

**GA HANGARS TO BE PAINTED AT SLC**  
SLCDA facilities maintenance painters are scheduled to power wash and paint general aviation hangars on the east side of Salt Lake City International Airport. Weather permitting, the work will start May 17<sup>th</sup>. Painting will start on row 9.

Properties Specialist Mike Rawson will contact tenants several weeks in advance to offer alternative tie-down space for tenants if they desire to move their aircraft during the painting process. Please allow approximately 2 weeks per row for the work to be completed.

Contact Mike Rawson at 801-575-2894 or GA Manager Steve Jackson at 801-647-5532 with questions.

**U42 TAXIWAYS TO BE SEALED**  
Taxiways A, B, and connectors at South Valley Regional Airport are scheduled to receive a sealcoat between May 17<sup>th</sup> and June 13<sup>th</sup>.

The application process should take 2-4 days to complete sometime during the 30 day window. The runway will not be closed but barricades will direct ground taxiing operations.

AWOS and NOTAM remarks will be posted.

**100LL DEMISE IS NO SURPRISE**  
by Ben Visser in General Aviation News

At a recent Aviation Summit, several industry leaders addressed the fact that lead in avgas is going away. Well, no surprise there. We've been saying for the last 20 years.

The comments fall into three general areas: The first is the gloom and doom group that feels that it is all over and we should just scrap all of the planes and have everyone in GA go find a new hobby to dump money into. The second group is in denial – they do not believe the EPA will actually go through with its threat to outlaw leaded fuels.

And the third group believes that someone will come up with a miracle fuel that will replace 100LL, cost less, and perform better in all applications.

For the third group, I was going to say there isn't a Santa Claus, but I am pretty sure they still believe in the jolly old fellow.

The second group is almost as naïve as the third group... the EPA *is* going to regulate lead out of avgas. The question is when and has nothing to do with opposing facts or data. The people at the summit meeting were guessing that it will go away in the 2016 – 2017 time frame. That is probably as good a guess as any, but I would remind people that there are several elections between now and then, so things can change quickly in any direction. And I have seen a lot of deadlines given, starting in 1995, and all of them have come and gone without action. Just don't count on it every time.

For the first group, don't despair – there is some hope. Pilots with non-turbo / super-charged engines have nothing to worry about yet. When the new unleaded fuel does finally appear, your engines will work well. Other than changes at your next overhaul, it will be basically an invisible transition. On the positive side, all of the 80/87 engines and Rotax 4 stroke cycle engines will finally be able to buy fuel at any and all local airports.

On the negative side, there is a very real problem for turbo / super-charged engines and the big radials. These will need to be modified in some significant way and someone will need to qualify and then assume legal liability for the proper operation of these engines burning the new fuel. This may mean that some engines – especially rare models – will become static displays.

The thing that bothered me the most were summit comments such as, "GA is scrambling to find alternatives." and, "We have just one shot at this, so we need to make the right decision." Where have these people been? For the past 20 years there has been only one real solution to what the unleaded fuel will be, and that is a fuel made from the same components as 100LL, only without the lead and with a lean rating of around 94.

This isn't rocket science or magic, it is just common sense, which can sometimes be in very short supply in our ranks. We don't need gloomy prognostications or finger pointing. What we do need is leadership that will lead the way and start working with the EPA and others to try and make this transition as safe and painless as possible.

The best course for pilots is to prepare for the change as if it were inevitable. Work with your A & P mechanic. Research solutions and recommendations for your particular engine. Unleaded auto fuel is an option if you obtain proper FAA Supplemental Type Certificate (STC) certification.

The internet is an excellent place to research possibilities. See EAA's website for a start at <http://www.eaa.org/autofuel/>. You may also go to Petersen Aviation's informative website at <http://www.autofuelstc.com/autofuelstc/pa/Home.html> for information. Good information is out there if you are willing to search out potential options.

You have a significant investment in your aircraft and you have some time left. You can prepare for and respond to this challenge and safely protect your investment with some research and action.

