

**SLCDA GA CONSTRUCTION**

SLCIA Runways 17-35, 14-32, and Taxiway R construction is nearing completion. Runways 17-35 and 14-32 are open for daylight flight operations but are closed for electrical work and asphalt grooving each night during the month of September. A graphic depiction of each phase of the project is posted on the airport's website at www.slcairport.com/215.asp. Be sure to check NOTAMs for current status and restrictions during your flight planning.

Airport II The Taxiway A asphalt overlay from Taxiway A-4 south to the run-up area is complete. Crews are currently working on the emergency access road between the West Jordan Fire Station on the south east corner of the airport and the south end of Runway 34. It should be completed by September 15. The emergency access road will significantly reduce fire engine response time to on-airfield accidents.

The new electronic access gate A by the Alta Aircraft Maintenance and Airport Operations building (access to hangar rows A-D) is fully operational. The old electronic access gate A has been permanently closed. Access may be obtained by flashing your badge over the reader for both entry and exit. Access procedures will change when all electronic gates at U42 become CASS configured. We will provide information on new procedures as required.

When you fly in to U42 please note the newly painted Alta Maintenance hangar and Air Center's main FBO building. Older shade and T-hangars at Airport II may be scheduled for painting next summer.

Tooele Valley Airport Construction of the instrument landing system at TVY commenced in mid-August and the ILS is expected to be fully operational by November.

**FEDERAL LAW ENFORCEMENT
HOTLINES**
Report All Suspicious Aviation
Activities:
1-866-AIR-BUST or 1-866-GA-SECUR

UAOA FALL CONFERENCE ANNOUNCED

The Utah Airport Operators Association fall conference is scheduled for September 27 and 28 at the Wonderland Inn in Torrey, Utah. The conference theme is "Legislative Issues Affecting Your Airport". Presentations are scheduled by the Utah General Aviation Association (UGAA), Utah Back Country Pilots Association, the Aircraft Owners and Pilots Association (AOPA), the Federal Aviation Administration (FAA), the Utah State Division of Aeronautics, the UAOA Legislative Committee, and Bob Hunter, author of *A Guide To*

Utah Airports. For more information visit the UAOA website at www.uaoa.org or call Steve Jackson at 801-647-5532.

SLCDA GA BBQ

The SLCDA Annual General Aviation Barbeque and fire extinguisher inspection is scheduled for Saturday September 22nd 2007 at AIR CENTER'S new hangar at Airport II. Fire extinguishers inspected and serviced (for a fee) between 11:00 a.m. and 3:00 p.m. Lunch will be served from noon until 2:00 p.m. Come join us for some good food, good music, and good company.

UPCOMING EVENTS

Dave and Ryan Coats' AIR CENTER at Salt Lake Airport II (U42) host its monthly fly-in/drive-in breakfasts at the AIR CENTER hangar complex 9:00 a.m. – 12:00 p.m. on the last Sunday of each month.

TOP 10 DUMB THINGS PILOTS DO

By Bill Cox of Piper Magazine

Ask any pilot about pilot experience danger zones and most will give you a blank stare.

"As you might expect, new pilots make more mistakes and wind up wrecking airplanes with greater regularity," says Bruce Landsburg of the AOPA Air Safety Foundation. "In general aviation, we see a disproportionate number of accidents between 80 and 120 hours of flight time... 15 to 40 hours after most pilots earn their private tickets. The military has done studies that suggest their pilots go through another danger zone at about 500 hours, becoming overconfident and feeling invulnerable. Beyond that time, there's not much correlation between hours and accidents. Military pilots recognize the risks because by definition, they're flying closer to the edge to accomplish their missions anyway, and they sometimes lose friends to accidents, see associates taken off flight status or even discharged from military service if they develop dangerous aviation habits."

The list of offenses hasn't changed much over the years. Modern pilots continue to make many of the same mistakes their predecessors have made since humans coaxed fabric, wood and metal to fly. Here's a list of the ten most common stupid pilot tricks:

1. VMC into IMC - Contrary to what you might think, few pilots suffer the consequences of a weather accident because of thunderstorms or ice. More often, weather accidents occur because instrument-qualified pilots in non-radar environments make a mistake on their position and hit something they didn't know was there, and non IFR pilots lose control of the airplane in hard-IFR conditions. Most of the time, instrument

accidents are no more complex than a pilot flying a perfectly functional airplane into the ground, which is called controlled flight into terrain (CFIT).

