



UTAH GENERAL AVIATION ASSOCIATION

YOUR VOICE FOR UTAH GENERAL AVIATION

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editor rl morelli nonisrm6@comcast.net

DINNER MEETING...

THURSDAY FEBRUARY 27TH ... 7:00 PM

GOLDEN CORRAL

655 E. Fort Union Blvd.

ASSOCIATION OFFICERS

Pres... Dave Haymond
davehaymond@gmail.com
H-801-571-6561 / C-801-209-2575

VPres...Leonard Wojcik
leonard@wojckitech.com
H-801-272-1813

Sec...Betty Lou Manwaring
manwaringb@aol.com
H-801-261-4199

Treas...Randy Brimhall
zippie05@msn.com
C-801-550-5285

OUR GUEST SPEAKER

VICE ADMIRAL RICHARD K. GALLAGHER
U.S. NAVY RET.

Commanded Fighter Squadron 142 / Desert Storm
Commanded Navy Fighter Weapons School TOPGUN
Commanded USS INCHON
Commanded USS John C. Stennis
Commanded Carrier Group 4, Carrier Stick Force
Training Atlantic

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LEFT SEAT

In the past month there have been two fuel exhaustion incidents in Utah. During the approximately twenty two years I have been involved in aviation I have seen numerous accidents as a result of fuel exhaustion or starvation from pilots either from Utah or flying in Utah. The results of these cases are never good. More often than not fatalities were the result and only occasionally was there a less serious outcome like property damage and injured pride. The bottom line is that running an airplane out of fuel is foolish and completely avoidable. Pushing the fuel limit may work sometimes but the risk of killing or maiming people and destroying a perfectly good airplane rises way beyond acceptable limits.

Recreational aviation, by its nature, is a risky endeavor when compared to many other sports and activities. There are so many opportunities for stuff to go wrong. There's the weather, the mechanical condition of the aircraft, the mental and physical condition of the pilot and his decision making skills along with many other factors which all come into play when assessing risk. One of the main responsibilities of the pilot-in-command should be to do all he or she can to keep the risk of flying as low as possible. It's called risk management. After all, don't we do this for enjoyment? Why then should a pilot put his safety and the safety of his passengers on the line for something as easy as putting fuel in the tanks? Not to mention the expensive airplane that could be destroyed or the potential liability the pilot or his estate could incur due to negligence which could result in financial ruin for him or, if he doesn't survive the landing, his family. I just don't understand it!

Please, make a pledge to yourself and your family that you will never place yourself in this situation. There are just too many places to stop and refuel. And if time is the consideration, think of how much time it will take to reach your destination if the airplane is in a field somewhere broken and out of fuel. I'm certain that it will take more time to fill out the FAA paperwork than to stop somewhere and take on additional fuel. I can think of two times when I have flown into a stiff headwind and used more fuel than I anticipated. On both occasions the thought crossed my mind, "I wonder if I have enough fuel". That thought is my personal trigger and if it ever enters my mind while flying, I immediately answer no and look for a place to land and refuel. I have personally paid an after-hours call-out fee to refuel and was glad to do it. Better to pay a call-out fee than the alternative.

On a lighter note, the UGAA is planning several activities this year. We will have a BBQ in the spring, a backcountry fly-in in mid-summer and another dinner meeting in the fall. Please plan on participating in these activities. They are always so much more enjoyable when we have a good turnout. I personally cherish the friendships I have with members of the UGAA and hope that our organization provides this opportunity for others as well.

Lastly, I want to thank the UGAA board members for their dedication and work. Many people spend a lot of hours keeping our organization running and healthy. Please, if you have a chance, take the time to express your appreciation too.

Fly Safe,
Dave Haymond
President, UGAA

PAT'S CORNER

Calendar year 2014 has been cleared for takeoff and we're climbing! Welcome to January.

Congress just passed an omnibus spending bill that brings relief and good news to the aviation community.....at least until September 30th. The bill includes full funding for the Airport Improvement Program at \$3.35 billion. Thirty-five of the forty-six public-use airports in Utah are eligible for capital improvement grants from the FAA. The remaining eleven airports receive only state grants for financial assistance. Each year, the FAA grants tens of millions of dollars to Utah's system of airports. We're extremely dependent upon those grants! With passage of the bill, I expect all FAA projects programmed for Utah this construction season will move forward.

