



GA BBQ

September 27, 2008 is the date for the annual SLCDA sponsored General Aviation Barbeque at Airport #2. This year it is scheduled to be held in Mark and Terry Losee's Alta Aircraft Maintenance hangar at 1:00 PM. You will enjoy good food, good company, and great blue grass music. Fire extinguisher inspection and servicing for a fee will be available near the east hangar doors beginning at 11:00 AM.

U42 CONSTRUCTION

U42 utilities infrastructure construction is progressing on schedule. Part of taxiway A between Farrell Davis' hangar north to the intersection of A and B taxiways will be closed during construction. A NOTAM will be issued and it will be barricaded and clearly marked. Tenants in rows A, B, C, and D will have to taxi to and from their hangars via the access near the plane wash during the two month construction period. A drawing of the affected area is posted at http://www.slcairport.com/general_aviation.html, www.ugaa.org and the www.uaoa.org websites.

SLCIA GA HANGAR PAINTING

Paint crews are in the process of painting the general aviation hangars at SLCIA on the east side. Row 28 has been completed and row 21 is currently underway. Tenants will be informed as painting progresses.

ELECTRONIC GA NEWS

If you would like to receive a monthly copy of this SLCDA General Aviation Newsletter electronically, e-mail a request with the e-mail address to which you'd like it sent to steve.jackson@slcgov.com

TVY ILS UPDATE

The FAA Denver office is working with SLC TRACON maintenance personnel to commission the TVY ILS. They state that the TVY CAT 1 ILS will probably not be fully operational nor formally commissioned for another 4-5 months.

The FAA now requires all ILS to comply with ICAO standards. The distant monitoring wireless equipment to make that happen has been shipped and is scheduled to arrive in SLC early this month.

The installation has been funded and the FAA is coordinating with Qwest and other appropriate agencies to dig a trench and install the equipment as soon as practicable.

Denver FAA will keep SLCDA informed of events and progress.

DO THE RIGHT THING

By Bruce Lansberg in AOPA Pilot

Want to get into trouble in an aircraft? There's no better way to do it faster than to make poor decisions. Much has been written about aeronautical decision making, or ADM, as much perhaps as any other single topic. The results of poor ADM are always expensive and often fatal.

Thousands of papers, books, texts, articles, essays, and courses have been created to convey how to do the right thing. There's some fine work on the topic and you could spend years trying to absorb it all, but it would be good to take in at least a little. In a typical year, roughly 70 to 80 percent of the accident reports imply that pilots are the primary cause. Certainly many of these accidents are caused by deficiencies in physical skill and handling, such as takeoff and landing, but the case might be made that if you're that rusty it would be a good decision to get some additional instruction.

Describe ADM and judgment? Supreme Court Justice Potter Stewart, renowned for his inability to define pornography, declared, "I know it when I see it." So it is with ADM...tough to describe but you'll know it...especially when it's lacking.

As we set about defining a complex psychological construct (and trying to simplify it) a few basic ideas emerge. There is room for debate here, but I'll offer my opinion that there are three core areas where pilots get into ADM trouble. The first is in trying to extract too much utility from the aircraft. The small aircraft that is overloaded, the not turbocharged aircraft that is overloaded, the not turbocharged aircraft at high density altitude, the not deiced aircraft in icy clouds, the Category I ILS-equipped aircraft trying to land in Category III conditions, the aircraft that needs just 50 miles more range and...we could go on for hours. The accident files are replete with situations where the pilot could have kept it all going but the machine's capabilities were just a little too light for the job. In other cases the aircraft would have been perfectly adequate, but the pilot kept pushing to take more than it was capable of giving under those circumstances.

Pilot ability stretching is next: The most obvious is the VFR pilot who presses into instrument conditions. It's been said too many times that if you're not certificated and proficient, don't go there. The 12-knot pilot who takes on a 15-knot crosswind is trying to get more utility out of his skills than current conditions allow. Another example is the rusty IFR pilot who tackles big weather and doesn't have enough skill to make the approach-or several approaches-after struggling for three hours in the system.

The other big ADM judgment area stems from trying to have too much fun with the aircraft. Seems like an oxymoron. How could you have too much fun with an aircraft? Buzzing, impromptu aerobatics in non-aerobatic aircraft, river running without proper reconnaissance, untrained formation flight, deliberate off-airport treks without planning-again, and the list goes on. It seldom has

anything to do with using the aircraft that are appropriately suited for many of these activities, but a significant number of accidents come from pushing the fun meter a bit too far to the right.