2. Low-level Maneuvering Flight - Pretty obviously, the likelihood of an incident or accident increases as the aircraft approaches the ground, and that's exactly the situation that results in a high incident of low-level maneuvering accidents. These are often characterized as stall/spin accidents, the most common scenario of a too-slow, too-low, or too-tight turns and maneuvers.

3. Deliberate Buzz Jobs - Speed is exhilarating, and the perception of speed increases the closer we get to the ground. That's probably what encourages pilots to indulge in buzz jobs. It's one thing to drift along 50 feet off the deck over the relatively deserted plains of Kansas or deserts of Utah. It's quite another to try the same trick over downtown Urban City, USA. Never mind that it's often (not always) against regulations, and it's nearly always ill-advised.

4. Landings - During landings control and power responses decrease rather than increase. Modern airplanes fly best when they're in their mid-speed range. They're least responsive and controllable when they fly slower. Other factors that contribute to landing accidents are high-density altitude, short runways, too-fast approaches and just plain poor depth perception. Somewhat fortunately, lower speeds generate lower impact loads and fewer fatalities than some other flight modes.

5. Takeoffs - Takeoff accidents aren't especially good deals either. Departures can be particularly dangerous because, in fact, the airplane is increasing speed and flying away from the airport, whereas landing accidents most often occur during approach while decelerating and very often on the airport. Impact loads increase as the square of speed, so every additional knot of acceleration makes surviving an accident much less likely. Takeoff accidents are somewhat less likely, because it's not terribly difficult to fairly quickly clean up the airplane drag and maintain climb speed.

6. Running Out of Fuel - Those of us who haven't done it may find it inconceivable that anyone could possibly run an airplane out of fuel, but it still happens with alarming regularity. Landsburg says, "Pilots sometimes develop the equivalent of civilian target fixation and will over-fly a dozen or more possible airports and attempt to keep stretching their range only to land 200 yards short of the runway with nothing but high octane air in the tanks."

7. Preflight-related Mechanical Problems - Too many accidents occur because the pilot simply failed to perform an adequate preflight. Most of the time, these problems shouldn't generate an accident, but pilots allow themselves to be psyched into over-reacting. One of the most common of these is having an improperly latched door pop open on takeoff. The usual consequence is little worse than a lot of noise and embarrassment, but some pilots hit the panic

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: Johnathan Liddle, Properties Management Specialist, at 575-2894 or e-mail at johnathan.liddle@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

button and wind up crashing because of the distraction. Leaving a baggage door or oil door unlatched is similarly unthreatening, but pilots sometimes mishandle both situations. Failing to remove an external control/gust lock can be deadly, although one pilot of a Cessna 340 recently overcame this self-induced handicap by flying the pitch axis totally with the electric trim.

8. Getting Lost - It's hard to imagine how anyone could become lost these days with the proliferation of amazingly versatile and economical portable GPS's... some as cheap as \$400. OK, it's true they can't be used for IFR, but they offer a fairly high level of position accuracy. Even without GPS or any VHF nav-assist, mediocre pilotage and dead reckoning make it unlikely a pilot could lose his or her bearings. Yet, pilots seem to do it with regularity.

9. Pilot-induced Emergency Landings - Another category of stupid pilot tricks is related to pilot-induced engine failures. Aircraft owners and pilots who rent airplanes "dry" sometimes try to duplicate book power settings and fuel flows and wind up running engines too lean, sometimes to the point of power failure. Others misread or fail to check the oil level and run the engine out of oil, with the same result.

10. Miscellaneous Dumb Stuff - This covers a multitude of sins, most of them non-life-threatening but all too common. These include forgetting the keys, leaving the master switch on, failing to pull "remove before flight" pins, and failing to untie, or unchock the airplane, etc. Make these mistakes and the result will often be more embarrassing than injurious or damaging. But after all, pilots HATE to be embarrassed.

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