There are three civilian airports in Utah with air traffic control towers: Salt Lake International, Ogden and Provo. The towers at both Ogden and Provo airports are part of the FAA Contract Tower Program and were on the list of towers scheduled to be closed following the first round of sequestration last year. All contract towers scheduled to be closed were "saved" at the last minute after congress authorized the FAA to fund the contract tower program using funds from the Airport Improvement Program. As a result, there were fewer dollars available for airport improvement projects. Operators of these towers are not FAA employees, but are qualified contractors. The omnibus spending bill includes \$140 million in guaranteed funding to keep the Contract Tower Program in operation through September 30, 2014.

Also included in the omnibus spending bill is \$249 million for the U.S. Dept. of Transportation's Essential Air Service (EAS) program. Three communities in Utah receive EAS: Cedar City, Moab and Vernal. SkyWest provides Cedar City with service to SLC, while Great Lakes Airlines has provided Moab and Vernal with service to Denver. I'm pleased to report that the Dept. of Transportation recently awarded a contract to SkyWest Airlines for EAS at Moab and Vernal. Both will receive service to SLC instead of Denver.

Unmanned Air Systems (UAS), aka "drones", are here to stay and their use will continue to grow at an exponential rate. On December 30th, The FAA announced the winning states where six UAS test sites will allow the agency to develop research findings and operational experiences to help ensure the safe integration of UAS into the nation's airspace. Unfortunately, Utah was not selected but UAS development and research is alive and well at universities and the private sector of the aerospace industry in Utah. The winning states are Alaska, North Dakota, Nevada, Texas, New York and Virginia.

The new runway at Richfield (KRIF) is open but construction of the parallel taxiway and the new apron on the east side of the field will continue this Spring through the Summer. Before landing at KRIF, I suggest you call the airport manager for a construction update and always check NOTAMS.

I sincerely hope that 2014 is a great year for you and all of Utah's general aviation community. If you notice a safety issue at any of Utah's general aviation airports, please bring it to my attention. My office number is (801) 715-2260. If you'd like to have a Utah Aeronautical Chart, just give me a call or send me an e-mail requesting one. Safe Flying!

Pat

Utah General Aviation Association

Safety Thoughts

Late Winter and Early Spring 2014

By Wayne 'Dutch' Leydsman, CFI, Former Naval Trained US Coast Guard Aviator and CAP Safety Officer

This winter has been a bit tough for many private pilots. Indeed many private pilots may have decided that with the present state of the economy, high fuel costs, cold weather or other reasons sitting tight and waiting for better weather is the thing to do. For those of us who own aircraft we may have cabin fever and our desire to leap skyward grows as the days grow longer, especially on those days when the sun shines so brightly. But be aware, review yourself, be honest and very careful as you plan to get recurrent. Yes, we can take our planes up alone, do the minimum take-offs and landings as required by FAR Part 61 and be legally current to carry passengers if we've had a flight review within the preceding two years but the question is, are we truly SAFE?

Then there is the other side of the equation. How is our aircraft doing? Has it been sitting outside all winter? Has it been sitting in a cold hangar? In any case it too should be carefully inspected. How is the fuel? Was there a possibility of water condensation with potential frozen fuel lines? Remember, that water in the tanks or fuel lines have been responsible for more than one unexpected engine failure! That is not a good thing to happen at any time, especially to a rusty aviator! Also remember the power of frozen water-ICE, it expands! That is why it floats on top of water. Anyway, you have heard what happens to many buildings after an extreme cold spell. Often as the days begin to warm water pipes seem to just burst. Well those cold exposed pipes and valves or other non-flowing devices split earlier as the water in them turned to ice. I have seen steel pipes crack and break in pieces! Although it is rare in aircraft, it could happen if enough water was in the fuel system, you could have split fuel lines or related components! So at the very least, conduct a very very careful preflight prior to that first flight after your aircraft has been sitting during the cold winter season. Double check everything and if it is still cold think about your engine oil and your engine. The power plant is the heart of the aircraft. Remember when the fan quits, you will sweat, no matter how cold it is! Yes you do have a plan for the worst scenario! Above all, if there is an emergency, FLY the aircraft! Recently we saw what happened when a local pilot suffered a total power loss. The pilot made a successful belly landing in a snowy field with minor damage. Of course those repairs are still expensive. He maintained control and he was OK. The actual cause of that mishap is yet to be determined by the NTSB.

