

Elmendorf Aero Club

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PIF 10 – 04

Emergency Procedures

9 February 2010

PIF 10 – 04 should be of concern to all aviators that fly with the Elmendorf Aero Club. It is the last thing that we want to have to do, but, if this situation would show up with our flight it would be essential to know all the needed and required procedures.

Most pilots only review emergency procedures when they are updating their annual closed book test for each aircraft they fly and are current in. Everyone should be as proficient in emergency procedures as they are in flight capability. This is the responsibility of the Pilot - In - Command (PIC).

PIF 10 – 04 contains the alert that should spark interest in knowing these procedures.

Flight Safety

“Make It First, , , Make It Last”

**This PIF is to be in effect until 31 February 2011 or
until the contained dated material has expired**



SAFETYGRAM

Feb 2010

Have you ever declared an emergency? We talk about it all the time, at least in training, but how often have you done it, or even seen it done. As a military pilot, I have had “the trucks rolled” a few times, and some aircraft tend to lend themselves to more emergency situations than others. As a general aviation pilot, I can’t remember one time when I’ve declared an emergency. Is that good? Maybe those C-172s and Piper Aztecs I fly are better maintained than anything in the military. Doubtful, but possible. Of course my hours in military planes are far greater than anything in GA, so statistically it makes sense too. I’m willing to bet it’s more of a mindset than just maintenance or statistics.

General aviation pilots have a tendency to do their own thing, stay out of people’s way, and avoid controlled airspace all in an attempt to keep things running smoothly for everyone. (Or because they just don’t want to talk on the radio.) Declaring an emergency goes against all this. It highlights you to ATC, causes others to possibly divert their flight path, the firemen have to stop watching Oprah, and probably will cause everyone to write a report. Plus, most of the time we are operating at non-towered airports, with no fire support, and it just makes things easier if you just land and deal with things on your own. That’s what pilots do.

Talk to your instructors, have a group discussion, and get with an ATC controller and/or an airport fireman and ask about how and when should an emergency be declared, and what are the reactions when you do. This should also lead into what are your responsibilities after you land, from the perspective of what to do with the airplane, and who needs to be notified. Review AIM chapter 6, appropriately titled “Emergency Procedures” and get with base safety to review emergency procedures at an Air Force Base.

Most importantly, remember this phrase: Declaring an emergency when not necessary is a much better situation than not declaring an emergency when you should.

Fly Safe!



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