

Spring/Summer, 2008

Airplane Crash Puts Emergency Personnel to the Test

By Chris Hart



Chris Hart photo

An emergency responder tends to an injured child.

It seemed like just another typical Saturday morning at Missoula International Airport as the sun began to rise over the valley. Student pilots completed their preflight inspections under the watchful eyes of their instructors, a general aviation helicopter practiced routine landings in the area, and the early morning airline departures began to pull away from their gates enroute to destinations throughout the country.

But for 59 unlucky passengers, this would be no ordinary weekend. Just after 8AM on May 10, a regional jet crash-landed at Missoula International Airport. It wasn't immediately clear what happened, however unconfirmed reports indicate the aircraft suffered catastrophic landing gear failure while on final approach to MSO. Attempts to contact airline representatives went unanswered, and airport officials refused to comment on the report and said it would not speculate on the cause of the crash.

Controllers on duty in the Missoula Air Traffic Control Tower, who had been in contact with the aircraft just prior to the crash, immediately dispatched rescue personnel. The plane came to a rest in a field south of the Metro Hanger near Taxiway Golf. When rescuers reached the scene, the plane was fully engulfed in flames and wreckage was strewn in all directions. Many of the plane's passengers were fleeing the flames and running into surrounding fields, wandering aimlessly, stunned that they were still alive after the harrowing event.

Calling Anderson Cooper...

Hold on a minute! You know very well CNN's Anderson Cooper would have been all over a news story like this, and you sure never read about it in the newspaper. Well, that's because it really never happened. It was just an exercise. The Federal Aviation Administration requires U.S. Airports to conduct full-scale emergency drills at least once every three years to ensure that emergency response agencies are prepared for aircraft emergencies just like this.

To add a sense of reality to the drill, volunteers, with the aid of makeup, played the roles of injured passengers and flight crew. A mass casualty triage area was set up near the crash site where first responders took care of the wounded victims and decided who would be sent to local hospitals, which also participated in the drill. One young volunteer, playing the part of a critically injured passenger, got to take a ride on the Life Flight helicopter as she was air lifted from the airport to St. Patrick's Hospital.



Crash victim is carried to safety.

Chris Hart photo



Responders set up mass casualty triage for volunteer "victims."
Chris Hart photo

Although this was only a simulated airplane crash, it was by no means a small operation. Employees from Missoula International Airport, as well as the Missoula County Sheriff's Department, Missoula Rural Fire, Frenchtown Fire District, Missoula City Fire, Missoula City Police, Life Flight, Care Flight, and Missoula Emergency Services participated in the exercise. St. Patrick's Hospital and Community Medical Center both received crash victims throughout the morning to test their ability to respond to accidents with multiple victims. The Salvation Army was on hand to provide assistance to rescue personnel, and two specially trained dogs named "Sadie" and "Major" were brought to the triage area to help keep victims calm during the crisis.

Following the 7 hour-long exercise, participating agencies will

go through a debriefing to identify what changes could be made.



Chris Hart photo

THE ART OF FLYING

By Art Dykstra

Take the “Train”

How well do you know the airplane you fly? Most pilots can recite V speeds and useable fuel because we use them all the time. But how about where important circuit breakers, like pitch trim and alternator are? Could you locate and pull the breaker in the dark? After a vacuum failure, what functions, if any, can your autopilot do to help you with the work load? Are these questions that have to be answered before you fly? Maybe, let's look at the regs.

The FAA requires pilots to have a Flight Review per FAR 61.56 every 24 calendar months to exercise the privileges of their pilot certificate. You must have a minimum of one hour of ground, covering rules and regulations and one hour of flying, but there is no mention of aircraft system review. So, you can tell your flight instructor to mind his own business, when he starts asking aircraft specific questions during your next Flight Review, right? This is true statement. You do not have to demonstrate knowledge of your aircraft systems on a Flight Review. However, the FAA does address this issue in a backhanded way with FAR 91.3 and 91.103. Both regulations refer to the responsibilities of the pilot in command. Regulation 91.3 states “The pilot is directly responsible for the operation of the aircraft”. 91.103 states, “The pilot is responsible for all available preflight information.” Aviation is very much the honor system,

no one checks on you before you fly, but if there is a problem, there are no excuses.

