



NEW FLIGHT SCHOOL IN TOWN

Cornerstone Aviation is a new flight school at Salt Lake City International Airport. Located in Suite 110 of the Kibbe Executive Terminal at SLCIA and with an office in Provo, UT, it is affiliated with Million Air. The school at SLCIA currently provides instruction in its four Cessna type aircraft. The point of contact is Susan Hartsman at 801-355-2244.

SMALL AIRCRAFT COUNCIL TO DEVELOP FUTURE STRATEGY

The National Aeronautics and Space Administration's (NASA) Small Aircraft Transportation System (SATS) Partnership Strategic Council will soon begin developing specific milestones for a 20-year plus SATS transportation roadmap.

The SATS program, as it exists today, is scheduled to end in federal fiscal year 2006. This committee, or a successor, likely will take on an implementation plan for the roadmap looking 25 years out.

The SATS concept is based on a new generation of affordable small aircraft as computer-based "clients" on an airborne "internet." Each would operate within a system of small airports serving thousands of suburban, rural and remote communities. The SATS concept makes greater use of small aircraft for personal and business transportation. SATS should be able to do this by increasing the supply of smaller aircraft for flight-on-demand and for use in point-to-point direct travel between smaller aviation facilities (such as regional airports, general aviation and other landing facilities, including heliports).

The SATS architecture will attempt to incorporate near-all-weather access (an advanced, on-board weather data collection system) to any landing facility in the United States. SATS would leverage internet communications technologies for travel planning, scheduling, and for optimizing destination services. SATS research is intended to create the possibility of using landing facilities that would not require control towers or radar surveillance. The SATS architecture would be created to operate within the National Airspace System (NAS), but in a more automated manner among the 5,000 or so existing public-use landing facilities (scheduled air carriers serve only about 660 of these facilities). With a total of over 18,000 of these smaller landing facilities serving vast numbers of communities in the US, ultimately all of these facilities could employ SATS operating capabilities.

There is clear acknowledgement that the obstacles to the SATS vision becoming reality go far beyond technical issues into policy questions at the federal, state, and local level. Furthermore, it would require significant organizational change at FAA and even a fairly dramatic shift in public opinion as safety and security issues are addressed.

A SATS vision for the 21st century is just one piece of the research and development framework being developed in Washington, D.C., this fall.

By way of background, the President and Congress created the Commission on the Future of the United States Aerospace Industry in 2001, which was active from November 2001 through November 2002. The commission's mandate was to study the issues associated with the future of the aerospace industry and to make policy recommendations that would ensure a healthy and robust industry.

In particular the mandate stated:

Transforming the US air transportation system to meet our civil aviation, national defense, and homeland security needs is a national priority.

The administration should establish a next-generation Air Transportation Office that brings together the needed participation from FAA, NASA, DoD, Homeland Security Department, National Oceanic & Atmospheric Administration and other federal governmental agencies.

Within a year, the office should present a plan to the administration and to Congress outlining the overall strategy, schedule, and resources needed to develop and deploy the nation's next generation air transportation system.

SLC DEPARTMENT OF AIRPORTS GENERAL AVIATION PHONE NUMBERS

- General Aviation Manager:..... 801-647-5532
- Airport Control Center 801-575-2401
- Airport Emergencies/Police 801-575-2405
- Airport II Operations 801-561-7531
- Airport II Maintenance 801-352-7282
- Airport II AWOS 801-562-0271

FAA SAFETY VIDEO LIBRARY

The Salt Lake City Flight Standards District Office (FSDO) maintains an extensive aviation safety video library. For detailed information, contact the Safety Program Manager at 801-524-4247.

DEPARTMENT OF AIRPORTS RECEIVES NATIONAL RECOGNITION

This past summer the U.S. Department of energy presented the Salt Lake City Department of Airports with the Clean Cities National Partner Award. The presentation was made during the 9th National Clean Cities Conference and Exposition in Palm Springs, California.

The award recognizes the Department of Airports for its:

- commitment to the use of alternative fuels with 27% of the department's vehicles operating on natural gas;
- successfully installing and operating a multi-alternative fuel fueling site that is open 24-hours per day for airport vehicles and to the public; and
- dedication to increasing the use of alternative fuels by

offering ground transportation providers a \$2,500 credit to operate alternative fuel vehicles (AFV) on airport property when using the restricted lane for passenger pick-up.

Clean Cities is a nationally chartered coalition of public and private entities, which promotes the use of AFVs to reduce American dependence on foreign oil and to contribute to clean air and healthy environments.

