



U42 AWOS OPERATIONAL

The SLC Airport #2 AWOS is back in service again after nearly a month of down time awaiting repair parts. The AWOS frequency is 134.425 MHz. You may call 801-562-0271 to monitor current weather at U42. The AWOS may be accessed on line by visiting www.saiawos3.com/KU42/sai.html for a graphic display of current U42 weather.

TVY APRON EXPANSION

The north apron (near the Skydive facility) expansion project is complete. The expanded apron increases the number of ramp tie-down spaces and accommodates business jet parking. The relocated 100 LL self-serve fuel island (immediately north of the Skydive facility), is fully operational again and ready to dispense fuel.

TVY BEACON REMAINS OTS

The airfield rotating beacon at Tooele Valley Airport remains out of service. Parts are on order but repair is estimated to be still several weeks away.

TENTATIVE GA BBQ DATE SET

September 27 2008 has been tentatively selected as the date for the annual SLCDA sponsored General Aviation Barbeque at Airport #2. This year it is scheduled to be held in Mark Losee's Alta Aircraft Maintenance hangar. More information to follow as the date for the activity nears.

SPRING HANGAR INSPECTIONS

Spring GA hangar inspections were conducted during the last week of May at SLC and U42. Mike Rawson, SLCDA Properties and Contracts Specialist, SLCDA Fire Marshall, Captain Martha Ellis, and Steve Jackson, SLCDA GA Manager, visited hangars to determine Title 16, lease, safety and fire code discrepancies.

They used the identical checklist which was developed and provided to tenants to ensure their hangars were in compliance. Tenants will be receiving notification of discrepancies if any were found.

For additional information contact Mike Rawson at 575-2894 or Captain Ellis at 531-4521.

TIRED OF FIGHTING FATIGUE?

By Bruce Landsberg AOPA Magazine

The great football coach Vince Lombardi said, "Fatigue makes cowards of us all." The phrase also is attributed to General George Patton, but regardless of which great man said it first, pilots should take it to heart. There's been a long-running discussion between airline management, pilots, the FAA, and the NTSB as to when a pilot becomes too tired to be safe. In personal flight operations we answer only to ourselves, but I believe fatigue plays a much bigger role than official accident reports may indicate.

You can't see fatigue, although the eyes may be bloodshot or the posture stooped. You can't smell it, and there are no traces in the body after a fatal accident like with drugs, alcohol, or carbon monoxide. Yet we've all experienced fatigue while flying or driving. We might think of ourselves as machines, but the reality is that our skill and energy levels vary from day to day.

There are volumes of sleep books, articles, and research on circadian rhythm. It's the natural body clock that drives our need for sleep. A French scientist in the 1700s discovered that sleep and wakefulness patterns generally follow the 24-hour rotation of the Earth and are affected by light and temperature. The body relies on multiple cues to stay on track-sleep, social interactions, and meals all influence the internal clock. We all have different sleep needs and these needs change based on age, health, and activity. This is complex stuff and plays a significant role in conducting safe flight operations.

Under FAR Par 91, for personal flight there are no formal restrictions-fly as long as you like and nobody will ask any questions unless there is a violation, incident, or accident. For flight instructors the rules are slighter more limiting. FAR 61.195 requires that CFIs give no more than eight hours of flight training in any consecutive 24-hour period. An eight-hour flight day usually means at least a 12-hour

FEDERAL LAW ENFORCEMENT HOTLINES

Report All Suspicious Aviation Activities:

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

airport day if you give any meaningful pre- and post-flight briefings.

Anyone who has ever tried to sleep under the wrong conditions-and we all have-knows that even though you are technically "resting," meaningful sleep doesn't come. Flying eastbound across several time zones in airline coach class to Europe does not normally evoke fond memories. A typical flight leaves in the early morning, with the planet neatly subtracting about two-thirds of your normal rest period. It's somewhat noisy, coach seats are not designed for passenger comfort, the temperature is too hot or too cold, the lighting is less than optimal, invariably there are other passengers who are wound up on adrenaline, alcohol, or who knows what, and your circadian rhythm is royally disrupted.