Most people go thru systems when they are getting checked out in a new plane, or if they purchase an aircraft. Is it a requirement? Not unless you are flying a heavy aircraft (over 12,500 lbs), or a turbo-jet. If you are rated in the aircraft, single engine, multi engine, seaplane, etc, with the proper endorsements, tailwheel, high performance, complex, you can jump in and fly it home. You just won't have any insurance coverage!

When the pressurized high performance singles, like Cessna P210 and Piper Malibu, started in production, a training gap emerged. Legally, a pilot could pass a private pilot check ride, get 2 or 3 hours of high performance/ complex time, then “kick the tires, light the fires” and head off to the big city in a brand new , twin turbo, pressurized, retractable, speed brake, fire breathing airplane. Common sense and accident rates both concur that this is not good way to do business. Enter the Insurance Company and mandatory annual training.

It is a fact that we have a limited amount of long term storage in our brains, so anything that is not used regularly (except for

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Airport Master Plan Update

By Gary Matson

Without much visible evidence to Airport users or pilots, planners at CH2M Hill have been busy working on a 20-year master plan update for MSO. Master Plan Project Manager John van Woensel summarized progress to date at a meeting of the Study Resource Committee (SRC) on June 3, 2008, giving an updated 20-year outlook to the year 2028. He noted that the Airport is located in the busiest general aviation area of the State. General Aviation contributes more to Missoula's air traffic than commercial aviation. Planners have identified suitable areas for further GA growth, and will next take a look at need for

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additional GA and FBO hangars, and will even allow for the eventuality of a potential 3rd FBO.

Forecast annual enplanement growth rate (“enplanement” is the number of passengers boarding a commercial aircraft) is between 2 and 3 % for the 20 year period, a rate that doesn't indicate a need for a second runway until well after the 20 year planning period.

Current runways are in excellent condition and are well above appropriate design standards. Considering obstacles in the airspace, there are none that pose a hazard.

Regarding the terminal building, more gates will be required in the future and it would be difficult to add them to the present structure. While an evaluation of possible expansions of the current terminal building will still be reviewed, other options will also be reviewed, including the construction of an entirely new terminal. Other shortcomings identified were a shortage of concessions within the secure gate area, and baggage handling both before departure and after arrival.

Much of the SRC meeting was spent discussing potential non-aviation uses for the land at MSO. The Airport has recently acquired a large tract of land to the south, primarily for protection of Runway 11/29, but with the possibility that some of that land could be used for other purposes. A goal has been to explore possibilities for using these lands to generate additional income. Planners saved their evaluation of these uses until there had been a thorough look at the growth needs for aviation uses. Shortcomings of the newly acquired land as a site for non-aviation development include poor access. Existing traffic levels on roads serving the area are high, and County funds for road improvements are committed for the near future. Land on the north side of the Airport is better suited for non-aviation development, having more adequate road access and proximity to interstate transportation links.

The Airport Master Plan Update process will continue with a further look at facilities alternatives and completion of the “Airport Layout Plan”. The next meetings are expected this fall.



What's the Aircraft Really For?

By Steve Rossiter

There is a fundamental error we in the aviation community make time after time. We have a totally incorrect concept of what the primary purpose is of the aircraft we fly. Yes, we think the aircraft is to get us from one point to another. Some of us even think the purpose of the aircraft is to accomplish some mission that would be difficult by any other method. Others think the purpose of the aircraft is to allow us to go out and have fun in the atmosphere where others don't have the same opportunity. This lack of understanding of the purpose of the aircraft has resulted in far too many of us ending up dead and sometimes taking friends, loved ones, and strangers to their deaths with us!

It is the time to get a firm grip on reality. The primary purpose of the aircraft is to get the occupants back on the ground with no harm. I'll say that again: **THE PRIMARY PURPOSE OF ANY AIRCRAFT IS TO GET THE PEOPLE IN THE AIRCRAFT SAFELY BACK ON THE GROUND, SO THEY CAN SLEEP IN THEIR OWN BEDS AND NOT WITH THE WORMS!** To far too many people, this is news and those of us who are professionals have failed to bring this to the attention of all pilots.

