

GA HANGARS TO BE PAINTED AT SLC
SLCDA facilities maintenance painters are scheduled to power wash and paint general aviation hangars on the east side of Salt Lake International Airport. Weather permitting the work will start May 3rd. Painting will start with row 9.

Properties Specialist Mike Rawson will contact tenants several weeks in advance to offer alternative tie-down / hanging for tenants if they desire to move their aircraft during the painting process. Please allow approximately 2 weeks per row for the work to be completed.

Contact Mike Rawson at 801-575-2894 or GA Manager Steve Jackson at 801-647-5532 with questions.

U42 PLANE WASH

We anticipate the coin operated plane wash at South Valley Regional Airport (U42) will be operational on April 19th.

ENGINE OUT EMERGENCY LANDING TIPS

by Alton K. Marsh in AOPA Pilot Magazine

The prop stops here! Actually the prop usually windmills if engine power is lost but "The prop windmills here" just didn't work as a title. In preparing this article, I heard that there are flight schools in the world where props are intentionally stopped... to be clear, at these schools the engines in single-engine airplanes are shut down during routine training. The process of researching that rumor brought tips on engine-out landings from New Zealand and England; we cover the world for pilot information. You'll find some advice here from American sources, too, and also hear from a student pilot who had an engine failure on his check ride.

The rumor of an intentional prop stop came from a chief flight instructor from Holland who now works at a Maryland flight school. He suggested New Zealand might be the best place to start.

"An interesting question," wrote Ardmore Flying School chief Warren Sattler from South Auckland, New Zealand. "Engine-out emergency procedures are almost never practiced -- the prop is always left wind-milling -- well, 99.999 percent of the time anyway.

However, every now and then, and particularly for advanced training such as a commercial pilot's license or instructor training, we may demonstrate the greatly improved glide performance of a stopped prop. Back in the 1990s when we had a fleet of Piper Tomahawks and before the control tower disappeared, dead-stick landings onto the airfield were practiced from time to time.

"We now have a fleet of Cessna 172Rs," Sattler wrote. "Provided you don't have an electrical problem these kick back into life quite easily. However, you need around 128 KIAS to get the prop wind-milling without the starter. With new aircraft and the higher speeds required to get the prop wind-milling, dead-stick practice to touchdown has virtually disappeared."

Then I contacted a school in England. Edward Jones of Cabair College of Air Training in Bournemouth was much more adamant (supply your own British accent): "If we found any of our instructors conducting intentional engine shutdowns during forced-landing training, they would no longer be employed with us, would speak with a much higher voice, and be reluctant to ride a horse for some considerable time." On a more serious note, Jones offers these tips: "Read safety articles in magazines and learn from other people's experience (you're doing that already, so congratulations); take time to practice in the air, picking a suitable location and starting from an ideal position overhead to final approach, but go no lower than regulations allow; surprise yourself by closing the throttle without premeditation or assessing the wind direction and strength, and break it off when you are in an ideal position because the hard part is already done; don't annoy the neighbors when practicing and beware of carburetor ice during prolonged power-off descents."

Bruce Bohannon, pilot of the single engine Exxon Flyin' Tiger (now just the Flyin' Tiger), has pushed his airplane to extremes while setting new time-to-climb and altitude records, and partially as a result he has had a least 20 engine-outs. Bohannon suggested this: "Practice simulated engine-out emergencies from 1,500 feet (abeam the touchdown point) until you are bored." Obviously that's not something you can do at a busy airport, so find one that has little traffic. It is not an unusual suggestion, though. Flight instructors and examiners routinely have students or applicants approach with power at idle after spiraling down from 3,000 or 2,500 feet AGL as part of training or a check ride. So I tried his advice.

