

CAF TO HOST AVIATION EVENT IN JUNE

The Commemorative Air Force (CAF) will host the "Maid in the Shade" B-25 bomber at the Russ McDonald Field / Heber Valley Airport in Heber City, UT June 9 – 16, 2014.

Events will include a Boy Scout pancake breakfast, a 1940's Big Band Swing Dance Party, open cockpit Stearman biplane rides, a parachute jump, and World War II re-enactments. Also included will be B-25 rides, tours, and aircraft static displays.

For additional information visit www.cafutahwing.org.



"Maid in the Shade B-25"



Stearman Biplane

UTARNG CONSTRUCTION AT U42

The Utah Army National Guard has started construction to pipe the drainage ditch inside the airport fence on the corner of Airport Road and 7800 South in preparation for building a new 80' X 700' aircraft hangar.

The project is scheduled for completion May 15th.

U42 PLANE WASH

We anticipate the coin operated plane wash at South Valley Regional Airport (U42) will be available the first week of April. Temperatures must be above freezing to protect the plane wash facility's water pipes.

SLCDA AIRPORT GA COMMITTEE

The SLCDA Airport General Aviation Committee (AGAC) quarterly meeting is scheduled for Monday April 21st at 4:00 PM in the Engineering Conference room on the mezzanine level of Terminal One at Salt Lake City International Airport. Committee members and interested general aviation advocates are invited to attend.

*** Airport Security ***

If you see something, say something... report suspicious activities at the airport, call Airport Police at (801) 575-2911 or local police at 911.

ENGINE FAILURE AND EMERGENCY LANDINGS

From pilotfriend.com

First of all you will never be adequately psychologically prepared for an actual aircraft engine failure. Don't count on an engine failure ever occurring at a convenient or optimal time. It takes a minimum of four (4) seconds to become fully aware that the engine has failed (including time to wish that it hadn't happened)... so don't do anything at first but take a deep breath to calm and clear your mind and above all... fly the aircraft.

(# 1) If you have adequate altitude, get out the emergency procedure checklist and use it. If you are on short final or have just cleared the end of the runway on take-off, make the best of the impending landing. The pilot who does not have an emergency checklist immediately at hand often becomes just a passenger on the way to the ground.

You must know the aircraft speeds for the aircraft you fly. There are several engine-out glide speeds. The best glide speed is a lift/drag ratio for best distance. This speed is between V_x and V_y but will vary by weight. Adding 1/3 of headwind velocity to best glide speed gives a penetration glide speed for best distance. The minimum sink speed keeps you in the air for the longest time.

(# 2) Select an appropriate airspeed and trim for it. Gain any altitude/time you can with excess speed.

(# 3) Turn to your choice of field (emergency landing area) based on wind direction. If at high altitude turn toward lower elevations and make your final selection at about 3000' AGL (above ground level).

(# 4) Go through your engine restart procedure but first undo the last thing you did to engine operation before it failed. Check fuel, ignition and air to the engine. All three are necessary but the fuel system is most likely to fail. The magneto switch is the only ignition element available to the pilot. The throttle and carburetor heat are the air controls for the engine.

Engine restart checklists begin with the fuel selector, then to the mixture and gauges. Then from right to left the flow goes from carburetor heat to magnetos, to primer. Practice until you can hit each item with your eyes closed. Then confirm that all items have been completed.

After you have done all the normal things start being creative. Don't expect what you do to make sense but if it works don't ask why until Sunday. Consider that a primer that has worked loose can cause a rough engine. A partially open primer allows raw fuel to get into the engine intake without atomizing as required for proper combustion.

(# 5) Prepare the cockpit and yourself for the inevitable. Tighten, pad, and protect as best you can... especially take care to cinch up seat belts and secure doors.

HELPFUL POINTS OF CONTACT

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

For hangar lease and repair questions: Matt Jensen, Airport Property 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) 575-2911
at TVY or U42, 911 then (801) 575-2911

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

(# 6) Use your radio... let someone/everyone know about your situation on 121.50 MHz, Unicom, common air-to-air frequencies. Be sure to identify your location as best you can.

(# 7) If your selected emergency landing area is hospitable and you can land into the surface wind, just make as normal of a touchdown and roll out as possible.

(# 8) If the terrain or obstacles indicate a crash is inevitable, make your landing crash speed as slow and as controlled as possible. Fly the airplane. Deceleration impacts increase at the square of the touchdown speed. Impact forces at 60 knots are four times those at 30 knots. The cockpit will remain intact to 9-Gs. At 45 knots only 9.4 feet of deceleration will bring you to a complete stop. Your mission is to keep you and your occupants from rattling around inside the cage.

(# 9) Prevent fire by shutting off fuel and electricity sources.

(# 10) When everything stops moving, get out, breathe deeply, account for everyone, and assess your individual and collective status.

(# 11) Make sure the aircraft emergency locator transmitter (ELT) is activated and operating.

The vast majority of engine failures never make the local Eyewitness News because a successful emergency landing is pretty much non-news. Only one out of every seventeen emergency landings results in a fatality. Thankfully most pilots will never experience such an emergency in their lifetime... but preparedness and practice go a long way to helping to ensure those that do experience an event live to fly another day.

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

SLCDA GA NEWS ELECTRONIC 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 at South Valley Regional Airport (U42), West Jordan, UT and at Logan – Cache Airport (LGU) hosts multiple events each month including breakfast fly-ins, dinners, and classes.

LEA is conducting Private Pilot and Instrument Pilot ground schools at their South Valley Regional and Logan locations. These ground schools are a great way to get started in aviation or simply become refreshed and stay abreast of current requirements and procedures.

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

The Utah Airport Operators Association (UAOA) 2014 spring conference is scheduled for March 12 – 14 at the Lexington Hotel in St. George, Utah.

Airport owners and operators, government agencies, aviation contractors, aviation associations, fixed base operators, and individual pilots attend the conferences to promote aviation and airports in Utah.

Aviation enthusiasts and supporters are welcome to register and attend. For more information visit <http://uaoa.org>.

The Delta Airport **Justwinginit** Pilots Organization will sponsor an Aviation Camp in conjunction with the **EAA 23**, Utah Chapter of the **Experimental Aircraft Association** Young Eagles Rally at the Delta, Utah Airport (DTA) on June 21st. Young men and women ages 10 to 18 are invited to attend. More than 100 young people attended last year's event and more than 80 airplane rides were conducted.

Courses will be offered that satisfy the Boy Scouts of America Aviation Merit Badge requirements. Utah Valley University, Salt Lake Community College, and Duncan Aviation are committed to attend and provide static displays and aviation flight training information.

For more information contact Steve Lester at steve.lester@ipsc.com or contact Tom Herbert at tom.herbert@ipsc.com. You may also visit the organization website at www.justwinginitdelta.weebly.com to register.

EAA 23, the Utah Chapter of the **Experimental Aircraft Association** will hold its monthly chapter meeting at 7:00 p.m. on Friday, March 14, 2014 in the Civil Air Patrol (CAP) building 640 North 2360 West at Salt Lake City International Airport (SLC).

Contact Shawn_Crosgrove@msn.com at (801) 568-2571, or visit the EAA website at <http://www.eaa23.org/> for more information.

MARCH FAA PILOT SEMINARS

Upcoming activity and seminar information is available at: www.faasafety.gov under the "Activities, Courses & Seminars" tab or contact Rick Stednitz, FAA Safety Program Manager at (801) 257-5073.

Fly smart - fly safe this spring!