The recent article by Rich Stowell in *Aviation Safety* about the number of fatalities in attempted turnbacks to the airport illustrates the problem very well. The fact that many of the accidents identified occurred with CFIs on board dramatizes the situation even more. When so many professional flight instructors don't even understand the primary purpose of the aircraft, how can we expect the average pilot to know? Many of us have been raised on the Hollywood solution to aviation safety: "Save the aircraft and we save the people." Unfortunately, that doesn't tally with reality or the laws of physics. As often as not, trying to save the aircraft simply will not work! The result is broken aircraft and dead people.

Now, let's focus on the primary purpose of the aircraft. What needs to change so that we get the people back on the ground safely, thus successfully accomplishing the primary purpose of the aircraft? In a word, it is attitude. The pilot must change his/her attitude about the aircraft they fly. Simple, right? Well actually it is not so simple because of our aviation upbringing. One of the immutable laws of human being's education is the fact that what we learn first is what we learn best. Because of the Law of Primacy, we need to un-learn some things and then work hard to shift our aviation safety paradigm to a whole new set of standards.

The first is to understand that the aircraft is always available to sacrifice for the safety of the occupants confined therein. Any landing you walk away from is a good landing. This old aviation axiom holds far more truth than most pilots are willing to admit. Aircraft can be replaced with nothing more than money. A person can not be replaced with money alone; it takes willing parents and several decades. The most important thing in saving the people is to get the aircraft on the ground under control. Aircraft that arrive on the ground out of control, far more often than not, end up with fatal results for the people onboard.

It is sometimes hard for the nominal owner to crash his/her baby. Many of us have a deep emotional attachment to our air machine. We spend time cleaning and polishing it, we spend time sitting around our baby in a hangar, and we spent time lying about it's performance to our friends. We sometimes even lose our family because of our airplane. There is often an unreasonable attachment to our aircraft. But remember, even when your aircraft is your best friend, it is prepared to give itself up, so the people inside survive an unplanned event that requires this sacrifice.

See "What's" (Continued on page 4)

"Train" (Continued from page 2)


the occasional completely worthless trivia factoid), is discarded. The Insurance industry recognized this and began requiring annual aircraft specific training, for many high performance aircraft. Only approved training companies were used, and the courses included a review of all aircraft systems for normal and emergencies ops. Most pilots recognize the value of the training, and other than the associated cost, are happy to have the refresher. Ironically, these are the ones that don't really need it, because they study on their own. It is the "bad apple" that resents being told what to do, that has forced the mandatory training. My only complaint with the current system is that they do not give any credit for pilot experience level and advanced training in other aircraft. It is not a perfect system but it does force most, not all (remember you can fly without insurance), to crack open the books and get back up to speed.

If your type of flying is less complex, you can still benefit from pulling out the POH, and thumbing thru it. Electric schematics and fuel diagrams, performance graphs and limitations, you can always find something to make your flying

safer. The POH is a great way for people who are lucky enough to fly more than one airplane, to review the right numbers. Another helpful tip is to make flash cards for each airplane. You can make your own or buy them. Put the card on your kneeboard and you have easy access to important information.

Aircraft owners usually know their airplane pretty well. They get the good with the bad, great real world systems training because of things breaking in the airplane, and then discussing the repair with a mechanic (but they also have to pay the shop bills). The renter pilot just writes up a squawk sheet and goes home, so it takes a little more effort to really understand the airplane.

I try to think of aircraft training as a way to find out how I can make the aircraft work for me, not as just something I have to do every year. Even if your Insurance provider doesn't require it, try to set aside the same time each year to review your aircraft POH.

It could be at annual time if you own, or the first of the year when the weather has you grounded. When doesn't matter, just make sure you do it! When you are done you will be a safer and more confident pilot. 

• ***Fly like your life depends on it!*** •

Hang Ten... Make That Seventeen

By Gary Matson

Hangar builders organize


Seventeen new GA hangars will grace the premises of the Missoula International Airport by late fall, 2008. The hangars will be owned by GA pilots based here, and built on ground leased from the Airport. Builders gathered on Thursday, June 19, to officially organize *Runway 25 Hangars, LLC*. The entity provides a legal framework (it even has rules!) that will enable owners to cooperatively manage construction. All who will be owners of the new hangars are Members of the organization and will oversee and advise a Managing Board of three who will take care of most details. After construction is complete, the LLC will be replaced by an Owners' Association with each "condo" hangar being deeded property of its owner.