Now those of you that do fly professionally, especially those Certificated Flight Instructors and all of you that fly regularly can offer a reminder or two to those of us that come out of winter's hibernation yearning to get back in the wild blue yonder. Many of us have gotten quite 'rusty' during these cold winter month. So keep an eye out for each other. For those of us that are indeed rusty, it is time to brush that rust off again! We can attend safety programs, go to on-line aviation safety sites or visit one of the local FBO's. They offer opportunities for classroom training; some of which are free and some that will cost a nominal fee. Some FBO's even have free safety programs and provide free dinners! They are usually

more than happy to have you fly with one of their instructors. So just do it, arrange to fly with a professional pilot or a CFI. The funds you spend may save more than you will ever know. Consider working on the FAA Wing's Program. And by the way, the FAA Wing's Program is still around. Although it does cost money to fly, it is indeed a great privilege that we still have.

As a follow up, my last safety article was themed around proper preheating of aircraft engines and following the manufacturer's recommendations. Good maintenance and knowing the nuts and bolts of your aircraft can indeed make you much safer, not to mention save your pocketbook a bunch. I have seen much written on the subject and much is available on-line. I never realized the damage we could be doing to our air cooled engines with those ice cold starts! Aircraft engines are not the same as car engines when it comes to cold starts! We may be able to get our airplanes started but the damage done may show up much later and expensive engine overhauls may come much sooner than we wish. So I've learned that proper preheating of our aircraft engines is imperative! As a note, aircraft operated in warm climates on a regular basis can usually go well beyond TBO and show minimal wear at teardown. In contrast those operated in cold climates have much more wear and thus are more costly to repair and overhaul. At our last GA Subcommittee meeting at the Salt Lake Airport the Airport Authority considered our proposals and understood the importance of this issue to GA safety. They seemed agreeable to have safe engine preheaters in our hangars. Some heaters are certified (STC'd) units that can be directly attached to the engine(s) and operate off of hangar electrical power. There are other homemade units where an electric heater blows warm air into the engine compartment. These heaters are to be at least 18 inches above the floor and away from possible ignition sources and they must also have safety tip over and shut off switches. A remote phone operated switch may be utilized and power should go through an approved 15 amp protected circuit breaker strip with an extension cord of at least 14 gauge, preferably 12 gauge. The best heating of an engine occurs when the engine is bathed with warm air so the entire engine including bearings, cylinders and oil are near or at room temperature. Of course the best situation would be a heated hangar but few of us have that opportunity. This allows for the best possible care of the expensive heart of the aircraft. If the aircraft is not to be utilized for a long period it is best to leave the heater off. When it comes time to use the airplane again, preheat the engine slowly prior to use. Remember to carefully follow the heater manufacturer's instructions and recommendations. Also, on these electrical heaters try to utilize the minimum wattage necessary to do the job. If you use an electrical heater and fabricate your own unit, use non-combustible ducting. BE SAFE! Should a fire or incident occur, you are responsible for damages that may occur. If you have questions, contact your airport's management team or airport fire official. Remember, the use of open flame engine heating units inside of a hangar is absolutely prohibited! Also remember that high output fuel fired heater units may 'over preheat your engine'! Cylinders can become overheated while the engine core and oil is still too cold. Never leave these units unattended. If you have additional questions you may e-mail me at leydsmanw@aol.com. Since I work for the Salt Lake City Fire Marshal's Office and am also a Piper Cherokee owner, I have researched this matter along with related safety issues with regards to fires that have occurred regarding aircraft engine preheating.

I hope these thoughts have helped.

Fly safely, Wayne