#### AIRCRAFT SELF-FUELING CLARIFICATION

Self-fueling permits are not required when fueling from commercial self-serve pump facilities. Self-fueling permits are required to transfer fuel from a container into one's aircraft (i.e. unleaded auto fuel, etc. from a five gallon fuel can).

Contact GA Manager Steve Jackson at 801-647-5532 with questions

### --- SAFETY FIRST ---

**Protect yourself and your neighbors...  
do NOT fuel aircraft in hangars.**

#### SELF-SERVICE FUELING

Human beings can be lazy and we pilots are no different than other humans on the planet. Sometimes we "cut corners" or look for shortcuts all in the name of efficiency or because we just don't have time to do it "by the book."

Especially during aviation activities, attitudes like these simply will not result in safety and success in the long run (or even a short flight). Failure to perform a thorough pre-flight; a tendency to push aircraft performance limitations; failure to remain current and proficient in maneuvers and operations; "pressing the weather"; or even occasionally exceeding weight and balance limitations will ultimately result in catastrophe.

A simple operation like self-service refueling one's aircraft can become routine and quite frankly, a bit mundane. And it is attitudes and resulting actions like these that result in real "pain at the pump!"

Few feelings are worse than standing over one's aircraft after an incident that resulted in damage to one's pride and joy.

The problem with igniting fuel fumes in, on, or near an aircraft is that there is so much fuel onboard that ignition will usually result in an explosion and will nearly always result in a catastrophe.

Follow these simple and effective operating rules:

### HELPFUL POINTS OF CONTACT

**For GA operational, facilities maintenance, aviation newsletter, airfield, and SLC Title 16 questions call:** Steve Jackson, SLCD General Aviation Manager, 801-647-5532 or e-mail at [steve.jackson@slcgov.com](mailto:steve.jackson@slcgov.com).

**For hangar lease and repair questions call:** Mike Rawson, Properties Management Specialist, at 801-575-2894 or e-mail at [mike.rawson@slcgov.com](mailto:mike.rawson@slcgov.com).

**For aviation security questions call:** Connie Proctor at 801-575-2401.

**For gate access problems call:** Airport Control Center at 801-575-2401.

**For emergencies call:** at SLCIA, 801-575-2405  
at TVY or U42, 911 then 801-575-2405

- **NEVER** smoke within 50 feet of a gasoline dispenser, pump, or fuel dispensing container (gas can).
- **NEVER** leave your aircraft running when refueling.
- **NEVER** jam the pump nozzle open or leave unattended when refueling at a self-serve site.
- **NEVER** allow children or minors to play around fuel pump islands — or allow them to hold or activate the fuel nozzle.
- **NEVER** allow yourself to be distracted during the refueling operation by using a cell phone. A fill-up takes only a few minutes and requires your full attention. In addition, cell phones are electrical devices, so they're a potential ignition source for any fumes.
- **NEVER** fuel an aircraft in a hangar or enclosed space or in any building.

#### **And:**

- **ALWAYS** use only approved containers to carry, dispense, or store fuel (ULC-labeled).
- **ALWAYS** report and properly clean-up all fuel spills.

#### ELECTRONIC GA NEWS

If you would like to receive the Salt Lake City Department of Airports' monthly general aviation newsletter by e-mail, send a request including your current e-mail address to: [steve.jackson@slcgov.com](mailto:steve.jackson@slcgov.com).

#### UPCOMING EVENTS

Leading Edge Aviation Logan (LGU) - Leading Edge Aviation is hosting an openhouse 4-5 June. Static aircraft will be displayed, including a B-17 on the 4<sup>th</sup>. Educational classes and demonstrations will be presented. For more information visit [www.logan-cache-airport.com](http://www.logan-cache-airport.com).

#### FAA PILOT SAFETY SEMINARS

No seminars are scheduled for May.

Additional information is available at [www.faasafety.gov](http://www.faasafety.gov) under "events" or contact Dennis Seals, FAA Safety Program Manager at 801-257- 5056.



**Safe ops in the air and on the ground!**