

NEW SECURITY GATE PROCEDURES AT U42

If you experience difficulty gaining access through the vehicle gates at South Valley Regional Airport (U42), remember all badge holders and tenants are now required to enter a PIN number in addition to a card flash. The PIN is the five-digit number you selected when you obtained your ID badge. If you do not remember your PIN, please contact the Airport Badging Office at 801-575-2423.

U42 PLANE WASH

We anticipate the coin operated plane wash at South Valley Regional Airport to be operational the first week of April. Temperatures must be above freezing to protect the plane wash facility's water pipes.

AVOID BECOMING A STATISTIC

by Meg Godlewski in *General Aviation News*

When you read aviation accident reports, do you ask yourself why the pilot made the decisions that led to the accident or mishap?

You may have noticed there are some common threads in aviation accidents. So how can you avoid becoming a statistic?

USE YOUR CHECKLIST. There are certain items (such as emergency procedures) that should be committed to memory, but for the rest, always use a checklist. A checklist is there to make sure that all items are addressed and in a logical order. If you are interrupted when you are running a checklist, back up three items and resume.

NEVER TRUST YOUR FUEL GAUGES. The regulations require they be accurate *ONLY* when tanks are empty. Make sure you make a visual inspection of the tanks before each flight and use the pilots operating handbook (POH) when making fuel burn calculations. It's also a good idea to give yourself a cushion on the calculations, such as rounding 7.8 gallons per hour up to 8 gph. Be careful in airplanes that have a pilot-input fuel totalizer. Unless you confirm that a certain number of gallons have been put in the tanks, don't put that figure into the computer.

In a **RETRACTABLE GEAR AIRPLANE**, make at least three checks to determine the position of the gear before landing. Don't rely exclusively on the lights or

the gear warning horn to let you know the position of the gear. Look out the window in the mirror to confirm gear down and double check the position of the gear handle. Many flight schools install faux landing gear switches on the instrument panel of fixed-gear airplanes to get students in the habit of checking gear position before landing. If you intend to someday fly retractable gear aircraft, you might consider adding a faux switch to your own fixed-gear airplane.

DON'T FLY BY COMMITTEE. One of the most dangerous combinations is multiple pilots in an airplane because pilots tend to debate when a problem develops. Before the aircraft ever taxis out, determine who will be the pilot in command and assign the roles of the non-flying pilots on board.

KNOW THE HIGH TRAFFIC AREAS in your community. Know the locations of airport practice areas, VORs, VFR and IFR flyways. Check the terminal and Sectional charts for details.

DON'T FALL VICTIM TO "GET HOME-ITIS." If the weather is deteriorating be prepared, both mentally and physically, to abort the flight and turn around.

DO NOT RELY ON THE AUTOPILOT OR OTHER "GEE-WHIZ" AVIONICS TO GET YOU OUT OF A BAD SITUATION. They are tools, but just like using a hammer to swat a fly, you can do more harm than good when used incorrectly.

STAY PROFICIENT. Factor retraining into your flying budget.

NEVER BE AFRAID NOT TO FLY. If there is a day when the weather is "iffy", or you just don't feel right about the flight, don't go up. Trust your intuition... there will always be another day to fly.

AIRPORT OPERATIONS COURTESY BASICS

Particularly at non-towered airfields, operational courtesy will go a long way to enhancing the enjoyment and safety for all pilots operating in the airfield environment.

The following are a few "tried and true" recommendations for pilots to consider;

- ✓ Turn on your aircraft rotating beacon/nav lights prior to engine start.

- ✓ Avoid high RPM/high-speed taxi in close quarters. Taxi no faster than a person can walk.
- ✓ Do not taxi in close proximity to the rear of large aircraft (props or jets) when their engines are operating.
- ✓ Always use your taxi or landing lights when taxiing in unlighted areas.
- ✓ Avoid blinding other pilots with your taxi / landing / strobe lights.
- ✓ Take care to direct your prop blast away from other aircraft / people / or property on the ground during high power run-ups.
- ✓ Make a 360° turn in the direction of traffic before taxiing into position for takeoff to ensure you observe landing aircraft.
- ✓ Never taxi onto the active runway unless you have adequate spacing from landing aircraft.
- ✓ Always announce your intentions and then depart the pattern in accordance with standard or specifically established airport procedures.
- ✓ When inbound, monitor the CTAF for other traffic from 10 miles out. Monitor the AWOS (if available) and use the latest altimeter setting.
- ✓ Announce your intentions and enter the pattern using the recommended standard procedure or the procedure prescribed for that specific airport.
- ✓ Use your taxi / landing lights in the airport traffic pattern during daylight to enhance your aircraft conspicuity and to diminish the potential for a midair collision.
- ✓ Avoid complacency and distractions while in the pattern. Stay alert for helicopters, gliders, ultra lights, parachutists and other aircraft that fly nonstandard patterns. Fifty percent of midair's occur in the traffic pattern while on final approach.
- ✓ After landing, expedite clearing the runway to avoid forcing an aircraft behind you to go-around.
- ✓ Announce when you are clear of the runway and state your location. Then announce your taxi and airfield destination intentions.

-- SAFETY FIRST--

Do NOT operate open-flame heaters in hangars or within 50 feet of aircraft.

HELPFUL POINTS OF CONTACT

For GA operational, facilities maintenance, aviation newsletter, airfield, and SLC Title 16 questions call: Steve Jackson, SLCD 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**

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.

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

Flight Instructor Workshop # 7, subject - *Takeoffs, Landings, Maneuvering Flight and Operational Limitations*, will be held at the following locations – CFIs and all pilots are invited to attend.
Westminster College, Kibbie Executive Terminal, SLC, March 19, 8:00 a.m.
Cedar City Airport, FBO, March 23, 6:00 p.m.
St George Airport, Dixie College Hangar, March 24, 6:00 p.m.
Kibbie Executive Terminal, SLC, Helicopter Emphasis, March 25, 6:00 p.m. Mid-air Collision Avoidance (MACA) Briefing by Hill AFB and the Utah Air National Guard.

A Pilot Proficiency Safety Briefing will be conducted by the Hill AFB Aerospace Manager and the Utah ANG 151st Air Refueling Wing Safety Office. Air Traffic Controllers from Salt Lake City, UT and Hill Air Force Base will also be briefing. Numerous topics will be presented on airspace safety. The meetings begin at 7:00 p.m. Additional information and complete addresses are available at www.faasafety.gov.

March 1, Logan, UT, USU, on campus, Ag Science Building
March 2, Ogden Airport, Cornerstone Aviation
March 3, Salt Lake City, Westminster College, Main Campus, Gore Auditorium
March 8, Richfield, UT, Richfield City and County Visitors' Center
March 9, Hurricane, UT, Airport
March 10, Cedar City, UT, Iron County Visitors' Center
March 11, St. George, UT, Dixie College

MACA Meetings are also being held during March at the following locations. See www.faasafety.gov for details.
Ely, Elko, and Mesquite, NV, and Twin Falls, ID.

