



U42 CONSTRUCTION

U42 utilities infrastructure construction is nearly complete. The construction project includes utility infrastructure for storm water, sewer, electrical, natural gas, and communications conduits. A drawing of the affected area is posted at http://www.slairport.com/general_aviation.html, with links on the www.ugaa.org and www.uaoa.org websites.

ELECTRONIC GA NEWS

We have had a number of folks sign up to electronically receive a monthly copy of this newsletter. If you would like to be on the electronic mailing list, send an e-mail a request with the e-mail address to which you'd like the monthly newsletter sent to steve.jackson@slcgov.com

NEW AIR CENTER HANGAR AT U42

Air Center of Salt Lake is in the process of building a new 15,000 square foot aircraft hangar immediately north of the fixed base operation building. It is designed to provide much needed additional aircraft storage space. The hangar will accommodate 90% of Airport #2's business jet traffic and space is available in it to hangar multiple smaller general aviation aircraft. The project is scheduled to be completed in mid-November.

A WINTER PREFLIGHT CHECKLIST

From Piper Magazine

Winter is rapidly approaching once again. And with this flying season come some challenges. Here are some items are worth checking during preflight for a flight (VFR or IFR) on a very cold day:

- Remove all of the ice, snow and frost, including any ice or slush in the gaps between control surfaces.
- Check your retractable landing gear mechanical system for ice formations. Clogged with ice, the gear may not retract or extend when you throw the switch.
- Don't put excess loads on the battery before starting unless you've had it stored in a warm place (out of the airplane and in the hangar, for example) before you started this preflight.
- Check the quick drains. If the quick drains won't drain, it's a red-line, non-airworthy item. There is frozen water somewhere in your fuel system and you really don't want any ice restricting or blocking fuel flow in the fuel system.
- Look at the static sources carefully. They can get iced over with freezing rain or melted snow that has re-frozen. Be careful taxiing through large puddles of water in near-freezing weather. Depending on where your static sources are located, they could get easily iced over with a splash. It's always good to know what indicated airspeed you are making. The airspeed indicator needs a static source.

- Pre-heat the oil or the engine whenever possible. Once the engine is operating, it's creating a fire hazard to continue priming to keep it going until it is warm. Once you do get a start, at a very low temperature, your POH should tell you how best to get the engine to warm-up stage.
- Pack winter and survival gear. If the weather is cold enough for all of the above precautions, it's cold enough to consider and prepare for your own survival, in case you have a forced landing. State law in Alaska requires a complete cold weather operation survival kit. Pilots (including passengers) should have proper clothing and access to an on-board survival kit if they plan to fly in winter weather.
- Make sure that your airplane has a winterization kit that alters the baffling inside the cowling to prevent the engine from over-cooling.
- Check combustion heaters. The kind that use the exhaust manifold, with a metal wrap-around "heater muff" to provide warm air to the cabin, need to be regularly and carefully checked by an A&P mechanic for exhaust leaks (carbon monoxide poisoning is insidious and deadly).
- Make sure that fresh carbon monoxide detectors are in the cabin and well within the view of the pilot.

The old "ounce of prevention vs. a pound of cure" adage certainly applies to preparations for winter flying. Be safe out there... it is beautiful flying over the winter western landscape but it is also cold and potentially deadly.

DIMS? (Does It Make Sense?)

By Chip Wright in AOPA magazine

I was never the kind of student who aced everything especially anything to do with math. I could work baseball statistics with no problem, but most everything else mathematical left me frustrated and angry. I once took a high school physics test wherein I was required to figure out the velocity at which a ping pong ball would fall if dropped from a building. I came up with something like 150 mph. I didn't pay any attention to the units of measurement because, after all, I had used the right formula. Who could go wrong with that?

The test was given about a week before scheduled parent-teacher conferences, and so the teacher held on to the test to show my parents. When my parents got home from the conference, my mother asked me about the answer I had calculated, and she said the teacher had told her that I needed to develop the habit, after answering a question on a test, of looking at the original question and asking myself "Does it make sense?" (DIMS)

That was some of the best advice I have ever received, and to this day, I apply it not just to physics, but also to just about

every problem-solving venture I've encountered since. How easy it is!

