



GENERAL AVIATION NEWS

Volume 20, Issue 1

January 2012

UTARNG AVN UNIT ENROUTE TO MIDDLE EAST
The Utah National Guard's 1st Battalion, 211th Aviation Regiment, based at South Valley Regional Airport (U42), will mobilize during January to train and be evaluated for several months before ultimately being deployed to the Middle East for combat operations.

This is the third Middle East deployment for the AH-64 Apache helicopter unit. It has previously served year-long deployments to Kuwait and Afghanistan.

The 450 member unit will report to Ft. Hood, TX to receive additional overseas deployment training and evaluation to ensure their training and equipment meets U.S. Army Aviation standards.

Military helicopter traffic at South Valley Regional Airport will be reduced by 90% during the year-long deployment of the battalion.

SLCDA wishes them safety in their endeavor.

FAA GA BIRD STRIKE REPORTING CAMPAIGN
The FAA recently launched an outreach campaign for the general aviation (GA) community to increase wildlife strike reporting by pilots, airport sponsors, mechanics, aircraft and power plant manufacturers, aviation school students and staff, and aviation organizations. For the past 50 years, the FAA has worked to reduce wildlife strikes at airports. It periodically conducts studies to gauge the effectiveness of its program. The latest study shows that the general aviation population accounts for only 6% of the total strikes reported, which is still more than 100,000 reports.

Through increased – and concentrated – educational outreach, the FAA hopes to close the reporting gap between the more than 2,000 GA airports and certificated airports that operate with an increased level of safety and oversight.

This year's poster "Report Wildlife Strikes" depicts a caution sign with a bird inside and the simple message to report all wildlife strikes. Copies of the poster are being delivered to the general aviation community and are designed to be placed in highly-used areas such as training and break rooms.

FAA officials want airport sponsors and pilots to increase wildlife strike reporting and figure out ways to reduce wildlife strikes. The reported strike information will tell airport sponsors and the FAA what types of wildlife are involved, the amount of damage to the aircraft, and how many strikes occur at GA airports annually. This information will help the FAA and airport sponsors develop wildlife mitigation plans to reduce wildlife strikes, officials say.

The FAA encourages GA airport sponsors to conduct wildlife hazard assessments to help the airports determine the wildlife hazards on their airports and help determine ways to mitigate the hazards.

The FAA may support GA airports by making Airport Improvement Program (AIP) grants available to conduct assessments.

The FAA has developed mobile application software to make strike reporting easier. Wildlife strike reporting may be reported via the web, smart phone, or iPad at www.wildlife.faa.gov. The FAA has also placed a Quick Response (QR) code on the bottom of the poster for smart phone users who have on their phones the QR code scanner application.

TIPS ON WINTER FLYING

by Bryan Neville, reprinted from *FAA Aviation News*

Winter flying poses unique challenges for the general aviation pilot. Here are a few ideas to consider for a safe flight.

Planning... Careful consideration must be given to several areas before "Old Man Winter" actually arrives. Installation of winter baffles, removal of wheel pants, grade of oil, condition of hoses, clamps, fittings and seals, condition of batteries, and tension of control cables are all items to review before the cold temperatures of winter cause difficulties. The route of flight itself may prove to be the most important consideration. Do you plan to fly through a valley or over mountains? Can you follow a well-traveled road or will you chance flying across wilderness territory? The difference may only be minutes, but may prove life saving if you have to make an off-airport landing.

Preflight Inspection... If you have or can use a heated hangar, your preflight will not be much different than in the summer months. If your airplane is out in the cold, you may have a tendency to rush your preflight. Don't! If you park a warm airplane outside with less than full tanks, condensation of water may occur. Be sure to carefully sump each tank.

Preheat is a good idea not only for the engine, but also for the cockpit. If you use a heater be watchful for the danger of fire; have a fire extinguisher handy. Don't tune your radios before they have had a chance to warm up. Cold temperatures have been known to cause instruments, buttons, and knobs to stick or break. Be sure to remove all snow, frost, and ice. If you cannot blow it off yourself, don't count on the takeoff roll to do it for you. If the aircraft surface is warm and you let it sit in falling snow, the snow

may melt and refreeze and then this ice is covered with new-fallen snow. Always check.

