

U42 GA HANGARS PAINTING UPDATE

Airport maintenance has been painting the northern rows of general aviation hangars (rows A-D) at South Valley regional Airport (U42).

Each row has been taking approximately two weeks to clean, prepare and paint (weather not withstanding). Row A is complete.

Tenants may contact Airport Properties to obtain alternative tie-down / hangaring if desired. Painters will place protective draping on aircraft if tenants elect to keep their aircraft in their hangars during the painting process.

Contact Properties Management Specialist Mike Rawson at 801-575-2894 or General Aviation Manager Steve Jackson at 801-647-5532 for details

HOW TO PREVENT A FORCED LANDING

By Ray Leis in Piper Magazine

If you have ever experienced one, you'll never forget it. A real one is a heart grabber... Forced Landing! You'll always remember clearly how it first started. The smooth, throbbing engine missed a beat, and then missed again. Next there were short periods of silence, followed by total silence. Or, it might have been slowly rising cylinder head and engine oil temperature, followed by a loud banging and clanging, then silence. There are pilots who will tell of their experiences with emergencies like these that happened 25 years ago or more. They begin to tremble slightly, and their voices sound strained as they talk about it. It has become a permanent memory.

Long before the engine is started, many takeoff accidents could be avoided by conducting a careful pre-flight. If you are flying an aircraft that is parked in tie-downs... especially with leaseback, club, and rental airplanes, you should always conduct a very thorough pre-flight. One thing that happens quite often with club or rental aircraft is that squawks and discrepancies aren't noted carefully (if at all). Either the pilots are in a hurry, or they are hesitant because they feel they might be blamed. A careful use of pre-flight checklists can uncover many errors of omission and possibly help catch some new commission errors, too.

Every type of travel involves some form of risk-taking. The pilot in command (PIC) of every flight is expected (by FARs) to be able to understand and evaluate flight risks. Risk management by the pilot means that he or she knows his or her personal limitations and capabilities and those of

the airplane he or she is flying. The pilot should only accept risks that will allow the flight to reach its goal safely.

How do you prepare for and avoid the unexpected? An excellent place to start things off in the right direction is the pre-flight inspection. If you don't own the airplane, it's a good idea to look over the engine and airframe records closely. What squawks have been recorded? Can the A&P mechanic show you what repairs have been made to return the airplane to airworthy condition?

Careful use of checklists can help catch new problems, and make certain that any critical items are not overlooked.

There are pilots who forget to release all of the control locks during run-up, and attempt to take off with red-flagged pins jamming the controls. Other pilots forget to remove the pitot tube covers, and start their flight without an airspeed indicator.

Care needs to be taken not to develop a trust in what should or ought to be. A worn-out tire is a worn-out tire... it's an unnecessary risk. Marginal fuel quality or quantity is an invitation for big trouble. Oil quantity that is too low for safe engine operation may result in engine failure. Weather forecasts are normally fairly correct. They rarely if ever improve as you fly toward your destination. Wishing and hoping won't make it so, unfortunately. All certificated pilots have been tested on these points. But sometimes they rationalize or forget.

No matter how new and sophisticated, never trust the fuel quantity gauges. Rely on the visual check and know your consumption. How many pilots drain the sumps before a flight and then smell the sample before throwing it away? A cup of fuel and a cup of water, under certain light conditions, look exactly the same. You won't have trouble smelling the difference. If your airplane has been topped with jet fuel, it will smell like kerosene.

Fuel valve selectors can throw off the unwary pilot also. If you are in an unfamiliar airplane, you want to know exactly (visually and by feel) the proper detent positions of the

FEDERAL LAW ENFORCEMENT HOTLINES

Report All Suspicious Aviation Activities:

1-866-AIR-BUST or 1-866-GA-SECUR

selector. It's usually a safe idea to cycle the fuel valve selector through all of the possible positions and lock it in to the detent before engine start. Is the valve selector tight? Try it. They can come off in your hand at exactly the wrong time.

One of the most comprehensive studies of aircraft accidents ever made was done by the NTSB over a five-year period. They evaluated the causes of 4,310 fixed-wing general aviation aircraft accidents, which had developed from engine-failure accidents, and the power plant got the credit for 44.62 percent of those accidents.

The PIC was at fault for 2,281 accidents for these reasons:

- Inadequate pre-flight - 934 (22%)
- Fuel mismanagement – 615 (14%)
- Improper power plant operations – 504 (12%)
- Improper in-flight decisions – 127 (3%)
- Pilot lost or disoriented – 101 (2%)

Engine problems were blamed for 634 accidents:

- Valve assemblies – 130
- Carburetor – 102
- Master and connecting rods – 86
- Cylinder assembly – 72
- Piston/piston rings – 70
- Magnetos – 64
- Crankshaft – 57
- Spark plugs – 53

Upon start and during run-up it's safest to start on one set of tanks, then taxi and run-up on the primary (main) tanks. Once you have checked all the tanks feeding, after the engine run-up, you can leave "well enough alone."

Another potential troublemaker is the auxiliary fuel pump. If your POH calls for it to be on, as a backup to the engine-driven fuel pump, it may not actually be on even if the switch is in the correct position. To be sure, when you flick on the switch, check for a "spike" in the fuel pressure reading, or watch for a drop in the ammeter. In some cases, you can listen for the sound of the pump, before the engine start.

If you are flying IFR, you should add the vacuum gauge to the power check. If the suction isn't where it should be, that's reason enough to abort an IFR (or a marginal VFR) flight.

Takeoff is where everything needs to work as expected. It's the most critical part of any flight. The pilot must be capable of peak performance through this very narrow time period. In those first 60 seconds of flight, all of the mechanical, electrical, hydraulic and pneumatic systems need to function perfectly.

The airplane is very much at risk when it is slow and close to the ground. Once the runway is left behind, any major system failure may leave the pilot with no place to go but into whatever lies straight ahead. There are fewer margins for error during takeoff than any other phase of flight.

If a system fails in cruise or during an approach, the pilot may have limited time to deal with the problem, before the emergency off-air-field landing is inevitable. If the same

HELPFUL POINTS OF CONTACT

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

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

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

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

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

For common General Aviation information call the GA Hotline: 575-2443

system fails during the takeoff phase, the pilot will have to make immediate proper decisions just to survive.

Highly experienced pilots sometimes get into trouble on takeoff. Pilots who have been able to fly several thousand hours without any major takeoff emergencies may subconsciously assume that because it has never happened, it never will. One way to make sure that it won't happen is to understand all the systems and to ascertain the actual condition of the aircraft you are going to fly.

The old adage, "an ounce of prevention is worth a pound of cure" was never more applicable! "Preventing" (avoiding) a forced landing is by far better than "curing" (surviving, even by exercising great skill) one any day.

ELECTRONIC GA NEWS

If you would like to receive the Salt Lake City Department of Airports' monthly general aviation newsletter by e-mail, send your 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. They'd enjoy seeing you there. For more information about Leading Edge and its events, visit www.leaviation.com.

Wendover Air Show and Fly-in (ENV) – Scheduled for Saturday, September 26... more information to follow.

July Local FAA Seminars the SLC FAA Safety Team has no seminars scheduled for July.

Additional information may be found at www.faasafety.gov under events/seminars or contact Dennis Seals FAA Safety Program Manager, at 801-257-5056.

--SAFETY FIRST--

Do NOT Fuel or Start Aircraft
Inside of Hangars!