As a pilot, I use that question all the time, and it's something that can be applied to all aspects of aviation, from being a student to being an airline transport pilot.

What follows are some common areas when it makes sense (DIMS) can save your bacon. Hopefully, DIMS will catch your dimly lit light bulb and get it shining again.

Clearances; Prior to take off, time is on your side. In flight, it isn't. But in either case, the time will come when the good folks in the tower will throw you an inadvertent curve ball. On the ground, you may request a clearance on your IFR flight plan and get something that is terribly confusing. Sometimes it's as simple as the controller reading you the clearance for another airplane, and sometimes it's possible that you made an error when you filed your flight plan on DUATS. Your mistake may not be obvious, so if your clearance deviates from your original flight plan, look at a chart and ask yourself, DIMS?

Taxi instructions; It's hard to imagine anyone not being aware of the FAA's recent war against runway incursions. The potential danger of a runway incursion cannot be overstated. The problem is that it is so easy to do, and it isn't limited to one segment of aviation. General aviation, the airlines, airplanes large and small have all contributed to the problem. It's often compounded by being on unfamiliar airports or large airports, being in a hurry, or having to use taxi diagrams that are difficult to read.

Take the time when given a taxi clearance to look at the chart. If that means being stationary for a moment or so, so let it be. If you can't find the taxi route on your diagram, or if the controller appears to have left something out, ask... don't guess. Never just acknowledge a clearance without a DIMS check and chart verification, especially when taxiing on an airport in the midst of any sort of construction.

Weight and balance; This sounds relatively simple. You add some numbers do a bit of division, and presto, you have the center of gravity (CG). But think about how easy it is to make a math error, especially when you're in a hurry. The hidden mistakes are most often the most obvious: transposing numbers, not carrying the 1 in addition, putting the decimal in the wrong place, or using the wrong arm for one of the seats or fuel... DIMS to the rescue. If there is doubt, it's best to just start over on a fresh sheet of paper.

Remember to calculate the weight and/or CG not just for the takeoff, but for the landing as well to accommodate the change in fuel burn... Double DIMS.

Weather evaluation; One of the challenges of flying is being able to create a mental picture of what the weather is doing around you. When controllers broadcast AIRMETS and SIGMETS, you should be able to picture what the weather is doing in the described geographical area. When you are evaluating weather, the most critical skill is to be able to understand why the weather is doing what it is doing, both in the macro sense and the micro sense. If you can't answer the DIMS questions about the weather, then you need to spend some time

HELPFUL POINTS OF CONTACT

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

For hangar lease and repair questions call: Mike Rawson, Properties and Contracts Specialist, at 575-2894 or e-mail at mike.rawson@slcgov.com.

For aviation security questions call: Connie Proctor at 575-2401.
For gate access problems call: Airport Control Center at 575-2401.

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

For common General Aviation information call the GA Hotline: 575-2443

brushing up on it; weather is everything to a pilot.

Asking the simple question of whether or not something makes sense sounds so elementary that it seems almost trivial. But if you take the time to ask, no matter how obvious the situation may seem, you can save yourself from unwanted attention, embarrassment, cost, or even pain. If the information is not complete or in a form you can understand and use, then take the time to fill in the blanks.

UPCOMING EVENTS

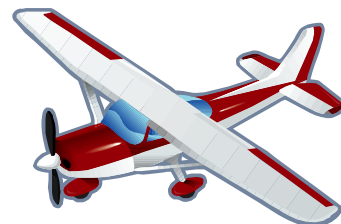
Leading Edge Aviation Logan (LGU) - Leading Edge Aviation has a free breakfast in their hangar on the 2nd Saturday of each month from 8:00 am to 10:00 am. They'd enjoy seeing you there. For more information about Leading Edge and its events, visit www.leaviation.com.

Air Center of Salt Lake (U42), the FBO at Airport #2, has suspended its Fly-in and Barbeque for pilots, family, and friends at its West Jordan for the winter.

Dave and company will start them up again next spring. For more information about Air Center and its events, visit www.aircenterofsaltlake.com.

--SAFETY FIRST--

Do NOT Store Fuel or Operate Open Flame Devices or Heaters Inside of Hangars!



Have a safe winter flying season!