



YOUR VOICE FOR UTAH GENERAL AVIATION



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SPECIAL FEATURE

**THE IDAHO ECLIPSE EXPERIENCE
PRESENTED BY: DAVE HAYMOND PRES.
UGAA**



DINNER MEETING

THURSDAY October 26th

6:30 PM

GOLDEN CORRAL

665 E. FT. UNION

DOOR

PRIZES

BOARD ELECTIONS

NOMINATIONS ARE OPEN TO ALL ELIGIBLE MEMBERS AND ACCEPTED FROM THE FLOOR AT THE THE MEETING. CONTACT UGAA SEC. Betty Lou Manwaring for details.. 801 266 4199

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LEFT SEAT

With the looming deadline to equip with ADS-B I finally took the plunge and ordered a Garmin unit for installation in the Cherokee in order to both comply with the mandate and take advantage of the \$500.00 government handout. I put the decision off as long as possible but with the “rebate” deadline in September I was forced to act. Always the skeptic, I perceive that the ADS-B mandate is a veiled attempt by the government to offload its basic radar maintenance and operation responsibilities onto the flying public by requiring them to both purchase and maintain equipment designed to replace radar. The mandate will eventually require general aviation aircraft owners to spend millions of dollars to comply. For those of you who have already equipped an aircraft for ADS-B and spent the money you will be able to understand what I’m saying.

Granted, certain ADS-B compliant equipment has the potential to add numerous added resources to the cockpit like traffic and weather but the less expensive equipment necessary to meet the basic requirement only gives other pilots the ability to see you. I have chosen the less expensive route. I already have Sirius weather available through another Garmin product and have come to the conclusion that the weather available through ADS-B is dependent on being within reach of a ground station that broadcasts that information. It seems to me that satellite supplied weather data is more consistent and therefore more reliable.

I am also quite certain that by the time the deadline for ADS-B arrives, many aircraft owners will have made the decision to sell their aircraft and give up flying because of the costs associated with compliance. That is not only unfortunate for general aviation, but sad and just one more nail in the coffin for GA.

Another issue that has taken center stage as of late is the attempt in the House of Representatives of the U.S. Congress to pass a bill that will privatize the air traffic control system. As an organization, the UGAA has taken a stance against this proposed legislation and as individual pilots, we need to contact our representatives and express our opposition as well. As if paying for Avgas and equipping for ADS-B isn’t enough to discourage the average airplane owner, now they want to be able to send a bill in the mail every time you utilize the services of air traffic control. If you’ve taken the opportunity to fly to Canada, you can relate. Canada has a privatized air traffic control system. It has been my experience with Canada’s air traffic control personnel that they are both helpful and professional but when you receive the bill in the mail a few weeks after your trip it tends to make you decide that flying to Canada might not be the best option for future vacations. As pilots and interested parties to this discussion, we need to do all in our power to stop this nonsense. I learned years ago as a mechanic that if it “Ain’t Broke” don’t fix it. The air traffic control system in the United States is the best in the world and has proven itself to be one of the few government agencies that actually works as designed. Again, what is the motivation for this scheme? In my opinion it is none other than an attempt to offload the expense of air traffic control directly to the direct users forgetting the fact that the entire country with all of its businesses and people benefit from a safe and efficient air traffic control system. Why should a few aircraft operators pay the whole load for a system that benefits the entire population? Trust me, this is a topic of great concern to the GA community and we can’t just sit on our butt’s and watch it happen without getting involved.

Fly Safe,
Dave Haymond
President, UGAA

We Don't Live in a Perfect World

By Wayne Leydsman
CFI, Former USCG Aviator, UGAA Board, Safety Officer, Retired CAP
and Piper Cherokee Owner



This is my last contribution for about two years as my wife and I have been asked to serve as missionaries for the Church of Jesus Christ of Latter-day Saints. We leave October 13th. and will be serving in the Mexico, Merida Mission assigned to a small community called Oxkutzcab about 82 kilometers south of the city of Merida on the Yucatan Peninsula. In two years I will probably be a very rusty pilot and our Piper Cherokee will be 'pickled' for that period.