Nine of the new hangars will be 45' wide X 50' deep units located on the northeast side of a taxiway now being built by the Airport. The remaining eight hangars will be on the southwest side of the taxiway and are 45' wide X 42' deep. Even the smaller hangars are big enough to be shared by two single engine airplanes if their sizes are compatible within the space. Space assignments aren't yet final, but at least two of the smaller hangars are expected to be shared.

The row of nine hangars will be all under one roof, as will be the row of eight located on the opposite side of the central taxiway. Site engineering, drainage connections, and taxiway construction are being funded by the Airport in conjunction with the 5 cent per gallon increase in GA fuel flowage fee authorized by the Board of Commissioners at its January 2008 meeting. The Airport is sited on a wonderfully endowed layer of clay,

"What's" (Continued from page 3)

An old boss I had a few years ago once asked me what I thought was an odd question as we were taxiing onto the runway for takeoff. He asked, "Who owns this airplane?" Since we were sitting in his airplane at the time, I replied, "You own the airplane." He looked me in the eye and said, "Nope. The insurance company owns the airplane until we climb out of it." That was a profound revelation for me. That incident caused me to completely change my approach to the real purpose of an aircraft. Since that flight, I have made a habit of reminding myself that when I taxi into position for takeoff, the aircraft I'm in belongs to the insurance company and they will be happy to replace it as long as I get it on the ground and they don't have to pay for bodily injuries.

Please adopt the "who owns the aircraft" paradigm every time you taxi into position for takeoff. No matter how much loving care you have invested in restoring, maintaining, and petting your aircraft, it is no more than a tool to get you and your passenger back on the ground alive and well. Always allow the aircraft to meet its primary purpose no matter what the end result will be for the aircraft. Trying to save the aircraft, too often, results in neither saving the aircraft or the people inside. Now, what's the real purpose of the aircraft? 

Steve Rossiter is the owner of the aircraft brokerage firm American Aircraft Traders, LLC and a 9,500 hour professional pilot who holds both the ATP and CFII Certificates with type ratings in airplanes and helicopters. He has completed the USC Aviation Safety Management Program and is an aircraft accident investigator. He has been an aviation professional for more than 41 years.

deposited over geologic time by meandering rivers. It would be a good place for a brickyard, but instead the modern aviation heir of the site deals with the material as a complication to drainage. The new taxiway will be replete with drains and along with the hangars themselves will be connected to a centralized drainage system.

Future owners of the hangars are enthusiastic about this new building opportunity, which caps a three-year-long effort by Airport Staff, Board, and volunteer GA pilots to update ground lease terms and policies spelled out in guiding documents. Combined with efforts to site GA hangar development compatible with the ongoing Airport Master Plan Update process, these things have now led to a historic, first-ever opportunity for the GA pilot to privately own a hangar at MSO.


Hangar contractors abound

GA pilot initiators of the new hangar project selected Kevin Price (Price Construction Company) as contractor. Kevin is an experienced hangar builder and enjoys a fine reputation based upon many years of work in the Missoula area. Project initiators elected to go a non-competitive route to select a contractor as a means to conserve time and cost. They believed that risk was minimal because of the high recommendation, long experience, and fine reputation enjoyed by the Price Construction.

However, there are other qualified and excellent builders and many other GA hangar options. Throughout a process that actually began three years ago, pilot/planners have received information and proposals from various firms. All of these are experienced and enjoyable to work with. They have been very informative, beneficial in helping to evaluate different aspects of GA hangar construction, and deserve our heartfelt thanks.

- Hop Construction. Missoula. Pat Hopfauf, 549-2173
- B & B Construction and Development. Missoula. Todd Berg, 370-4502
- Carl Construction. Missoula. Fred Carl, 543-3512
- CSC, Inc. Kalispell. George Warner, (406) 755-0946
- R&M Steel. Caldwell, Idaho. Ray Tschohl, (208) 454-1800

Two other building options were considered during a long period of evaluation and many helpful exchanges of information.