SECURITY BEGINS WITH YOUR OWN AIRPLANE

Charity may begin at home, and so does security. People seldom forget to lock their homes; cars are locked less frequently. But too often pilots neglect to lock the doors of their aircraft. "It's always hanged;" "It's too easy to break into;" "I'm just running over to get a sandwich;" are all poor excuses for poor security.

Crime happens because of opportunity. Don't ever make it easy for anyone! Lock your airplane's doors, regardless of whether your aircraft is hanged or tied-down outside – always!

For added security, consider using an auxiliary lock to further protect your aircraft from unauthorized use. Options available include several fine locks for propellers, throttles, and prop controls. Pilot supply catalogs have a wide range of products to deter tampering and theft of your aircraft.

Then take home all your keys – to the aircraft, the hangar, and to auxiliary locks. You might want to consider whether you keep your airplane key on the same key chain as your hangar key. Make it as difficult as possible for someone to gain access to your airplane.

Together we can make general aviation the least attractive option to terrorists and criminals.

TOOELE VALLEY AIRPORT AWOS NEARS COMPLETION

The electrical contractor that is installing the new TVY AWOS is nearing completion of the project. It is estimated that the AWOS will be fully functional by January 1, 2004. This addition to the airport will prove a boon to pilots and airport personnel alike. We will provide updated status information as soon as it becomes available.

A QUESTION FOR A CENTURY OF FLIGHT:

Had he lived, would Lilienthal have beaten the Wright Brothers to powered flight?

The debate on this question differs depending upon which side of the Atlantic you inhabit. German scientists and historians certainly believe that Lilienthal was definitely headed toward a powered airplane and was probably only a year or less away from achieving that when he died. American aviation historians believe he was "years away" from accomplishing what the Wright Brothers did by building on his work.

Nationalism aside, it did take Lilienthal five years of extensive and painstaking experimentation to reach the bi-wing glider design, a design he considered feasible for mounting a motor. Even if he had taken another five to perfect a glider and engine combination that would still have put his speculative powered flight at 1901, two years ahead of the Wrights'. However, alternative history is the realm of science fiction writers, and what remains true is that the Wrights were inspired and assisted by Lilienthal's work. After all, they used body shifting to steer their initial gliders, incorporated their take on his wing warping design on later models, and put Charles Taylor's engine on essentially a bi-wing

glider. On December 17, 1903, they became in America every bit the sensation he had been in the relatively new country of Germany in the latter years of his life.

But, could he have beaten them to powered flight? Quite possibly, but that detracts none from the Wrights' accomplishment. Rather than competitors, think of them as his heirs and that he might have felt the same about two men who shared with him the "indescribable pleasure" of flight. And think of all of us as beneficiaries to the hard work, intelligence, creativity and daring of these astounding men.

One hundred years of manned, powered flight... who could have known?

THINGS TO REMEMBER IN GENERAL ABOUT WINTER FLYING

If your aircraft's battery is dead, to not hand prop the aircraft. Have the battery serviced or use external power. Hand propping an aircraft is very dangerous.

Flight instruments need extra time to spin-up when they are cold. Be sure the cockpit is warmed –up and gyros are up to speed before takeoff.

Take blustery headwinds into account, especially if flying westbound when planning fuel requirements. Also, check wind direction and speed at your destination to be sure it is within the aircraft's and your crosswind capability.

During engine start, be cautious about over-priming your engine. Have a fire extinguisher nearby in case of an emergency. Preheating is the safest way to successful winter starts and it is easier on your engine.

After a snowfall, remember that the landscape will no longer look like the VFR sectional chart. Many landmarks will most likely be snow-covered.

Check with your destination airport for snow cover and removal operations. Airport surface conditions can change quickly with fast-moving winter weather and the latest information may not be in the NOTAMs.

Dress for survival when you fly this time of year. Be sure to pack a winter survival kit.

ELT AWARENESS

Emergency locator transmitters can be lifesavers and... they can be pains in the posterior. After each flight just prior to tie-down or hangaring, turn on your battery power and tune your VHF radio to 121.5. Listen for a moment to ensure you have not inadvertently activated your ELT. SLCDA airport operations officers sometimes spend a considerable amount of time tracking down aircraft with ELTs transmitting distress signals, only to find them securely tie-down on the ramp or safely secured in their hangars. It takes you only a few seconds to check your ELT and your check may save them much anxious time and travel.



Happy Holidays