On our last airplane trip prior to leaving, Bev and I flew to Hurricane, Utah to visit her father. Our trip was fairly routine except that on the return flight I noted a fluctuation of the needle on the electrical load meter accompanied by voltage fluctuations. Bev also noticed a strange new vibration in the floor. We arrived at the Salt Lake International Airport without incident; however the load meter was really jumping around as we taxied to the hangar.

Several days later I returned and pulled the plane out of the hangar for a ground run-up check. The engine started normally but during the run-up the load meter was jumping from one end of the scale to the other and then suddenly, during a high power check, a screeching sound came from the front of the engine, the volt meter fell to 12.7 volts and the old Chrysler alternator finally died of a bearing failure. This particular alternator had about 1,300 hours since it was last rebuilt. I had the alternator removed and sent out for overhaul and I also replaced the voltage regulator. When the alternator came back from overhaul, it was re-installed and I performed another run-up. To my chagrin, the newly overhauled alternator failed within a few moments. To save money and for a quick troubleshoot, I removed the unit and had it bench tested at an automotive alternator shop. For those who are not aware, an aircraft alternator is different than an automobile alternator in that they turn in the opposite direction and there are a few other differences as well. On the bench the newly overhauled alternator appeared to have a short in the field circuit. With no time left to deal with this issue before our departure to Mexico, I decided to let the problem sit until I return and at that time I will replace it with a newer style "Plane Power" unit.

I have become a firm believer in participating with your A&P/IA or AMT in performing basic maintenance as it allows an individual the opportunity to gain a better understanding of the mechanical workings of his / her aircraft. Since I was a youth my dad encouraged me to help with the permitted owner maintenance of our family owned airplane in order to help me understand the inner workings of airplanes. Chuck Yeager commented in his book that his life was saved on many occasions due to his intimate knowledge of the systems of his airplanes and I have come to agree with that philosophy myself. My dad had a saying; "We don't live in a perfect world" and at age nineteen, after an engine failure in our old family Cessna 172, I found that to be true. Luckily, I was able to make a safe gliding arrival to

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Utah's Logan airport with no fanfare or incident. I called my parents in Salt Lake City and told my father about what had just happened. My dad immediately arranged to have me stay in Logan and watch as the shop in Logan did a complete teardown of the engine. My dad traveled to Logan to deliver tools and he also brought me a Honda 90 for my ground transportation. Dad instructed me not to return home until the engine was completely disassembled and on the floor of the hangar. Boy, did I learn a lot! I was able to witness first hand the internal damage of the engine and I got my first real life lesson in "We don't live in a perfect world". I had received my commercial rating just months before and all those emergency procedure and practices came in handy in this particular situation. The moral of this story is as follows: some aircraft equipment failures or emergencies require immediate action while others are minor and should not hinder the completion of the flight. A sound working knowledge of the systems will help the pilot make an immediate assessment of the seriousness of any unusual situation and help him/her to take the appropriate action. As pilots, we still need to make careful decisions but a working knowledge of your airplane is a valuable tool in assessing most situations. Just remember, in any emergency, the basic rule is to "Fly the Airplane" until it comes to a complete stop. This stop might be at an alternate airport, in the nearest field or at the destination airport. In addition, a complete understanding of the emergency procedure of the aircraft you are flying is also an invaluable aid in stopping the aircraft safely.

A quick side note to aircraft alternator failures; unlike an automobile that will revert to the energy in the battery to make spark and only run as long as the battery holds out, an aircraft engine will continue to run as long as the fuel lasts because the ignition system depends on two magnetos that are independent of the battery. However, radios and lights still depend on the battery when the alternator is not functioning so shutting down electrical systems during the portion of the flight when they are not needed will preserve battery power for the section of the flight when they are critical like entering controlled airspace, communicating with air traffic control or landing. The surest way to conserve the battery in alternator failure situations is to turn off the master switch. Since all electrical systems run through this switch, when it is in the off position the battery is not being utilized. However, shutting down electrical systems during an alternator failure only works in VFR conditions as doing so in true IFR conditions could worsen the situation and turn a minor emergency into a major one.