- * Summit Metal Systems. St. Louis, Missouri. The firm offers pre-fabricated hangar kits that are low in cost and moveable. Their hangars have been built at many locations throughout the country. Marsha Metteer, (314) 842-4296
- * V.I.C.S. Carousel Hangars. Fargo, North Dakota. The innovative Carousel carries 4 aircraft on a turntable that rotates for access to a single door. Requiring only 1 door for 4 aircraft offers great cost saving. The system has been reliably used in many installations for many years. Vic's Aircraft Sales, (701) 293-8362 

Missoula area pilots go on "flyouts" every flyable weekend.

To get flyout announcements, contact Gary Weyermann: gweyermann@msn.com

FAA Safety Meeting – ATC – Summer Construction – WINGS

By Gary Matson

Steve Jones, FAA Helena FSDO Safety Program Manager Helena, presided over a well-attended safety meeting on June 3 at the Missoula Forest Service Hangar. There were four areas of emphasis: MSO air traffic control, summer construction at the Airport, FAA concerns about runway incursion, and the new FAA WINGS program.

MSO Air Traffic Control

Henry Barsotti, Air Traffic Manager of the MSO Tower, gave some suggestions about things GA pilots can do to contribute to safe operations at the Airport. He invited pilots to visit the tower, individually or in small groups, by arrangement. Tours are possible when there are two controllers and no complicating events or traffic levels at the Airport.

Progressive taxi instructions, with an expected readback, will soon be given as a regular procedure upon initial contact with Ground Control

“Taxi into position and hold” will no longer be used at MSO.

Suggestions for pilots:

Transponders are a great help to controllers, giving a much clearer radar location and altitude and are increasingly part of other traffic avoidance avionics. Get one if you can.

Remember completely clear the hold short line after leaving the runway, then stop unless taxi instructions have been received

Use clear and concise phraseology

For initial callup inbound, use a reporting point and say intentions

For routine landings on Rwy 29, plan to land on the numbers and exit at A3; advise of any need to land long

Double check TFR boundaries and confirm them yourself to ensure there is no inadvertent violation upon arrival or departure

Helicopters (why do those things really fly?) – After takeoff clearance, lift off promptly; transition exactly as cleared or advise of other intention

Pilots had a few questions for Henry:

Q: Why isn't Rwy 25 used more? **A:** Because MSO doesn't use "Land and Hold Short" and use of Rwy 25 often conflicts with traffic on Rwy 29/11

Q: After departing MSO Airspace, is a request for change from Tower frequency required? **A:** No, but it is an appreciated courtesy.

Q: In Bonner and Evaro areas, what are altitude limits for good radar and radio contact? **A:** 4,500 – can't see, can't hear; 5,500 – might see, can hear; 6,500 – can see and hear.

Summer Construction Project at MSO

Kelly Smith, Airport Operations Manager, told about this summer's construction of a de-icing pad. Construction will begin in July and last about 2 months. Construction traffic will be routed through the temporary gates on the north side of the airport and follow the same route, west of the white Minuteman hangars, that has been used during past construction projects. *(The white hangars have been slandered by the nickname "ghetto hangars" when in fact they should be designated as a National Historic Site*

because they were used in the distant past at Hale Field, near the present Fairgrounds...just kidding about the designation!... -ed)

Runway Incursions

Steve Jones emphasized FAA's growing concern about the safety risks posed by increasing runway incursions. By definition, a "runway incursion" is the presence of a motor vehicle, aircraft, or person on a "protected area of the airport surface." Last year, there were 893 incursions among 61 million operations (1 operation = 1 takeoff or 1 landing).

Seventy Five percent of incursions were caused by aircraft violating the runway Hold Short Line. New taxiway markings calling attention to the Hold Short Line are dashed yellow lines on either side of the yellow taxiway centerline and just before the Hold Short.

As part of the focus upon runway incursions, the FAA has established the Runway Incursion Information Evaluation Program (RIIEP) program to identify and minimize risks. The risk mitigation will be accomplished through education and application of new technologies. Upon the occasion of an *inadvertent* violation without display of a *substantial disregard for safety*, pilots, maintenance workers, and others may be requested to participate in the Program. This includes and interview with a 48-question questionnaire. The benefit of participating in the Program, to the person with the violation, is that no FAA enforcement action will be taken.


