

Elmendorf Aero Club

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PIF 11 - 01

Fatigue

10 February 2011

PIF 11 – 01 is now in print for all members to review. This PIF is concerned with the issue of Fatigue. The information contained is only the tip of the iceberg, so to speak, when it comes to this condition. The AFMAN contains information concerning this malady in section 3.17.4. This is a serious condition and it can have devastating effects on the health and performance of an aviator.

Please review this PIF and the areas covered as well as the information contained in AFMAN. It might be important to do some personal investigation and research if you detect that fatigue might be affecting you in your life. Flight safety should be of concern to all aviators and this ailment should be given attention if it is occurring.

Examination of this information will improve your knowledge concerning your commitment to aviation safety and will help to improve the safety of Elmendorf Aero Club flying.

**This PIF is to be in effect until 02/28/12 or until
contained material has expired**



SAFETYGRAM

Feb 2011

Fatigue is a normal response to physical or mental stimulus, and is something 100% of us have and will experience most days. The extent of the fatigue is based on two basic factors: How much stimulus or exertion the individual experienced, and the amount of training an individual does to resist fatigue. Every person is affected differently, and the same person can experience different levels of fatigue even though the stimulus is similar.

In the interest of public safety, the FAA has regulations to mitigate fatigue for Part 135/121 operators, and with recent aviation accidents listing fatigue as a factor, the FAA is in the process of rewriting some of those regulations. A professional pilot continually uses terms like Crew Rest, Flight Duty Period, Maximum Flight Time (per month/year), and Uninterrupted Sleep. AFMAN 34-217 addresses fatigue in paragraph 3.17.4. Even if you comply with these rules, there is no guarantee you will avoid fatigue.

Other than chronic or other medical condition that causes fatigue, only you as an individual can tell if you are not in the best shape to fly. Even if you had a good nights sleep, and just returned from a weekend off work, there may still be other factors in your life that are wearing you down.

We need to be aware of fatigue and not fly when we are 'wearing thin' because fatigue has a direct affect on your physical and mental capacity to complete complex tasks. Many studies have linked the lack of sleep to being drunk; one study stating people who drove after being awake for 17-19 hours performed worse than those with a blood alcohol level of .05 percent.

There are a few things you can do to help combat fatigue. A full night's sleep is probably the most important. Staying hydrated and eating a well balanced diet is also key. Routine physical exercise and engaging in mentally stimulating activities will also help in the long run.

Most Aero Club flights aren't more than an hour or two, and don't usually involve complex missions in hazardous weather like the airlines and other career pilots encounter routinely. However, you should treat every flight like the professionals you are and ensure you are well-rested and alert before every flight you take. Unlike the airlines, it's never a major issue if you reschedule for another day.

Fly Safe!



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