested in more information please give us a call at 907-743-8050 and talk to the Medallion SMS Project Manager, Juli Eichler.

NTSB Board Member visits Medallion



Mr. Robert Sumwalt, NTSB Board Member, visited the Medallion Foundation in June. The tour gave Mr. Sumwalt an opportunity to view the Visual Cue-Based Training program and learn more about the Medallion Foundation's 5 Star/Shield program and the participating air carriers.

ASAP -Aviation Safety Action Program

by Kent Adams, Program Manager

The Medallion Foundation ASAP program is continuing to expand with two new carriers joining the program recently. Everts Air from Fairbanks and Wings Airways from Juneau have joined the other nine carriers who are participating bringing the total now to eleven operators. We have nearly 800 individuals enrolled. There have been approximately 350 reports submitted by these individual and 97% have been accepted by the Event Review Committees as eligible to be considered under the ASAP program. The really important statistic is that nearly 60% of these reports have resulted in changes in the company training or procedures. That is the real safety payoff the companies gain by participating in the program. Without an ASAP program many of these events might have gone unreported and therefore uncorrected. They would remain problems lying in wait for the next employee to stumble across when the circumstance are right. A strong ASAP program can help identify

Services

- Homer Air
- Lynden Air Cargo
- MARC (Missionary Aviation Repair Center)
- Northern Air Cargo
- Pacific Airways
- PM Air
- Prism Helicopters
- Ryan Air
- Smokey Bay Air
- Spernak Airways
- Warbelow's Air Ventures
- Wright Air Service
- Yute Air Alaska

and correct these potential problems before they become major issues. If you have questions or would like to learn more about your company participating in ASAP contact Kent@medallionfoundation.org.

ASAP meeting planned for September. As our program continues to grow we have decided it is important to have a meeting to provide some recurrent training to Event Review Committee (ERC) members and company trainers. We will also be talking about issues and developing goals for our program for the next year. This will be a very important meeting so we will strongly encourage all ERC members to participate. We will provide a lot more information to the ERC members as the program is fully developed but this is advance notice to those who will be involved. **We have set the date as Sept 21, 2010 in Anchorage. If you are an ERC member please mark your calendar.**

ATD (Aviation Training Devices)



The Medallion Foundation's ATD's (Aviation Training Devices) provide pilots the opportunity to practice recognition and avoidance of the causes of accidents in flat-light, white-out and deteriorating visibility weather conditions.

NOTE: You must hold at least a student pilot certificate to use a Medallion ATD.

Medallion Foundation welcomes our newest member of the team.

Michelle Fabry.
Michelle's aviation experience includes customer service, Part 121 certificated dispatcher, trainer, and safety officer.

Her knowledge and qualification is a great asset to the Medallion Foundation in being the program manager for the Visual Cue-Based training program.

Mark Your Calendars for Training

System Safety & Safety Officer Course
by Mike Doiron
October 4th- 5th
in Juneau
October 7th-8th
in Anchorage
October 11th-12th
in Fairbanks

TapRoot (R)
September 22th-23th
in Anchorage
October 5th-6th

LOCATIONS:

Medallion Foundation Headquarters
Lake Hood General Aviation Office
Bethel
Homer
Ketchikan
Fairbanks
Juneau
Palmer
Wasilla
Soldotna (new location)

ATD UPDATE

We are planning upgrades for the Fairbanks, Anchorage, and Ketchikan ATDs with the Garmin 430 simulator unit. This will allow pilots in these areas to practice using the Garmin 430 unit and GPS approaches. Please check our website for updates.

For more information:

<http://medallionfoundation.org/ATDlocations.asp>

THEY ARE FREE TO USE!

Make sure to make reservations!

<http://medallionfoundation.org/ATDschedule.asp>

Featuring Medallion Star Carrier

"MARC" Missionary Aviation Repair Center



in Fairbanks
Register online

[Rusty pilots have
free simulators
to brush up on
decision making!](#)

Join My
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Missionary Aviation Repair

Center (MARC) is a mission service organization based in Soldotna, Alaska. MARC was founded in 1964, but the story of Missionary Aviation Repair Center really began before that. In 1945, Roald and Harriett Amundsen began serving with the Evangelical Covenant Mission in Nome, Alaska as pastor and missionary pilot. Early on, Roald saw the need for consistent maintenance for the safety of the numerous mission aircraft used across Alaska.

Over the years MARC has continued to expand in staff, facilities, and aircraft. They operate numerous aircraft including King Air's, Navajo's and Cessna's. They also have a hangar with offices and space for maintenance that keeps the staff of thirteen busy year round.

Because of few roads in Alaska, many people and villages depend on airplanes for transportation, and MARC attempts to meet those needs.

MARC is a 2-Star carrier with hopes of achieving another star in the near future. "Medallion's program has given us a framework which helped us design our safety programs," says Drew Baker, Executive Director. "Medallion Foundation's format helps us the maximize safety aspects of all the stars to improve our process." Drew added, "What I like is that Medallion asks the questions, so we have to make sure we have the process in order."

MARC's maintenance hanger has an FBO which provides support for the many visitors in the Kenai Peninsula. MARC has generously denoted a room to house Medallion Foundation's Five-Screen X-Plane simulator. This simulator features three 27 inch monitors for the outside view for enhanced CFIT training and two smaller monitors that show the instrument panel and an instructor station.

