

Silliman James

From: Brian Thomas [REDACTED]
Sent: Thursday, November 01, 2012 10:47 AM
To: Scott.Tyrrel [REDACTED]
Cc: Silliman James; Dennis McCall
Subject: Pilot Decision Making Presentation.

Scott,
Good day to you. Great job on the presentation.If you don't mind, I would like to comment on the Options.I am not sure if you listed them in order of best to worst ,but in any case ,here goes.
Options 2 and 3 would have been non starters for any pilot in AMC.The fact is that the company would (obviously) much rather we planned our fuel so as to not end up in a situation like James did.However, if we did, for some unforeseen reason (stronger than normal headwinds, destination change for patient, divert around weather ,etc) the company would much rather we park and call for fuel.The mechanic can drive up and bring jerry cans or an FBO can drive a fuel truck out to any location.As a line pilot those would be my options.
It is perhaps for this reason ,in my ten years with AMC, I have never been trained,briefed or ground schooled on the repercussions of adding 100LL instread of Jet A. As a qualified and current Astar pilot I know the procedure exists in the RFM but, I don't know,nor have I ever been taught by any instructor ,check airman or mechanic, as to what the engine will do with Avgas.For instance, will there be a change in start up TOT, will the engine run hotter or cooler,What exactly is the mineral lubricant to be added, given the difference in Specific Gravity, will the fuel guage be accurate and so on.More critical, with a 1500' Pressure Alltitude limit,I would be (even in flat Nebraska) skimming along at 200 feet AGL.Not something I would like to do at night.
So, bottom line, those options would not even have occurred to James and even permitted by RFM and Ops Specs, it would have been his absolute last choice.Given his proximity to his base and the many Jet A carrying FBOs around, he would have been inclined to call for fuel at another airport or even at a roadside stop.
I am assuming that Option 4 also includes refuelling with 100LL because Cameron does not have Jet A.
Now, would AMC like to change the training program to include 100LL fuelling? That is something you will have to ask them.But,as a line pilot, flying in the lower 48 ,I would rather do good flight planning or else call for Jet fuel than know how to use 100LL.Now, if I were flying in Alaska I would make it my business to be trained for Avgas operations but,under normal circumstances, I think letting pilots not even consider the option for 100 LL is the best option.
I am copying Dennis on this for his rebuttal or agreement.
Thanks for your time,
Warm Regards,
Brian.