

BUILD YOUR OWN PERSONAL SURVIVAL KIT

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and
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The "Gone Swimming Yet?" article demonstrates the importance of survival equipment and techniques. Below are a few suggested items to start your own basic survival kit. It could be carried with you easily on every flight, without taking up much room or weight in the aircraft. These items could be carried in a pilot flight case, a common hiking day pack, fanny pack, or other convenient container.

- Small Survival Book
- Flashlight
- Signal Mirror
- First Aid Kit
- Water Proof Match Containers
- Fishing Kit
- Water - in a flexible package
- Compass
- Aluminum survival blanket (space blanket)
- Police style whistle
- Pocket Knife (Swiss Army type)
- Insect repellent
- Fire Starter - Magnesium
- Bag Storage - drinking water
- Plastic Trash Bags (could be used for a makeshift rain coat, carry water, make a shelter, keep things dry, etc.)

Your own personal basic survival kit could vary to fit your personal needs, the season of the year and the type of terrain you fly over most of the time. A small amount of time in preparation now, may save your life when going for an unexpected swim or walk in the countryside.



SEARCHLIGHTS OVER THE HOLLYWOOD BOWL TO ALERT PILOTS TO AVOID THE AREA DURING THE SUMMER CONCERT SEASON

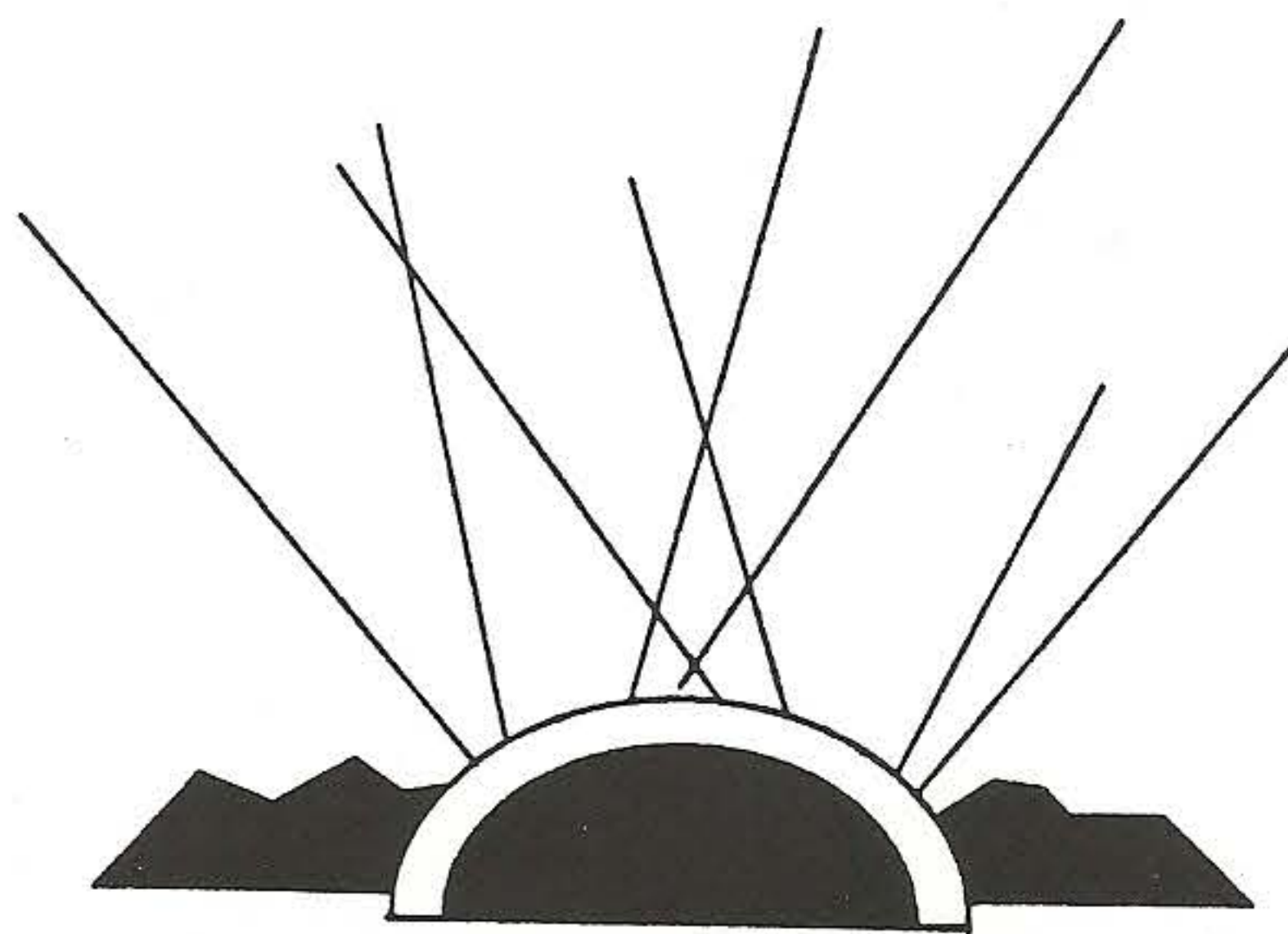
By: Elly Brekke
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White searchlights and white strobe lights over the Hollywood Bowl this summer will alert pilots to avoid flights over that area during the concert season.

