SALT LAKE CITY DEPARTMENT OF AIRPORTS

GENERAL AVIATION NEWS

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TVY ILS UPDATE

The new Instrument landing system at Tooele Valley Airport has been flight tested but the approach has not yet been published. The FAA informs us that it is scheduled to be published in the April 2008 approach plate edition.

TVY THRESHOLD DISPLACED

The runway 17 landing threshold has been temporarily displaced 1,000 feet south to accomodate approach lighting system construction in the safety. There are 5,200 feet of runway remaining for landings.

TVY BEACON OTS

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

EMERGENCY LANDINGS

By Pia Bergvist in AOPA Pilot Magazine

For the past couple of months, my airplane has been stuck on the ground, suffering through an annual inspection. During the inspection, the mechanic found that the exhaust pipes had been mounted improperly and were rubbing against the intake pipes so tightly that they had nearly fused from the heat. The mechanic estimated that the pipes would have burst within another 50 to 100 hours of flight.

This would have caused an engine fire that could have lead to a disaster.

I quickly realized that it had been too long since I had practiced emergency procedures. I usually practice engine failures in the pattern only once in a blue moon, making sure that I can make it safely to the runway with the throttle all the way back to idle. But what if the engine quit when I wasn't near an airfield?

If you experience an engine failure or can't maintain altitude, the first objective is to adjust pitch for your best glide speed (you'd better have that one committed to memory). This will maximize your options since it'll keep you safely in the air as long as possible.

Next, you need to find the best landing site within range. Visualize an imaginary line at a 45-degree angle away from your aircraft wingtip to the ground. From the point at which the line hits the ground, you can draw an imaginary circle within which you will have to find a place to touch down. Without power, you should be able to reach anything within the perimeter of the circle. This area will become larger the higher you are. Remember, more altitude equals a greater selection of safe landing spots within reach. If there isn't an airport within the imaginary circle, you will have to find the next best option. Freeways and roads are excellent options, though it is critical to look out for power lines, signs, traffic lights, bridges and other obstacles that may run parallel to or across the roads. Also observe vehicle traffic on the road.

Recently, a pilot taking off in California experienced a total engine failure. He made a textbook emergency landing on a freeway. The only damage to the airplane was a flat tire. His aircraft was towed back to the airport where the tire was fixed and engine inspected. He was later interviewed on the news sporting a big smile on his face and commenting on how courteous the drivers were who made room for him on the freeway. If you're having an emergency, don't avoid roads because of the traffic unless the road or freeway traffic is at a standstill.

Grass or dirt fields are also good choices although it is hard to evaluate the quality of the surface from the air. You won't be able to change your mind once you get low enough to see if there are bumps, holes, ditches, or if the surface is too soft or rough to land on. If you have a significant amount of altitude, take your time before committing to one landing spot. Make some shallow turns and look around. There may be a perfect landing area behind or underneath you.

Once you commit to a spot, don't change it unless you are certain that you have enough altitude to make it to the

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Report All Suspicious Aviation Activities:

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

alternate choice. Keep circling the area that you selected, and stay close enough to ensure that you will reach it.

Another major consideration is the wind direction. You may have a limited space to on which to put the plane down, and chances are that you won't be able to land at the beginning of the selected spot because of the stress of the situation. Make sure the wind is helping you shorten the landing distance rather than lengthen it… In other words, land into the wind. Look for flags, smoke, dust, waves, trees or crops blown by the wind or anything else that may indicate the wind direction.

Your engine failure may have a very simple explanation, so make sure you investigate the problem thoroughly before committing to an off-airport landing. The problem may be as simple as fuel selector being placed in the off position while changing fuel tanks.

The emergency procedures for engine failures must become a reflex. It must be quick and efficient with hardly even consciously thinking about what needs to be done. That level of currency is where we all need to be with emergency operations.

Your in-flight assessment will vary depending on the airplane. The most obvious place to start is to ensure the fuel selector is on. If you have more than one tank, make sure that the one that is selected contains fuel (you may have drained one of the tanks). Even if you think the selected tank contains fuel, you should change tanks in case there is a blockage. Check that the mixture is set properly. You may have bumped the ignition key into the off position. Turn on the carb heat if you have one. Carburetor ice can accumulate even in the warm conditions if there is moisture in the air. Memorize the emergency section of your POH so that you can respond efficiently and accurately; use your checklist as a backup.

If you are unable to restart the engine, squawk 7700 and call ATC. If you are not already talking to a controller, use frequency 121.5 and call, "Mayday, Mayday, Mayday!" Identify yourself and give the controller your location, type of plane, nature of the emergency and the number of people on board. If you are in IMC conditions, ATC may be able to give you vectors to the best area for a safe landing.

Finally, prepare for the landing. Make sure that everyone on board is secured in seat belts; shut off the fuel, ignition, and electrical power; open at least one door, and make sure that it stays open by stuffing something into the door jam. This will ensure a quick escape. A hard landing may compress the cabin and make it impossible to open the doors on the ground.

One of the biggest mistakes people make is that they pay more attention to saving the airplane than themselves. Your main objective is to get the plane on the ground without causing major damage. If your choices are limited and you have to land in a confined area, get the plane on the ground and brake hard. Who cares if it's not a stellar landing or the landing gear is damaged? As long as you area able to walk away from the plane, you have made a successful emergency landing.

Remember: PANICC

One of my favorite aviation mnemonics is the one I use for emergencies: **PANICC**. **P**anic-don't panic, stay calm! **A**viate-adjust pitch for best glide; **N**avigate-find the best field; **I**nvestigate-see if you can restart the plane; **C**ommunicate-squawk 7700 and call ATC; **C**rash Prep-shut everything off, ensure seat belts are secure and open the door.

Use anything that works for you to help you remember emergency procedures, and practice, practice, practice! You'll be glad you did if and when your engine starts to sputter and cough. But Murphy and his sinister law will bite you in the end if you get complacent. The less current you are on these procedures, the greater is your likelihood of experiencing an emergency. The more you practice, the less you sweat or bleed when the real deal occurs!

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 575-2405

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

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!

The Utah Airport Operators Association Spring Conference is scheduled for 12-14 March 2008 in St. George. For more information visit UAOA's website at www.uaoa.org.

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.

--SAFETY FIRST--

Do NOT Fuel or Start Aircraft Inside of Hangars!