

## U42 GA HANGARS TO BE PAINTED

Airport maintenance has scheduled the northern rows of general aviation hangars (rows A-D) at South Valley regional Airport (U42) for painting beginning June 1<sup>st</sup>.

Each row will take approximately two weeks to clean, prepare and paint. They will start on row A.

Tenants may contact Airport Properties to obtain alternative tie-down / hangaring if desired. Painters will place protective draping on aircraft if tenants elect to keep their aircraft in their hangars during the painting process.

Contact Properties Management Specialist Mike Rawson at 801-575-2894 or General Aviation Manager Steve Jackson at 801-647-5532 for details

## GA HANGAR INSPECTIONS SCHEDULED

The Salt Lake City Department of Airports will conduct general aviation and corporate hangar inspections beginning in late May.

Properties will mail notification letters two weeks prior to initiating inspections.

Prepare for the inspection by having current fire extinguishers, drip pans, and clean / orderly hangars

## THE ONE-HOUR PROFICIENCY

By Julie K. Boatman in AOPA Magazine

What specific procedures and maneuvers would you practice to stay proficient if you only had an hour, or a single flight, in which to accomplish these tasks every month? Better yet... Can a pilot stay proficient while flying one hour a month? Many pilots question whether this is truly possible.

The answer... You can, perhaps, but you had better use your avgas wisely.

So, don't just practice landings or touch and goes. Practice landing on a specific spot. Practice holding your headings and altitudes as if you were on a flight review. If we are sloppy in our practice routines, we are less likely to be proficient.

When time is short, many pilots cram as many exercises as possible into their minutes in the air. But what are the most worthwhile maneuvers? Careful practice is key.

VFR: Landing the airplane well is elusive even to those who fly often. So it makes sense that most pilots place primary importance upon practicing landings above any other single maneuver. A series of two or three touch and goes on the primary runway at your home airport won't leverage your time to its fullest.

To make the most of your landing practice, pick a challenging runway or approach to make it really count. Practice some landings on grass as well as some on pavement if a grass strip is available and it's feasible for your airplane and rental or insurance setup.

You can make each landing a power-off one from a point opposite the touchdown point by varying flaps, slipping, and changing base and final turn points to compensate for wind.

Other maneuvers: Along with steep turns and various pilot check-ride maneuvers, flight at minimum controllable airspeed is a good exercise to maintain proficiency efforts.

The slow end of the envelope bears frequent revisiting, if only for the polish it adds to our landing proficiency. Take some time during every practice session to pull back the power to remind you how well (or poorly) your particular aircraft glides. Many pilots combine this with landings to perfect their ability to make a power-off approach.

Cross-country: You can take off with a safety pilot and put on a view-limiting device (hood). Using whatever tools you have on the panel and in the aircraft for maps, find a nearby quiet (non-towered) airport and navigate to it without any help from the safety pilot. Try it without the GPS for best results. The safety pilot will monitor your progress and monitor Unicom at the field you're navigating toward.... When you are at 3,000 feet over the field, pull the

### FEDERAL LAW ENFORCEMENT HOTLINES

***Report All Suspicious Aviation Activities:***

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

power to idle and then remove the view-limiting device. Your challenge: to put it on the numbers without touching the power. A quiet touchdown is so very satisfying!

Fly to multiple unfamiliar airports. Each airport has a different set of challenges that requires one to use all one's experience. After landing, stop and talk about the hop with other pilots.

Night moves: Combine night flying in your proficiency quest. Even professional pilots get caught up in work cycles that conspire to keep them from logging night time, so this segment of flying (especially during the short days of Fall, Winter, and Spring) is especially important to address. Fly to a series of three consecutive airports at night, landing at each and then you're current.

Some pilots use meaningful repetition... typically at least six iterations, some with the landing lights on, some with lights off. Some short approach, some with the field lights turned down low and the approach lights off.

Variety is the spice: If we do the same old, same old over and over, after a while we don't gain much from the exercise. So... try something new.

Maybe it isn't a new airplane or airport that gets your juices flowing, but a new way of flying the airplane you know well. Decide what would give the most 'staying proficient' bang for your buck.

IFR: Flying on instruments requires an additional level of proficiency, not only mandated by regulation but also by necessity. Your ability to orchestrate aircraft control, instrument procedure, and air traffic control (ATC) direction erodes even more quickly than your ability to make a survivable landing. So most instrument-related pilots set aside extra practice time for their IFR skills.

Shooting approaches at your local airport is a good start, but, like landing over and over on the same runway, the canned practice ILS stales quickly. Instrument pilots could choose cross-country routes that include IFR weather evaluation. Carefully compare the weather encountered with what was forecast, and hone your weather knowledge at the same time you sharpen your approach skills.

What if you don't have time to leave the local area? Then you can add to your proficiency by at least shooting approaches to different airports under the same approach control. And don't forget to make a significant part of your practice with some kind of equipment failure... partial-panel approaches are important to practice

Ground maneuvers; There are lots of ways to keep your skills and thought processes up during long winter / poor weather months, or while your airplane is down for routine (or not so routine) maintenance.

The FAA Wings pilot proficiency program is a good start. Some pilots rave about joining the Civil Air Patrol, saying that the increased proficiency requirements and opportunities to fly kept their skills much sharper than they had been able to keep them before.

## 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](mailto: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](mailto: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 801-575-2405

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

And perhaps a less obvious source... the computer. One can use Microsoft Flight Simulator and use current charts to "fly" to different airports. This provides a chance to use your E6B and practice VOR navigation.

You might try VATSIM, a worldwide ATC sim group... there you can replicate both VFR and IFR flying with other real live persons.

And that's the point of practice... to make real-life go so smoothly one may as well be sitting at home in an easy chair, whether we fly one hour a month or several hours a day.

## ELECTRONIC GA NEWS

If you would like to receive the Salt Lake City Department of Airports' monthly general aviation newsletter by e-mail, send your e-mail address to: [steve.jackson@slcgov.com](mailto: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. They'd enjoy seeing you there. For more information about Leading Edge and its events, visit [www.leaviation.com](http://www.leaviation.com).

**Ogden Fly-In & Breakfast (OGD)** - Hosted by Ogden Regional Airport Association (ORAA) 0730 - 1100, Saturday, June 13 2009 west side of the airfield terminal. Visit [www.ora.org](http://www.ora.org) or call 801-540-6907 for more information.

**May Local FAA Seminars** the SLC FAA Safety Team is sponsoring the following seminars which anyone may attend:

**Certified Flight Instructor Workshops;** Salt Lake City, 1 May, 8:00 a.m. at Westminster College, Kibbie Executive Terminal on the General Aviation side of SLC; Logan, 20 May, 6:00 p.m. at the Utah State University campus; West Jordan, 21 May, 6:00 p.m. at the South Valley Airport.

The subjects of the workshops this quarter are Light Sport Aircraft, Summer Weather Flying, and Integrated Airman Certification and/or Rating Application (IACRA).

Times, directions and additional information may be found at [www.faasafety.gov](http://www.faasafety.gov) under events/seminars or contact Dennis Seals FAA Safety Program Manager, at 801-257-5056.



**Enjoy a safe spring flying season!**