More than a million music lovers attend concerts each summer. The Federal Aviation Administration, in their behalf, advises pilots to avoid flying over or near the Hollywood Bowl during this year's summertime music concerts. The concerts will be held between 6 p.m. and 12 midnight, local time, seven days a week from June 30 through September 19, 1992.

The Hollywood Bowl is located in the Cahuenga Pass, five miles southeast of Burbank-Glendale-Pasadena Airport, and 15 miles north-northeast of Los Angeles International Airport, near the intersection of Airways V186, V459 and V201. The Bowl area will be defined visually with white strobe lights and white searchlights. Aircraft should avoid the Bowl when these lights are operating.

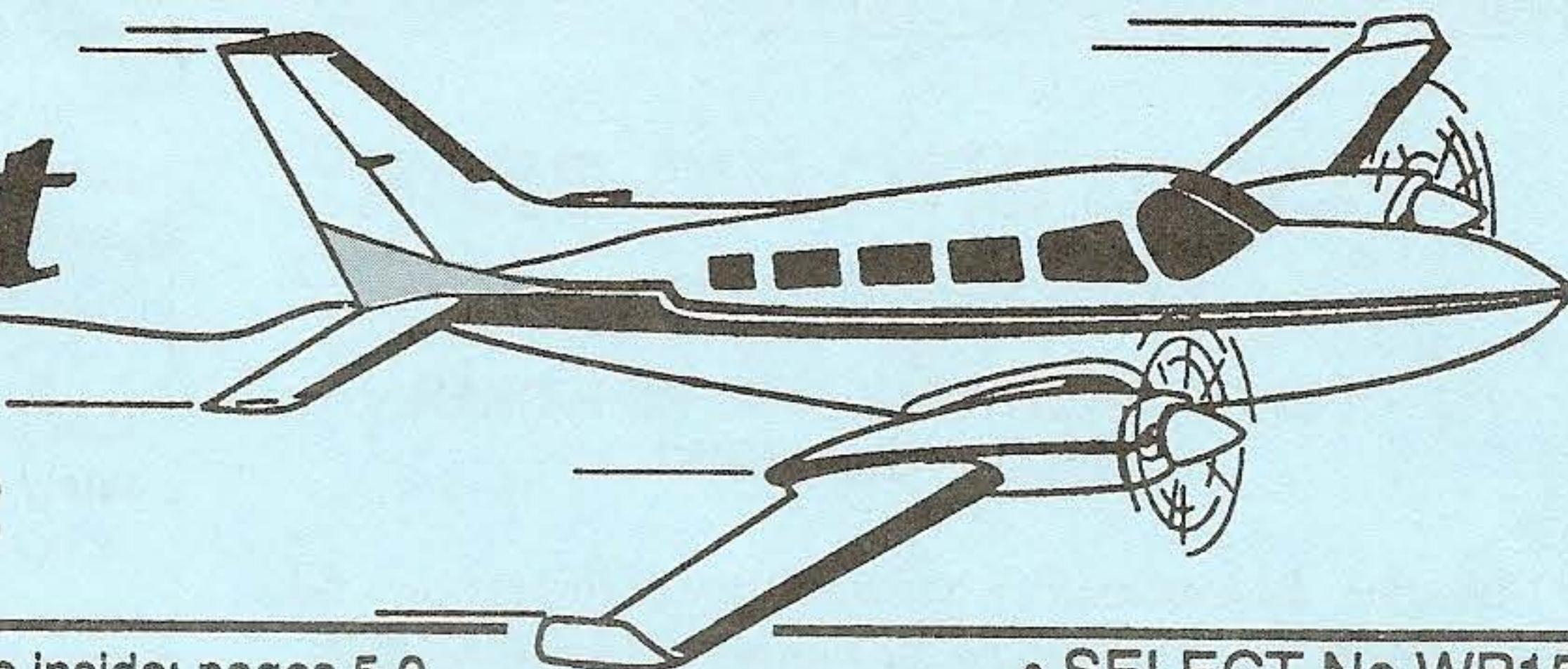
FAA plans to adjust the traffic flow pattern wherever possible to minimize the noise and will make special announcements to pilots on the Automatic Terminal Information Service (ATIS) at airports within the Los Angeles Basin advising pilots to avoid flights over the Hollywood Bowl area during the concert season.