The business traveler or tourist is a zombie for a few days, but his mistakes aren't measured in blood as a pilot's might be.

So in GA, we see a disproportionate number of accidents relative to the number of flight hours on the back side of the clock. If you normally awaken at 6 a.m. you know how it feels to get up at 3 a.m. Like a cold engine, it takes awhile to get going and there may be a few stoppages before everything is running smoothly. Freight and cargo pilots, particularly in single-pilot operations, periodically will crash on an approach in the early morning despite being "used" to a night schedule. Daytime sleep frequently isn't very effective or restful.

Common to most of us, our busy lives and other activities interfere with flying. GA pilots have every bit as demanding a schedule as the professional pilots. With work schedules, currency flights, family demands, and chores around the house, fatigue is one of the great concerns of modern GA pilots. You may want to implemented a duty-time policy for yourself and remind yourself of the dangers of flight when tired. In the real world, there is a constant balancing between conflicting needs. It's not smart to ignore the physical aspects of piloting and that includes health, food, water, and rest... Guess Mother was right again. If you doubt it go look at the accident statistics.

HOW AIRPLANES GET DAMAGED

From AOPA Magazine

Hangars, golf carts, and tow bars can present costly dangers to general aviation aircraft if they are not respected, avoided, or removed. In a recent online survey, pilots were asked if they had ever damaged an aircraft, and out of 1,544 respondents, 1,100 (71 percent) said yes. Mostly, the damages stemmed from careless ground maneuvers such as: "Backed the hangar." Once inside the hangar, the airplane may still not be safe. One pilot said he was installing steel shelves in his hangar when one side got away from him,

--SAFETY FIRST--
Do NOT Fuel or Start Aircraft
Inside of Hangars!

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 and Contracts 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 575-2405

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

slicing the fuselage of a Piper L-4. If not removed before flight, tow bars can become dangerous projectiles. One pilot said simply: "Stuck tow bar in wing by way of turning prop."

Sometimes a chain of mistakes begins before starting the engine. "Plane with no starter, in a hurry, plane not at usual tie down, too much throttle, broke tie down, jumped chocks, hit pole." Remember the adage about how an airplane isn't finished being flown until its back in the hangar? ..."I landed on a wonderful grass strip. Made one of the most perfect landings ever. The passengers did not even realize that we had touched down. I put the nose down, applied brakes, and instantly began a tight spiral to the right, hit a ditch, and left wing hit ground." Even baggage can become dangerous when it's not stowed properly. "I turned over a Citabria on landing because of a briefcase on the backseat restricting the front stick movement on flare." Or, a passenger can cause a similar problem. "In a low-altitude turn to final in a glider I was not able to level the wings because the fat leg [thigh] of the passenger in the front seat prevented full throw of the stick."

Keep your hangars trash and clutter-free. Don't store old furniture, lawn mowers, skis, canoes, flammables, or old tax returns in your hangar... just keep it for aircraft and flying related necessities?

Anticipation and vigilance can help avoid a multitude of costly and dangerous errors that may contribute to aircraft damage.

UPCOMING EVENTS

Leading Edge Aviation in Logan (LGU) holds a monthly breakfast on the 2nd Saturday of every month 8:00 a.m. – 10:00 a.m. in the hangar. Leading Edge also operates a facility at Salt Lake City International Airport. They'd enjoy seeing you there!

Utah General Aviation Association (UGAA) has scheduled a Fly-in to Smiley Creek, ID campground for June 15 (Father's Day Weekend) for more information visit their website at www.ugaa.org.

Air Center of Salt Lake, the FBO at Airport #2, has started up its summer Fly-in and Barbeque beginning this month. Dave and Ryan Coats invite everyone to get a little flight time, see Utah's great scenery, and come eat some great food and visit with pilot friends and family at their West Jordan hangar the first Thursday of each month between 5:00 and 7:00 p.m. all summer long. For more information on this event visit www.aircenterofsaltlake.com.