The aircraft I was flying was a Cessna 172 that doesn't want to come down, unlike the Bonanza I also fly. You can guess the result. Landings from 500 feet were simple-turn for the runway. Spiraling down from 3,000 feet was not difficult because I was directly above the runway and had plenty of time to plan and adjust. But those from 1,500 feet presented a problem. I was tempted to fly a normal pattern, and in doing so, came in high and tended to land long. Obviously that practice is not yet boring to me. The important thing is that I learned something about the 172's behavior and will recall that experience in a real emergency. I'm now better prepared. I was high despite all the tricks at my disposal for getting down, including forward slips, flaps, and S-turns. Don't like forward slips? Admittedly they may create an uncomfortable attitude for you and especially for your passengers. Here's guessing that you have done only a few of them since private pilot training days, but they add another effective method for getting down. Check to see if your aircraft, like some of the newer Cessna 172s, has a placard on the instrument panel warning against slips with full flaps or lists such restrictions in the pilot's operating handbook.

How far is 'over there'?

Engine's out, where are you going to land? Over there? How far is that? Can you make it? Your next cross-country is a good time to practice estimating how far your aircraft can glide, without even reducing the power to idle. Information in the pilot's operating handbook will provide an estimated gliding distance for your cruising altitude, but once you determine that number of miles over the ground? Use your GPS to play a distance estimation game. On a recent cross-country I first estimated the gliding distance, which for my altitude above mountainous West Virginia terrain was 4.5 miles, then waited until I saw an airport and selected the nearest button, which brought up the airport name and distance. That particular airport was 4.3 NM. I knew how far 4.3 miles looked on the ground and made a mental note of where the airport intersected my wing. Want more airport options? Climb.

To quote a couple of axioms... "Practice does in fact make perfect" and "The more you sweat in peace, the less you bleed in war." Take the time to practice for perfection and sweat in training so you have the best chance of bloodlessly surviving an actual forced landing.

SELF-FUELING YOUR AIRCRAFT

Self-fueling your aircraft on the property of any SLC Department of Airports airfield is only authorized AFTER an individual has demonstrated knowledge, skills, and abilities; obtained necessary equipment, and has obtained a self-fueling permit issued by the SLCDGA GA Manager and Fire Marshall. Self-fueling without a permit or in an unsafe manner will result in a fine and revocation of airport privileges

HELPFUL POINTS OF CONTACT

For GA operational, facilities maintenance, aviation newsletter, airfield, and SLC Title 16 questions call: Steve Jackson, SLCDGA General Aviation Manager, 801-647-5532 or e-mail at steve.jackson@slcgov.com.

For hangar lease and repair questions call: Mike Rawson, Properties Management Specialist, at 801-575-2894 or e-mail at mike.rawson@slcgov.com.

For aviation security questions call: Connie Proctor at 801-575-2401.

For gate access problems call: Airport Control Center at 801-575-2401.

**For emergencies call: at SLCIA, 801-575-2405
at TVY or U42, 911 then 801-575-2405**

--- SAFETY FIRST---

Protect yourself and your neighbors... do NOT fuel aircraft in hangars.

ELECTRONIC GA NEWS

If you would like to receive the Salt Lake City Department of Airports' monthly general aviation newsletter by e-mail, send a request including your current e-mail address to: steve.jackson@slcgov.com.

UPCOMING EVENTS

Leading Edge Aviation Logan (LGU) - Leading Edge Aviation has a free breakfast in their hangar on the 2nd Saturday of each month from 8:00 am to 10:00 am. For more information about Leading Edge events, visit www.leaviation.com.

FAA PILOT SAFETY SEMINARS

The SLC FAA Safety Team is sponsoring the following seminar presentations during April:

April 13, 6:00 pm CFI and Pilot workshop #7, Kibbie Executive Terminal, Salt Lake City International Airport Eastside (SLC)

April 20, 6:00 pm CFI and Pilot workshop #7 AvCenter, Pocatello Regional Airport (PIH), Pocatello, ID

April 21, 8:00 am CFI and Pilot workshop #7, Utah State University, Logan, UT

April 22, 7:00 pm Safety Meeting, Spanish Fork-Springville Airport (U77), Spanish Fork, UT

April 28, 7:00 pm Safety Meeting, Ogden / Hinckley Airport (OGD), Airport Terminal Building, Ogden, UT

Additional information and complete addresses are available at www.faasafety.gov under "events" or contact Dennis Seals, FAA Safety Program Manager at 801-257- 5056.



Fly smart - fly safe - fly neighborly!