SoCal Pilot

August, 1992



NOTICE

See August Safety Seminar schedule inside: pages 5-9

• SELECT No WP15

"Gone Swimming Yet?"

An Act of Heroism!

Stephen S. Rayner
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San Diego FSDO*

It all began on January 18, 1992, as a flight from San Diego, California to Bologna, Italy. A 1988 BE-F33 had been purchased and needed to be ferried to Italy. The avionics were upgraded before leaving on the long over water journey. The beechcraft had 350 hours since manufacture, and so was relatively new. I, and a flying companion, started out from Palomar Airport for Bangor, Maine, where the aircraft was to be outfitted with long range fuel tanks for the Atlantic crossing.

We followed a strong snow storm Eastward and finally arrived in Portland, Maine. I dropped off my friend, and then continued on to Bangor. After a 30 minute flight I arrived at Bangor Airport. I had chosen a company in Bangor to provide an experienced over water pilot to accompany me crossing the Atlantic Ocean enroute to Italy. I had not experienced a long over water flight before and felt it prudent to hire someone to help me with the crossing.

Finally, after two day's of preparation to the plane, and analyzing the weather, the other pilot and I made the decision to start the long journey to Italy.

It was a clear cold Friday morning when we left Bangor enroute to St. Johns, New Foundland. We arrive at St. Johns Friday afternoon and spent the evening planning to leave Saturday morning. Weather delayed our flight on Saturday. At the time we were unsure as to whether we would be able to continue the flight as planned. Later, weather briefings that we received indicated that we could travel northeast to Iceland that evening. Our journey to Italy began at 10 p.m. on Saturday, January 18, 1992.

After 2 1/2 hours into our scheduled 7 1/2 hour flight, we were at 11,000 ft. MSL, over an overcast, with a full moon to

light the darkness. We were due to make a position report on our high frequency radio to Gander, so I attempted unsuccessfully to contact Gander Center on HF, but fate led us to make contact with an Alitalia 747, Flight 922, who relayed the information to Gander for us. I had never used an HF radio before and was relieved to make contact with the Alitalia 747.

I glanced down at the engine gauges, and noticed that the oil pressure gauge appeared to be indicating extremely high. I had flown this plane for over 50 hours and felt secure with its performance, but I immediately brought this to the attention of the other pilot. Both of us thought initially that it might be a gauge malfunction. When the gauge returned to normal then within a matter of minutes, the gauge dropped to absolute low pressure. We decided to divert directly to Goose Bay Canada, declaring an Emergency through Alitalia Flight 922.

We were still uncertain if the gauge was faulty or if our engine was going to fail. A grim prospect at best. After about 2 minutes of low oil pressure we experienced a prop overspeed. My heart raced as I heard the valves clatter. I knew then that we were not going to make it to Goose Bay. I couldn't believe that this was happening to ME!

There was not much we could do except fly the airplane down through the clouds. We prepared ourselves for a water landing. The engine was continuously sounding worse. The cabin filled with smoke. Then there was a big bang!!!! That was the end of the engine. The engine had seized turning the Beechcraft into a heavy glider.

