

GA HANGAR INSPECTIONS SCHEDULED

Salt Lake City Department of Airports (SLCDA) has designated the months of April and May to conduct general aviation (GA) hangar inspections

The SLCDA General Aviation Manager, Steve Jackson and Property Management Specialist, Phil Bevan will perform the inspections to specifically check for lease compliance, cleanliness, mandatory oil drip pans, current fire extinguishers, extension cord compliance, stored propane and other fuel, and security.

Please direct questions to the GA Manager, Steve Jackson at (801) 575-2401 or Property Management Specialist, Phil Bevan at (801) 575-2957.

EMPTY SEATS CAN BE POWERFUL MEDICINE

By letting a cancer patient use an empty seat on your corporate aircraft, you can enable that patient to access critical treatment he/she might otherwise have to forego.

Often an clinical trial or specialized regimen is only available at one specific medical center, perhaps thousands of miles from a patient's home. Sometimes a patient must return for additional treatments monthly or even weekly. Transportation costs can quickly add up to an impossible burden for a patient whose illness has already stressed the family finances to the maximum.

Join with Corporate Angel Network (CAN) to provide cancer patients with free transportation to recognized treatment centers. It's easy and costs you nothing.

To add your corporate name to CAN's roster of top U.S. corporations, call (914) 328-1313. To see current destinations and date range of rides needed, please visit: <http://www.corpangelnetwork.org/corporate/seats.html> .



Propane and gasoline are not authorized for use or storage in SLCDA leased hangars.

UAOA SPRING CONFERENCE

The Utah Airport Operators Association (UAOA) 2015 spring conference is scheduled for March 11 – 13 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 this conference to exchange information for education and to promote aviation and airports in Utah.

Pilots of every stripe aviation enthusiasts and supporters are welcome to register and attend. For more information, visit www.uaoa.org .

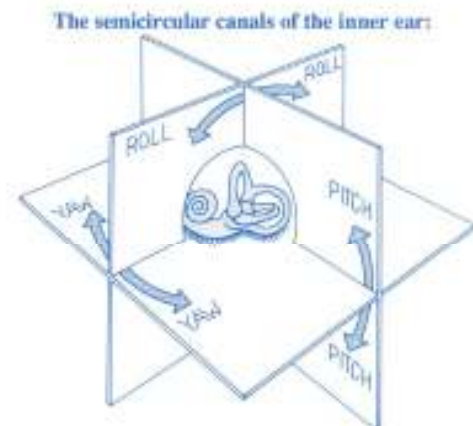
AIRBOURNE DISORIENTATION OR WHOSE GYROS DO YOU TRUST?

FAA pamphlet on disorientation

If you have ever experienced the effects of disorientation while flying, you know how dangerous this condition can become. It can cause motion sickness, vertigo, and loss of aircraft control. This article describes the physical causes of disorientation and how to avoid it.

Most disorientation problems can be traced to the inner ear, a sensory organ about the size of a pencil eraser (one in each ear). It may well be among the most protected of organs in the human body, and for good reason. It's the key to our ability to balance when on the ground, or to remain oriented in space when we fly.

The inner ear is similar to a three-axis gyro. It detects movement in the pitch, roll, and yaw axes that pilots know so well.



The inner ear is like a gyro, detecting movement in the roll, pitch and yaw axes.

When sensory outputs of the inner ear are integrated with

appropriate visual references and spatial orientation cues from our bodies, there is little chance of experiencing disorientation.

The problem occurs when outside visual input is obscured, and the “seat-of-the-pants” input is ambiguous. At that point, you’re down to just the output from the inner ear... and that’s when major trouble can start.

Fluid in the inner ear reacts only to *rate* of change, not to a sustained change. For example, when you initiate a banking left turn, your inner ear will detect a roll into the turn, but if you hold the turn constant, your inner ear will quickly compensate, although inaccurately, and sense that it has returned to level flight.

Vision provides the predominant and coordinating sense we rely on for stability so it becomes treacherous under conditions of no (or limited) outside visual references when the inner ear signals produced give us false indications of our actual spatial orientation.

For humans, flight is an unnatural environment and our senses are incapable of providing reliable signals so we can interpret and relate to our position in three dimensions without visual references.

That’s why “sea-of-the-pants” flying just does not work under instrument meteorological conditions (IMC)... because a gradual change in any direction of movement may not be strong enough to activate the fluid in the semicircular canals, so you may not realize the aircraft is accelerating, decelerating, ascending, descending, or banking.

There is no such thing as “knowing how to fly on instruments.” You must continually practice your instrument flying skills. You are either formally trained and current – or you are unqualified!

So, don’t try to fly through a cloud bank or “scud run” beneath low clouds in low visibility conditions if you are not a trained and current instrument rated pilot. For an unqualified pilot, the sudden loss of outside visual reference is similar to a sudden loss of eyesight. Emotional pressures surge and one can lose orientation in less than 20 seconds and be in an unrecoverable attitude without even being fully aware of it.

All pilots should always check the weather conditions and exercise good judgment in flight planning and execution. Visual flight rule (VFR) pilots should avoid low visibility conditions including fog, haze, clouds and even night flying with restricted or limited visibility.

In summary;

- No pilot can fly in IMC conditions without instruments.
- The inner ear can give false spatial orientation information without visual references.
- You can literally be flying upside down and not know it!
- You can lose spatial orientation in less than 20 seconds if you are in the clouds and not flying with reference to the aircraft instruments.

If you are instrument-rated and current, always trust your instruments. Those gyros are much more reliable than the ones inside your head!

HELPFUL POINTS OF CONTACT

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

For hangar lease and repair questions: Phil Bevan, Property Management Specialist at (801) 575-2957 or e-mail him at phil.bevan@slcgov.com .

For aviation security questions call: Dennis Berry 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 additional GA information call the GA Hotline: (801) 575-2443 .

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 (KU42), West Jordan and at Logan–Cache Airport (KLGU) hosts multiple events each month including breakfast fly-ins, dinners, and classes. For more information about Leading Edge events, visit: www.leaviation.com .

Skypark Airport (KBTF) in Woods Cross, Utah will host a monthly fly-in hangar breakfast with the FBO offering self serve fuel discounts at the airport beginning at 8:00 a.m. on the third Saturday of each month now through fall. The 2015 kick-off fly-in breakfast will be held on March 21st. More information can be found at www.skyparkutah.com . Also visit their new pilot shop.

EAA 23, the Utah Chapter of the **Experimental Aircraft Association** will hold its monthly chapter meeting at 7:00 p.m. on Friday, March 13th at the Civil Air Patrol (CAP) building at 640 North 2360 West, Salt Lake City International Airport (SLC).

For more information or to RSVP, you may contact Shawn Crosgrove at shawn_crosgrove@msn.com or (801) 568-2571, or visit the EAA website at www.eaa23.org/ .

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.



Enjoy safe early spring flying!