For more information, go to: http://www.faa.gov/airports_airtraffic/airports/runway_safety/riiep/

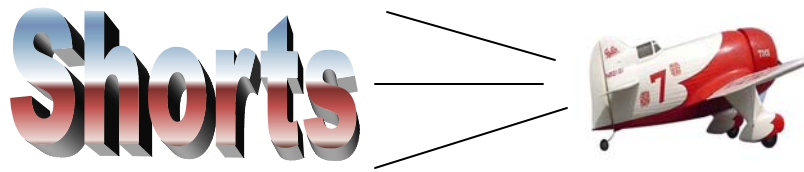
WINGS

The FAA has revised the WINGS program, which is web-based and involves both ground and flight instruction. The successfully completed WINGS program takes the place of a Biennial Flight Review. Fewer than 2 percent of GA pilots nationwide had participated in the old program. The revised program is more robust and challenging, and may encourage greater participation.

Ground instruction in the new WINGS consists of completing 3 courses of instruction. The courses can all be taken online, with lesson choices that are either free or purchased. Ground instruction credit can also be obtained by attending safety meetings and other events.

Flight instruction is performance-based, using the latest revision of the FAA Practical Test Standards that all GA pilots are tested on during their first FAA check ride. The required courses and flight instruction are detailed on the new WINGS web site. The flight instruction is performance based instead of being based on 3 hours of instruction as was the old program. If pilot proficiency is good, the new program may be completed in less time than the old.

To enroll in the program, begin by registering on: <http://www.faasafety.gov>. Select the link "get registered" and continue as prompted. A detailed explanation is available on the web site. Each participant begins by creating their own profile, and each has his/her own individual record that is kept updated on the site. Completion of a ground instruction course is recognized with a "Certificate of Achievement" that may printed and kept for a record. Completion of flight instruction is validated by the endorsement of a CFI. 



ATIS After Hours

It's still "coming soon". As we understand it now, the plan that will allow pilots to get weather when the Tower is closed will be to tune in the regular ATIS frequency of 126.65, where you will hear the current MSO ASOS weather observation. Pilots contacting the Tower frequency after hours will hear a message notifying them that the ASOS weather is being broadcast on the ATIS frequency. The change will be published as a note in the Airport Facility Directory when it becomes effective, which is dependent upon final approval by the Air Traffic organization of the FAA.

Satellite Tracker

Click on the link below and then click on "Why you need satellite communications?" Fred Lark has come up with a personal satellite tracker and messenger that can be used by pilots, hikers, etc. It is a very cool service. <http://www.larkunlimited.com/> (MSO GA News thanks Sherry Rossiter for the tip!)

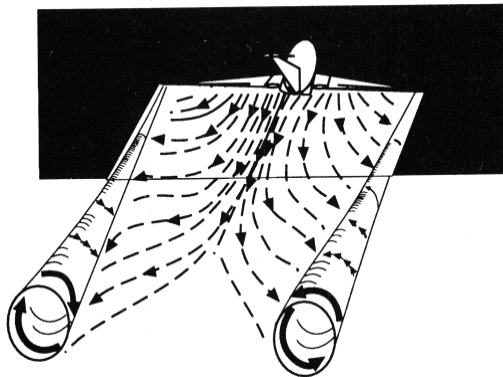
Summer: Picnics, golf, fishing... and TFR's!

TFR's can spring up anytime during the summer fire season. Get the latest update before you fly: <http://airspace.nifc.gov/>

Wake Turbulence and the Inattentive Pilot

By John Townsley (MSO GA News thanks John for this article, originally appearing in the Spokane Washington Pilots' Association Newsletter)

"Poor inflight planning and the pilot's inability to maintain control of the airplane... Factors included ...wake turbulence ..."



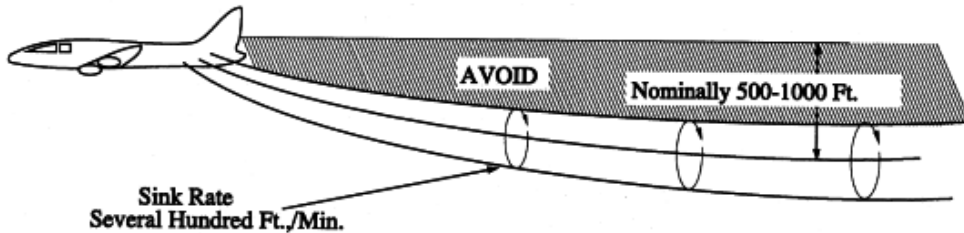
These are common statements in the nearly 100 aircraft accidents the NTSB data base lists between 2000 and 2008. Most accidents where wake turbulence was a factor occurred during the landing or takeoff and departure phases of flight.

