

2010 FALL GENERAL AVIATION BBQ SUCCESS
The Salt Lake City Department of Airports hosted the 7th Annual General Aviation Barbeque at South Valley Regional Airport in West Jordan, UT on Saturday, October 9th in the Alta Aircraft Maintenance Hangar.

Fire extinguisher inspection and servicing was provided and 225 meals were served.

The cool weather notwithstanding, attendees enjoyed some great Joe Morley BBQ, wonderful Bluegrass music by *Ridin' the Fault Line*, and good visits with other GA pilots and family members.

BACK TO BASICS... AIRCRAFT OPERATIONS COURTESY AT NON-TOWERED AIRPORTS
Aircraft operations courtesy is a must to promote safe activity at non-towered airports. So...

- Turn on your aircraft rotating beacon / navigation lights prior to engine start.
- Avoid high RPM / high-speed taxi in close quarters. Taxi no faster than a brisk 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 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 see 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. Obtain 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.
- Pilots-in-command are the only ones who can really prevent midair collisions.

AN OUNCE OF PREVENTION... FLYING A NO-HITTER GAME

When you scan for other traffic, do you find yourself most often looking straight ahead with occasional glances to the left and right? If so, you are guarding against only 5% of the most common midair collision scenarios. Eighty-two percent occur from the rear according to information provided by the AOPA Air Safety Foundation (ASF).

Midair collisions have continued at a steady rate for the past 20 years, statistics show. Most years, such accidents number in the teens and occasionally reach the lower to mid-20's. Roughly half of midair collisions involve fatalities.

The definition of the collision problem has expanded within the past 10 years to include runway incursions, and has led to new safety efforts. ASF has a runway-incursion training program on AOPA Online at (www.aopa.org/asf/runway_safety/).

The ASF publication called Collision Avoidance: Strategies and Tactics Safety Advisor can be viewed or ordered on AOPA Online.

In addition to the collision avoidance publication, ASF is offering collision avoidance safety seminars throughout the country. For schedule information, see the web site www.aopa.org/asf/schedules.

ASF data indicates that 50% of collisions occur in the traffic pattern and of these, two-thirds occur during approach and landing when aircraft are on final or over the runway. Confusion about the location of aircraft and their landing order often begins earlier in the pattern. As you might expect, operations at non-towered airports offer the greatest risk.

You can view the ASF's publication, *Operations at Non-towered Airports Safety Advisor* on-line at www.aopa.org/asf/publications/sa08.pdf.

Runway incursions are a growing problem. Some of the more serious ground collisions have occurred at non-towered airports, but mistakes occur as well at towered airports that may have a confusing array of taxiways. ASF has placed taxiway diagrams at AOPA on-line to help pilots avoid entering an active runway by mistake.

The AIM suggests using the horizon as a reference point to determine if another aircraft is at or near your altitude. If the other aircraft is on the horizon, it is probably at your altitude. If it is above the horizon, it is probably higher than you are, while aircraft seen below the horizon are below you. Always make adjustments for mountain horizons.

If you have a near miss, reporting your experience might lead to improvements in the system. When in communication with a controller, report the incident immediately. A near midair collision is defined as either an incident in which aircraft are less than 500 feet apart or any incident during which a pilot feels that a hazard existed. Be specific in your transmission to controllers, because ATC will not interpret a casual remark as an official report. Pilots should state, "I wish to report a near midair collision". You may also make a report by telephone to the nearest flight service station (FSS). Or you may wait until after the flight and write to the nearest flight standards district office (FSDO).

As we stated in last month's GA News... keep your scan going. There are two methods for scanning the skies. You may turn your head left and scan back to the right, stopping several times to allow your eyes to focus. Another is to start at the center of the windscreen and scan outward, first in one direction and then the other. This block system is designed to divide your viewing area into segments. Help other pilots see you—especially when flying in congested airspace by turning on a landing or taxi light. You may lose 30 minutes from the life of the lamp, but gain 30 years of life for yourself. And don't forget the occasional backward, upward, or downward glance. Limber up your neck, since statistics show that the greatest threat is from above and behind. Keep looking over your shoulder... it may just save your life.

U42 AIRPLANE WASH WINTER CLOSURE
Unless the weather remains unseasonably warm, the plane wash facility at South Valley Regional Airport will close for the winter on Saturday, November 6th.

Call the General Aviation Manager at 801-575-2401 to confirm that the plane wash is open before traveling out to U42 to wash your plane.

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**

PREPARE FOR WINTER OPERATIONS

Winter is upon us. Now is the time to review your operator's manual for cold weather flying procedures specific to your aircraft. Also, prepare your aircraft properly to attain maximum efficiency and optimal safety during the short Utah winter days .

THE AVIATORS ON KUED CHANNEL 7.1

The Aviators is a new weekly magazine-style TV series featuring interesting people, the latest aircraft, the coolest technology and the best fly-in destinations. It takes you behind the scenes to show you how airline pilots train, how planes are built, and how ATC works. They profile aviation businesses and showcase aviation products. They provide safety tips for private and recreational pilots and career tips for professional pilots. The Aviators is all-things-aviation: "For everyone who has ever gazed skywards." For details, visit KUED's website at www.kued.org/?area=programs&action=seriesDetails&id=20384&channel=KUED-HD

ELECTRONIC GA NEWS 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 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

FAA PILOT SAFETY SEMINARS **November 2010**

CFI & Pilot Workshops for November & December:

CFI Workshop # 1

Nov 17- Cedar City, Utah (CDC) Sphere One Aviation

Nov 18 – St. George, Utah (SGU) Dixie College Campus

Nov 30– Utah State University (LGU) Flight Ops at the Airport

Dec 1– Helicopter – Salt Lake City, Utah (SLC) Kibbie Exec Bldg

Dec 7– Pocatello, Idaho (PIH)

Dec 9– Utah Valley University (PVU)

Westminster College - TBA

Information is available at www.faasafety.gov under "events" or contact Dennis Seals, FAA Safety Program Manager at 801-257-5056.