For more information about MARC: <http://www.marcalaska.org/index.php>

Visual Cue Base Training by Michelle Fabry

The Medallion Foundation continues to be actively involved in the visual cue-based training projects for southeast Alaska. The other team members include the Alaska Region FAA Team, the State of Alaska Aviation Safety Project, and E-terra. Medallion Foundation's involvement in the development of these training programs includes interfacing with the operators and ensuring that suggestions and data from the operators are incorporated into the training programs.

The training programs utilize actual tour routes applicable to multiple air tour operators who are conducting tours in the Juneau Ice Fields and Misty Fjords geographic areas. The final training product will provide a realistic flight training experience with the ability to change the weather simulating stormy, marginal and obscured weather scenarios. The primary objective of the simulation is to provide solid weather decision making scenarios that can be accomplished by newer, less experienced pilots on the ground first rather than in the air. This is done by using graphically realistic 3D terrain on the simulator, and by using the actual reporting points and visual landmarks experienced local pilots have identified through the data collection process.

Some operators in Ketchikan are already using the ground training module and/or flight training module which is available on the Medallion Foundation ATD simulator in Ketchikan. Operators in Juneau will have the opportunity to beta test the Juneau Ice Field model in early 2011 and provide additional feedback prior to release of the final product, which is expected to be in April 2011.

7AK2 Lesson by Fernando Colaci

The mission of the Medallion Foundation is to reduce aviation accidents in Alaska by fostering a new safety culture and by promoting higher safety standards through research, education, auditing and advocacy. As a part of that mission the Medallion has brought a full motion Super Cub simulator to Alaska.

This simulator is not in any way intended to replace a real aircraft or to teach a person how to fly a super cub. Its primary function is to help pilots enhance their decision making capabilities and improve

situational awareness.

I just spent 5 weeks in Fairbanks with the Medallion supercub simulator and would like to share what I learned. The main idea in taking the PA-18 to Interior Alaska was to provide pilots with an opportunity to enhance decision making and learn to recognize and avoid the causes of accidents before they happen. Through the 5 weeks of training I found areas in knowledge and proficiency that were either **rusty** or **missing** in more than 80% of the people that flew the simulator.

Problem areas that surfaced ranged from overconfidence to lack of experience to poor decision making and some pilots had lost situational awareness. The decision of a go-around was usually too late as well as an understanding about weather conditions, pilot limitations, and aircraft performance. A few of these problems ended in a failed simulation meaning the simulator crashed. These mistakes could have led the pilots to an accident in their aircraft.

Based on what I learned in Fairbanks I developed a prototype scenario with the outcome depending solely on the pilot in command's decision making. The scenario also helps to refresh the pilots' memory on basic flying rules, aircraft performance and operating characteristics, weather, regulations and resource management.

I named the scenario the "7AK2 LESSON".

This scenario consists of a 12 minute cross country from point A to point B with varying weather conditions. Several pilots (from student pilots to FAA inspectors) flew the lesson and they were surprised about how much they had forgotten about rules and operational conditions.

One of the many sessions that I gave in Fairbanks was to a very nice gentleman with lots of experience. He brought his grandson to be a passenger on the ride. The instructions were simple--I told him to treat this as a real aircraft as well as a real cross country; he agreed and went quickly on his way.

Behind him was this kid that could not stop smiling even before take off because he was so happy his grandfather was taking him

somewhere in the simulator (same as the aircraft that he owned). As the lesson continued the silence increased and the face of the pilot was changing. My job was not to help at that point but to observe, analyze and take notes. The flight lasted 12 minutes before the pilot became disoriented and another 3 minutes before he lost control and impacted the ground.

After the flight crashed he smiled, a little bit embarrassed, and wanted to try it again. To his surprise and without a smile on my face I told him "you just killed the boy, ruined an aircraft and ended your life"; there are no second chances. His face turned into sadness for a few moments as the reality of what he had just experienced could have been very real, very sad.

We talked about what happened. The pilot was open minded, which talked very well about his pilot personality. He didn't make any excuses for his actions and was willing to keep on learning and improving as a pilot. He thanked me as much as the Medallion Foundation that provided him with this tool and he said "this has been a humbling experience, thanks".

I have always said that standards keep people alive. The Medallion is pushing for all pilots to come and join.

www.MedallionFoundation.org

907-743-8050

Fernando is flight instructor born in Buenos Aires, Argentina. He is rated in both single engine land and sea and multi engine aircraft (land) and holds an advanced ground instructor certificate and a flight instructor ratings for instrument single engine and multiengine airplane. He also holds an ATP multiengine land rating in the U.S as well as Argentina.

Kudo's

Medallion took the PA-18 Supercub simulator to Fairbanks for six weeks this summer. Fernando Colaci, Medallion's simulator instructor, successfully trained several pilots in the Medallion super cub program and developed some new highly innovative scenarios.

Comments from our pilots:

We would like to extend our thanks and appreciation for the services your organization has provided for pilots and students here in Fairbanks. Fernando is an exceptional trainer, who not only has the patience to teach in a very meticulous manner, but he is also extremely passionate about his work. We appreciate his style and ability to motivate us to learn more about becoming safe, responsible, and proficient pilots.

Sincerely

John and Virginia Haskell

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