



TVY ILS

The localizer and glide slope are now flight checked and fully functional at the Tooele Valley Airport. Contractors are currently working on the approach lighting system and anticipate it will be completed by the end of February. Look for the TVY ILS approach procedures to be published in the US Terminal Procedures Southwest Volume 4 after February 14 2008.

WHO NEEDS WINTER GEAR?

By Tom Zeidlik in Piper Magazine

The FAA recommends pilots carry winter gear anytime the temperature falls below 32 degrees Fahrenheit. But I hate carrying boots over my shoulder just because the temperature drops, and I *might* have problems in flight. It's not like I'll be the one who crashes. The engine won't fail on my plane ...right? Even if I do end up in a field, the fire trucks will be on-scene in a few minutes anyway, and I'll just stay in the plane where it's warm until they arrive with their warm interiors...right?

Wrong! You might get lucky and land on a busy road where someone will find you right away. But, then again you might not. If you give ATC your GPS coordinates, they pass that along to the 911 dispatcher, who then passes that along to the fire department and ambulance.

Now imagine your engine failing halfway between Salt Lake City and Butte, MT in January. It could literally be days before someone reaches you, and then they might show up on snowmobiles. No heated cabs there. Even if you never leave your local area, you still might spend hours sitting with your downed plane. Have you ever noticed how quickly the interior cools off when you simulate engine failures in the winter? By the time you actually land, the interior of your plane will be very close to the outside temperature. The next time you get into a cold car in the morning, imagine being forced to stay there for an hour or more without starting the engine.

I remember a few years ago when one of our trainers lost the engine, and the crew successfully landed at a satellite airport used for training. The flight instructor onboard told me he thought he was going to freeze his feet walking the length of the couple thousand foot runway to get to an unattended, yet warm, building.

Handy Emergency Pack

Still think carrying your warm boots is a pain? So do I, actually. Here's my solution. I bought a school backpack for \$9 and put my boots inside. Inside my boots, I stuffed a ski mask, some large, warm mittens, wool socks and a Gatorade. There's still room in the backpack, so I even put in some insulated coveralls that I bought at a garage sale and a good hat to put over my ski mask. I put some first aid supplies and a few hand warmers in the side pocket in case my landing isn't so good. And are you waiting for temps to drop to 32 degrees? Forget that. I carry my quick-pack anytime it's below 40°. The pack is easy to carry, and 40° is plenty cold enough for me.

So now in one small, easy-to-carry pack, I've got warm and dry coveralls, boots, mittens, a ski mask, and a hat. I've also got matches (in a sealed metal container) that are sold at camping stores. After all you don't want them to accidentally ignite at 7,000 feet.

Remember, the rescuers are only as good as the information you provide. Give as many details as you can. Assume you'll lose radio contact once you're on the ground. Assume your cell phone won't reach a cell tower. While you're still airborne take note of your surroundings... buildings, distant towns, rivers, roads, everything that might help you survive.

Being caught in the cold is life threatening. Imagine huddling under the engine cover when it is 10 degrees OAT with a 20 knot wind. Chances of survival are increased with proper and adequate preparation.

It is still winter out there and cold, extended dark, low-visibility, snow-covered terrain conditions are everywhere! So remember the Boy Scout motto and "Be Prepared"!

FEDERAL LAW ENFORCEMENT HOTLINES

Report All Suspicious Aviation Activities:

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

THE PROP STOPS HERE... TIPS ON EMERGENCY LANDINGS

By Alton K. Marsh in AOPA Pilot Magazine

As I was preparing this article, I heard that there are flight schools in the world where props are intentionally stopped... to be clear, at these schools the engines in single-engine airplanes are supposedly shut down completely during routine training. The process of researching that rumor brought tips on engine-out landings from New Zealand and England... we cover the world for you. You'll find some solid American source advice here too.

I started my research by contacting a flight school in New Zealand.

"An interesting question," wrote Ardmore Flying School chief Warren Sattler from South Auckland, New Zealand. "Engine-out emergency procedures are almost never practiced - the prop is always left wind-milling... well, 99.999 % of the time. However, every now and then, and particularly for advanced training such as a commercial pilot's license or instructor training, we may demonstrate the greatly improved glide performance of a stopped prop. Back in the 1990s when we had a fleet of Piper Tomahawks and before the control tower disappeared, dead-stick landings onto the airfield were practiced from time to time."

"We now have a fleet of Cessna 172Rs," Sattler wrote. "Provided you don't have an electrical problem these kick back to life quite easily. However, you need around 128 KIAS to get the prop wind-milling without the aid of a starter. With new aircraft and the higher speeds required to get the prop wind-milling, dead-stick practice to touchdown has virtually disappeared."

Edward Jones of Cabair College of Air Training in Bournemouth, England adamantly stated, "If we found any of our instructors conducting intentional engine shutdowns during forced-landing training, they would no longer be employed with us, would speak with much higher voices, and be reluctant to ride a horse for some considerable time." Jones then offered these tips: "Read safety articles in magazines and learn from other people's experience [you're doing that now, so congratulations]; take time to practice in the air, picking a suitable location and starting from an ideal position overhead to final approach, but go no lower than regulations allow; and break it off when you are in an ideal position because the hard part is already done; don't annoy the neighbors when practicing and beware of carburetor ice during prolonged power-off descents."

Bruce Bohannon, pilot of the single engine Exxon

HELPFUL POINTS OF CONTACT

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

Flyin' Tiger (now just the Flyin'Tiger), has pushed his airplane to extremes while setting new time-to-climb and altitude records, and partially as a result he has had a least 20 engine-outs. Bohannon suggested this: "Practice simulated engine-out emergencies from 1,500 feet [abeam the touchdown point] until you are bored." Obviously that's not something you can do at a busy airport, so find one that has little traffic. It is not an unusual suggestion, though. Flight instructors and examiners routinely have students or applicants approach with power at idle after maneuvering down from 3,000 or 2,500 feet agl as part of training or a check ride.

How far is 'over there'?

Engine's out, where are you going to land? Over there? How far is that? Can you make it? Your next cross-country may be a good time to practice estimating how far your aircraft can glide, without even reducing the power to idle. Information in the pilot's operating handbook will provide an estimated gliding distance for your cruising altitude, but once you determine that number of miles over the ground, what then? Use your GPS to play a distance estimation game. Wait until you see an airport, mentally estimate the distance to it and then select the nearest button, which will bring up the airport name and distance. Want more airport options? ...Climb... the more altitude – the more options and time.

It is a good idea to play the "what if" game as you're cruising along at altitude. What if the engine were to quit now? Where would I go? What is the surface wind? How do I need to maneuver to make my forced landing area?

As always, practice invariably increases your chance of a successful outcome.

UPCOMING EVENTS

Looking for a great place to fly into for a free breakfast?

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. They'd enjoy seeing you there!