Light winds, parallel runways, flying beneath the flight path of heavy aircraft or helicopters are well known for creating dangerous wake turbulence problems. When was the last time you heard the tower say "cleared to land, caution wake turbulence of landing Southwest 737...?"

Wake turbulence is caused by wing vortices generated by lift. According to the Airman's Information Manual (AIM) vortex strength is governed by the weight, airspeed, and wing shape of aircraft. The vortices descend below the flight path of the generating aircraft. Helicopters also generate significant vortices. An important point to remember is that whether or not ATC warns of wake turbulence, it is the pilot's responsibility to avoid wake turbulence

encounters.

Vortices created by large, heavy aircraft can be encountered a thousand feet or more below the flight path, and for several miles behind. Wake turbulence is a consideration for all aircraft, but especially fixed wing aircraft flown by most general aviation pilots.



Sometimes the effects of wake turbulence can be catastrophic. Recall American Airlines flight 587, an Airbus A300-605R that crashed into a neighborhood near Queens, New York shortly after takeoff on 12 November 2001. Aggressive rudder use by the pilot resulted in excessive shear forces and the vertical stabilizer snapped off, resulting in uncontrolled descent to the ground. In another incident reported recently by AOPA a Piper Saratoga encountered wake turbulence while on visual approach. The pilot of the accident aircraft passed beneath the flight path of a landing Boeing 737 while flying at significantly greater than the maneuvering speed of his aircraft.

Wake turbulence from small, light aircraft can also be a factor in accidents. In July 2001 an antique Boeing E75N1 attempted to land in formation on Runway 21 L at Spokane Felts Field. The pilot reported encountering wake turbulence from the lead aircraft

“Wake Turbulence” (Continued from page 6)

that caused the aircraft to “veer left and right”, and ultimately resulted in loss of control and damage to the aircraft. In some flight situations, even encountering wake turbulence that is self generated can be hazardous. In May 2005 an Aviat A-1B being used for predator control encountered it’s own wake while circling a coyote resulting in loss of control and a crash.

Avoidance is the best strategy for dealing with wake turbulence. The AIM lists several recommendations:

When landing stay at or above the flight path of larger aircraft landing ahead, and land well beyond their touch down point;

Remember that wind will push wing vortices – when landing on parallel runways be acutely aware of wind direction and speed!

Be sure to fly ABOVE the flight path of aircraft landing or departing on a crossing runway;

Be sure your touch down point is well before the intersection of a crossing runway;

Avoid flight below and behind a large aircraft's path. If a larger aircraft is observed above on the same track (meeting or overtaking) adjust your position laterally, preferably upwind;

While not mentioned in the AIM, avoid aggressive rudder inputs and excessive speed that may overstress your aircraft. And finally, if you must hunt coyotes from your aircraft, don’t fly so low you’ll lose it in your own wake turbulence! For more information, see the Airmen’s Information Manual, Chapter 7, available online at http://www.aopa.org/members/files/aim/chapter_7.html#7-3-5.

Lonely? Want someone to talk to?

By John Townsley (*MSO GA News thanks John for the article, appearing in the Washington Pilots’ Association newsletter “WINGS”; John is the volunteer WPA Legislative Director*)

Do you know about the SIDA you might find next time you visit an airport with commercial passenger service or where there’s an air cargo operation? No, my friend, SIDA is not the latest designer drug, nor is it a lonely hearts club, and it’s not contagious (I hope). The Security Identification Display Area (SIDA) is something you, I, and every other GA pilot must know about... and avoid! 49 CFR 1542 requires every airport with commercial service conducted under FAR part 121 to have at least one SIDA. Since May 1, 1993 first the FAA, and now the Transportation Security Administration have required airports to maintain high levels of security around passenger aircraft. Recently those requirements have expanded to include cargo handling operations. The SIDA, like the sterile area inside of the terminal, requires screening for entry and has stringent security measures enforced. The SIDA includes the ramp used by commercial airliners, baggage handling areas, passenger loading/debarking areas, and all other airside areas where personnel are required to be screened or have identification media as a condition of access. Cargo operations are also required to be conducted within the secured area of a SIDA. While we haven’t seen a SIDA around many FedEx or UPS operations on smaller airports, we may see them in the future.