During engine starting, there is a tendency to over-prime which results in washed-down cylinder walls. This can also result in fires under the engine cowling. This is not a pleasant way to start a skiing vacation. Read and follow the manufacturer's suggestions for cold weather starting. It's always a good idea to ask pilots who live and fly in the cold climate for ideas. After the engine starts, the use of carburetor heat may assist in proper fuel vaporization until the engine develops sufficient heat.

Taxi/Takeoff... The need for braking and/or sharp turns while taxiing should be minimized. Taxi speeds should be slow enough to allow for every contingency. Skiing into a ditch is not only embarrassing but can also bend metal. Cold weather can cause "below sea level" density altitudes. You should be aware of engine power, particularly with turbo or supercharged engines. Don't over-boost. During climb-out, be aware of cylinder head temperatures. Because of winter baffling, you may need to climb at a faster airspeed.

Enroute... Winter weather is very changeable. Always obtain a weather briefing and always file a flight plan. You should keep your radios on and listen on a commonly used frequency for your area. Flight Watch on 122.0 is always a good one. Flight following with center is also a good idea.

Carburetor ice generally forms in temperatures between 32 and 80 degrees F, if humidity is 50% or more. If visible moisture is present, ice will form at temperatures between 15 and 32 degrees F. Winter flying also involves the use of cabin heaters; be watchful for the signs of carbon monoxide poisoning. And last, but not least, do not continue VFR flight into adverse weather conditions. The aviation statistics are full of pilots who thought they could. Don't become a statistic.

Descent... During descent be watchful for signs of carburetor ice. It is better to carry a little power during the descent. You may need to use flaps and/or gear to keep speeds reasonable. Be careful you don't descend into low visibility conditions, such as fog or low clouds.

Landing... Landing at a busy airport is generally safer because the landing conditions can be passed from pilot-to-pilot. Again, be aware that braking may be minimal or non-existent.

Postflight... Some items to consider are: top off the tanks to forestall water condensation and install engine and pitot covers, wing covers (if you have them), and control locks.

Survival... Always file a flight plan and keep it updated. Don't file a round robin flight plan; it covers too much territory. Experts say that survival is 80% mental, 10% equipment, and 10% skills. Plan ahead. File a flight plan. Expect to be found. Stay dry, don't eat snow, and stay warm. Carry a blanket, a

HELPFUL POINTS OF CONTACT

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

For hangar lease and repair questions: Matt Jensen, Airport Properties Specialist at (801) 575-2957 or e-mail him at matthew.jensen@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

For other GA information call the GA Hotline: (801) 575-2443

sleeping bag, a first aid kit, matches and a copy of your filed flight plan. Do all this and you'll have an excellent chance of greeting your rescuers with a smile.

Bryan Neville is an Aviation Safety Inspector at the Salt Lake City FSDO. This article is reprinted from Plane Talk, the FAA Northwest Mountain Region's Safety Program newsletter.

ELECTRONIC GA NEWS OPTION

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 AND NEWS

Leading Edge Aviation Logan, UT (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.

Leading Edge Aviation South Valley Regional Airport (U42), West Jordan, UT hosts a **monthly dinner and aviation class** the third Tuesday of each month (dinner begins at 6:00 p.m. December 19th class begins at 7:00 p.m.) as well as their scheduled **monthly Fly-in and BBQ** on the last Saturday of each month (none in December but it will resume on January 28th from 11:00 a.m. until 1:00 p.m.).

For more information about Leading Edge events, visit: www.leaviation.com.

LOCAL FAA PILOT SAFETY SEMINARS

Utah and Western Colorado November CFI and Pilot Workshops and Seminars:

January 18, 7:00 p.m. Quarterly Pilot Safety Meeting, Sphere One Aviation Hangar, Cedar City Airport (**CDC**).

January 19, 6:00 p.m. CFI workshop # 6 Udvar Hazy Building, Dixie College, St. George. (**SGU**)

January 26, 7:00 p.m. Spanish Fork Airport (**U77**) Monthly Safety Meeting – Winter Weather & Forecast Products, Diamond Aviation Hangar

Information is available at: www.faasafety.gov under "events" or contact Dennis Seals, FAA Safety Program Manager at (801) 257- 5056.