When I went through Navy flight training back in the early 70's one T-28B I was flying broke a valve during dual formation training. I was with my Marine instructor and he insisted on getting closer to the lead aircraft. Shortly thereafter the engine suddenly made a banging sound with a vibration and we pulled away with the loss of power. My instructor calmly stated, "You still have the aircraft, what are you going to do now"? My first words were, "Fly the airplane!" and then he said, "What's the next thing?", and I replied, "Rough running engine emergency procedure". My Instructor stated calmly "good". The T-28 was still flying on reduced power and I radioed NAS Whiting Field and advised them of the problem and they cleared me in for a PEL procedure (Precautionary Emergency Landing). They cleared the traffic and I went directly over the field at 2,500 feet AGL, reduced power, lowered flaps, opened the canopy and circled in for a safe landing, taxi and engine shut down. My instructor said, "Text Book!" On our debrief he quizzed me on all the signs that would have required me to consider all the other options that I could have considered. I said "I would land at the nearest airport, including a civilian airport, or at worst try for an off field landing if the engine quit". I didn't even think about bailing out since I was initially trained as a civilian pilot and had the mindset of flying the airplane to the ground. Then he asked, "With or without the gear?" and I said, "That depends". That was an interesting discussion.

After the incident I made a request to see the engine torn down. "Beautiful piece of machinery" I thought to myself. I was able to observe the damage of the broken upper valve in the top piston which

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was severely damaged. To my surprise, I discovered that the IA at the local civilian airport, Milton T Airport, where I was parking my family's C-172, was also one of the chief mechanics/inspectors at the Navy engine overhaul facility. Small world! That old R-1820 was certainly a wonderful piece of machinery.

The following weekend I saw the same IA and he helped me on the family's C-172 that I had brought to Florida while I was in flight training. He saw I had an oily exhaust from one of the exhaust stacks and asked me about my engine. I said it was overhauled 18 months prior and had only had 75 hours on it. He asked me to pull the cowl and bring his tools over. After several hours he had pulled one cylinder and showed me a collapsed oil ring. He said I was lucky that it didn't come apart. Soon the cylinder was fixed and that 172 flew for many, many more hours without any engine issues. I had the privilege of flying that C-172 coast to coast several times.

Later I went to helicopter transition training at NAS Ellison and flew the TH57 Jet Ranger and later Huey's. While flying the TH57 I suffered an engine failure on an engine that only had 15 hours since overhaul. This event required a full autorotation. The flight was on a two student solo and I was the advanced student and I had a Marine student as my observer. I was Glad for all the autorotation training we had. Autorotation is not a simple procedure and it requires quick action, depth perception and timing. As this was happening my dad's statement "we don't live in a perfect world" came to mind. After the engine teardown they found that the rebuilt Allison had a defective high speed compressor bearing. The result was that the hot section of the turbine melted. At the time of this engine failure I was flying over the southern pine forests of Alabama at 1,500 feet headed to our base in Florida. At the first sign of trouble I immediately turned toward a subdivision of large homes. That response saved our lives.

Through the years of instructing and flying I have experienced varied system and engine failures. Some were close calls, some were minor and some were simply an annoyance. Flying entails a certain amount of risk but with the proper training and education, these risks can be minimized or even eliminated. The bottom line is; know your aircraft, its systems and procedures. Be prepared and think ahead.

As I leave you for the next couple of years I would like to remind everyone to be safe, use your checklists and above all, "FLY the Airplane".

Wayne

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CALENDAR

OCT.21 EAA YOUNG EAGLES RALLY
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OCT 26 UGAA DINNER

NOV. 11&DEC.9 LOGAN FLY- IN BKfst
8:00-10:00 AM