So, how can you tell when you are approaching a SIDA? This can be a challenge, and depends upon where you are. According to the FAA Advisory Circular 150/4350-1, Standards for Airport Markings, SIGNS and MARKING SUPPLEMENT #1 dated October 18, 1991 “...there is no existing or anticipated requirement to mark or light this area [meaning the SIDA].” The AC goes on to say “If an airport operator desires for their own purposes to delineate the SIDA on their airport, the proposed marking should be coordinated with the FAA regional airports and security offices that have jurisdiction over the airport.” Within Washington a 6”

See “Lonely” (Continued on page 8)



Fly the Big Sky license plates are now available through regular county motor vehicle licensing departments. For each license purchased, EAA Chapter 517 receives \$20 to further its activities promoting aviation. The additional cost for the specialty plate with standard numbers is about \$30, and for the personalized plate about \$60. Plates can be ordered at any time without affecting the renewal cycle. Standard renewal rates apply, with the specialty plate cost being added.

EAA Chapter 517

The Experimental Aircraft Association meets on the 3rd Monday of each month, with meeting location alternating between the Chapter Hangar at Stevensville and the Missoula Airport Conference Room.

For chapter news, visit the web site: <http://www.eaa517.org>

MPA Five Valleys Hangar

The Montana Pilots Association meets the first Monday of each Month, 7 PM, Airport Conference Room, Missoula. For both statewide and local hangar news, visit the MPA web site: <http://www.montanapilots.org/>

“Lonely” (Continued from page 7)

wide solid yellow line painted on the pavement may be used to mark the SIDA on the ramp (Figure 1). However, airports in other parts of the country may use different markings. For example, at the Juneau International Airport in Alaska the secure area boundary is marked on the ramp with a broad white line and the words “SIDA AREA” painted on the secure side of the line in large red letters (Figure 3). Regardless of where you are, during the winter when snow blankets the ramp in Washington and nearby states, these markings may not be visible. You may see signs posted outside of aircraft movement areas warning you about the SIDA around a passenger terminal or cargo facility. These signs may also vary in format, but should provide similar information to signs used at the Juneau International Airport (Figure 2). You may or may not see equipment, baggage carts, cargo handlers, passengers, or aircraft parked on the ramp within the SIDA. When landing at an unfamiliar airport BEWARE!!! In almost all cases, the SIDA remains active and force even if there are no aircraft, baggage, cargo, or equipment within the demarked area!!! Save yourself embarrassment, and possibly a fine of up to \$10,000 per offense! Remember: If there’s a passenger terminal or large cargo area on the airport you will find a SIDA! You must stay clear! If you are lonely, and want someone to talk to, busting the SIDA is a sure bet to meet a new friend.

Your Washington Pilots Association is working with WAMA and AOPA to convince the FAA and TSA that we need a consistent approach to marking the SIDA. Air travel is valued because that strip of asphalt outside the hangar door unlocks a portal to the world. We need consistent rules, consistent markings, and no hidden gotchas waiting the unwary pilot who lands at a new and unfamiliar airport anywhere in the U.S!



Figure 1. The new Passenger Terminal SIDA at Yakima’s McAlester Memorial Airport.

**Warning
Restricted Area
Pursuant to 49 CFR 1542
Authorized Personnel Only
Beyond This Point
Proper Identification Required
Offenders Subject to Arrest and Prosecution**



Figure 3. SIDA markings at Juneau International Airport, Alaska.

Figure 2. An example of a warning sign that might be found next to a SIDA.

We're on Your Frequency

MSO GA News thanks Art Dykstra, John Townsley, Steve Rossiter, Chris Hart for contributing to this newsletter! Also, thanks to Greg Phillips, John van Woensel, and Cathy Tortorelli for their reviews. If you'd like to earn cash in your spare time, write for something else. But... if you have something interesting to write about for free we'd like to put it in the newsletter and share it with the Missoula aviation community! Long (about 500 words), short, funny, serious... whatever. The next issue will be coming in the fall quarter. Interested in contributing? Contact the editor (see below).

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