Tied to utility is the concept of "mission." Some pilots have the mindset that the future of the nation is riding on completion of a trip to the set destination at the planned time. They get that steely eyed look in their eyes that say almost no risk is too great for someone of their mettle. Not delivering the goods constitutes a slur on their abilities and possibly their ancestry. Mission is a military term and implies an imperative that really doesn't exist in the GA context. Instead of mission, think in terms of a trip (sounds less ominous) and plan on delays and occasional cancellations-the airlines do it daily. The professionals are smart and know when it's time to bail. Ricky Nelson, a rock star from another era, sang that fools rush in where wise men fear to tread. Amateurs blithely push on despite not having the tools or skills to do the job safely.

To sum up, know your limits, those of the aircraft, and if you're doing something that's a lot more "fun" than usual, chances are you're outside the envelope or close to the edge.

Nobody who crashes starts out thinking that crashing is a likely outcome, although it may be rather obvious to more objective bystanders. And the truth is that most faulty judgment of ADM does not result in an accident. There is considerable anecdotal evidence that very few VFR scud runners get nailed the first or even the fifteenth time they engage. For an accident to occur, all the links in the chain must come together at just the right time. Break just one and the accident won't happen.

Gaming the system, gambling whatever you call it, most of the time it works. For many pilots that reinforces faulty ADM and they continue to roll the dice and win constantly. It's like the Vegas gambler who's had a wonderful run all evening and decides to bet it all on the next round. Rather than money, though, we're betting something far more valuable. When one last link snaps into place nobody is more surprised than the player who, up to that point, had a perfect record against the house. But is also true that the odds here are much better than in Vegas- there are winners who make dozens, if not hundreds of flights under lousy conditions and never come to a sudden stop.

Optimism, which is generally a healthy trait, sometimes works to a pilot's detriment. Take a forecast. If it's good, expect it to change for the worse. If it's bad, expect it to change for the worse. Plan accordingly and be pleasantly surprised when it all works. Optimism also seems to catch a large number of pilots in fuel mismanagement. The winds will abate, the tanks were full when we started, the gauges are wrong, this thing burns less than book, and there won't be any delays on arrival, so many rationalizations. Do the right thing... stop for fuel!

Now to the famous go/no-go decision. If it's "no go" life is simple, but we're trying to get someplace and it's a major hassle to go with plan B. So once we decide to go because it's just marginal, it's time for some real ADM. There are only a few things to remember in this model. Visualize where the trouble is likely to be and anticipate that there may be multiple sources of difficulty. It could be convective weather, low ceiling and visibilities, high winds, low ground-speeds-any of the phenomena that made the "go" decision tougher.

Now be a pessimist and start watching for the bad stuff to materialize. Recognize the problem. Look for the clues that

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 and Contracts 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

give the warnings-the wisp of cloud that floats by, the ASOS proclaiming lowering ceilings, shrinking temperature-dew point spread, and building cumulonimbus, and low groundspeed. The survivors often say, "I just didn't see it coming." Finally, take action, or mobilize yourself to do something. In so many accidents, if the pilot had only changed course or course of action a few minutes earlier the accident chain would have been broken.

If you need a slogan here's a bad one: Visualize, Recognize, Mobilize (VRM rhymes with CRM). Good pilots think like this on every flight and it becomes second nature. New pilots need to ask lots of questions and learn the basic skills. Treat forecasts the same as a politician's campaign promise and you'll start to think like a pro. Do the right thing... take a class, attend an ADM seminar, counsel with experienced pilots... it may change your way of thinking.

UPCOMING EVENTS

Sanpete County Fly-in Mount Pleasant Airport Saturday September 13th. 7:30 a.m. Haitian orphan benefit breakfast. Members of the WW II Tuskegee Airmen will speak and the Genesis LDS Choir will perform that evening. For more information visit, www.sanpeteflyin.org.

Wendover Airfield Air Show 2008 will be held again this year on Saturday September 20th. It will be a combined fly-in, air show, and car show. Event wavered air space will occur from 1100 to 1500 hours local, so pilots flying in should plan to arrive at the airport prior to that time. An F-16 Flight Demo Team and two aerobatic acts will perform with a B-25, and a number of military and GA aircraft on display. There is a \$10 charge per aircraft for the day to help offset costs and add to the restoration fund --- larger donations are accepted! Admission prices for those driving are: \$8 for adults, \$6 for youth 10-16 and children under 10 are free. Discounted fuel will be available for fly-in aircraft. You may call 801-571-2907 or visit www.wendoverairbase.com for additional information.

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. Leading Edge also operates a facility at Salt Lake City International Airport. They'd enjoy seeing you there!

Air Center of Salt Lake, the FBO at Airport #2, is hosting its summer Fly-in and Barbeque again. Dave Coats invites everyone to get a little flight time, see Utah's great scenery, and come eat some great food and visit with pilot friends and family at their West Jordan hangar the first Thursday of each month between 5:00 and 7:00 p.m. all summer long. For more information, visit www.aircenterofsaltlake.com.