All the way down we were struggling to get into our immersion suits. We then strategically placed items that we would need where we could get to them. We updated our position through GPS by transmitting latitude and longitude to Alitalia. We were fortunate to have a radar altimeter. As we penetrated 2000 ft. the Captain of the Alitalia said in a most sincere voice, "Have a good landing". Those were the last words we were to hear from the outside world, perhaps forever. It was very dark when we broke out of the clouds and opened the door in preparation for the anticipated water landing.

Continued on page 4

29FAB

"Gone Swimming Yet?" continued from page 1

I vividly remember the smell, sound and feel of the frigid salty air as it raced past our open door. I called out altimeter readings from the radar altimeter, 2000, 1000, 500, 4-3-2-1 and then a moment of silence. We impacted, with a skip and then the most solid impact that I have ever felt.

The plane came to rest on its belly. We reached for our equipment and suddenly the life raft inadvertently activated inside the cabin. Hoping to get the raft out of the cabin before it fully deployed, I rushed to get the raft out of the cabin door as fast as I could. The raft was out and it was pitching in the choppy seas. As we tried to exit the airplane, we both found that we were stuck on something inside the aircraft and were not able to move. The icy water was rushing into the cabin. The

weight of the water forcing the nose of the aircraft down towards the deep dark ocean floor. Both of us were completely submerged under water, struggling to get free of the sinking aircraft. Finally, we were free and desperately searching for the life raft which was floating in 12-14 foot seas.

We made it to the raft which was pitching with each swell. I clambered into the gyrating raft helping the hired pilot who was weak and needing assistance. I made a quick surveillance of the situation. The ELT had not survived the ditching and was not working. The raft was caught under the tail of the Beechcraft which was now vertical in the water. The aircraft was rapidly submerging dragging the raft with it. Try as I might I could not free the raft from the tail of the aircraft. Suddenly,

miraculously, I was able to kick the raft free. Together, we watched the plane sink into the depths of the unforgiving sea.

Keeping a positive state of mind was very difficult as we grew colder and began to suffer from hypothermia and frostbite. After what seemed to be an eternity, we were located by a Hercules C-130 and then a P3 Orion.

They discovered a nearby fishing trawler that came to our rescue. We were in the water for 7 to 8 hours and lucky to be alive.

My advice to all over water pilots is to prepare yourself thoroughly, even over large lakes or to nearby islands. Also, consider taking a water survival training course.

Learning survival techniques and having proper equipment may save your life. Once in the water waiting for rescue, you will wish you had prepared yourself better. I know, because we were prepared and that is the only thing that saved our lives in the North Atlantic that cold January night in 1992.



FLIGHT INSTRUCTOR WORKSHOP

The eighth edition of the now famous workshop conducted by the Riverside Flight Standards District Office (FSDO) begins sessions on Wednesday, August 19, 1992. This workshop is the envy of the FSDO Managers at their annual meeting.

The workshop consists of 10 sessions of 2 1/2 hours each. The program emphasizes developing good communication skills and standardizing aviation information training. This is a "hands on" workshop with discussions, evaluations, critiques and presentation. No boring LECTURES. Each session starts with the infamous "You are a Flight Instructor Quiz", which is used to generate discussion over all of those easy to understand Federal Aviation Regulations. Here is your chance to learn special instructional techniques with other CFI's for the benefit of all.

Because of the nature of the program, classes are limited to 20 participants. If you are a CFI 2 B and space permits, you are welcome; however, certificated CFI's get first choice on a first come first served basis.

The flight instructor workshop is styled for the certificated airplane flight instructor. If you are willing to accept the challenge, FAA Inspector R.C. Morton will be waiting for you every Wednesday evening in the Riverside FSDO at 6:30 P.M. to 9:00 P.M. August 19 through October 21, 1992.

Although this is not a revalidation clinic, perse, the instructors attending who show satisfactory competency as a flight instructor will be renewed as provided as FAR 61.197. The Chief Flight Instructor and the Assistant Chief Flight Instructor of FAR Part 141 schools attending, will receive a certificate attesting to their 25 hours of training.

Call the Riverside FSDO to make your reservation ask for R.C. Morton, Principal Operations Inspector, or Carl A. Christopher, Accident Prevention Program Manager, Monday through Friday 7:30 A.M. to 4:00 P.M., Phone number (714) 276-6701.

