

**PIF 06-01**  
January Safety Meeting  
10 January 2006

The meeting commenced at 1900 hours discussing new licenses, achievements, up and coming plans for the Aero Club.

The meeting was about ATC assistance through a flight and the brief was as follows:

**Flight Assist**

- A cooperative effort by ATC, FSS, and even relayed transmissions by other pilots to assist a pilot in distress.
- ATC is not limited to A/C separation. They are capable of coordinating search and rescue, and providing detailed wx info.

**121.5 Emergency**

- VHF (very high frequency) restricted by line of sight. In mountainous or rural areas sometimes a local frequency is more conducive.

**Flight Following**

- A service provided by ATC to VFR A/c on a workload permitting basis. Available only in areas covered by radar and required while operating in bravo/charlie airspace.
- Flight following provides the pilot with traffic and terrain advisories. However, it is still the responsibility of the pilot to maintain vigilance to see and avoid.

**Proper Phraseology**

- Immediate- used when a "situation" is imminent
- Urgent- used when action is needed to avoid an emergency situation.
- Emergency- declaring an emergency will get you priority from ATC over all other A/C.

**Successful Communication**

- Prioritize. Aviate, navigate, communicate. If you are busy dealing with a situation, tell ATC to standby.
- Climb for better reception
- If you do not understand an instruction ask the controller to repeat transmission.

**Low fuel**

- Minimum fuel lets a controller know that if delayed an emergency situation is likely.
- Do not wait too long to declare an emergency.
- Remember that aero club regs. state you must have one hour fuel reserve.

**VFR in IMC**

- If you detect a change has to be made to your flight plan, then make the change.
- Utilize ATC, they can provide vectors and other advisories.
- Trying to descend into VMC conditions may cause a loss of radar coverage and may increase your chances of CFIT (controlled flight into terrain.)

**Storms**

- ATC can provide vectors around T- storms.
- ATC can provide info on areas of hazardous wx that will aid in your flight planning decisions.

**Mountainous terrain**

- ATC can provide vectors and location info. to a pilot in distress in the mountains.

### **Mechanical probs.**

- Different probs. require varying levels of concern.
- Advise ATC of a problem but do not stop flying the airplane

### **Emergency paperwork**

- If you declare an emergency and do not deviate from FAA regs then paperwork is not required.
- If you are given priority or deviate from regs then a write up may be required.
- If an incident or accident result from the situation then NTSB form 6120.1/2 must be filed within 10 days.

### **Obtaining emergency assistance**

- Climb- enhances reception and increases your ability to see and recognize terrain.
- Squawk 7700 -general emergency code
- Comply with instructions so long as they advocate safety.

The Meeting was adjourned at 1945.