



GA CONSTRUCTION PROGRESS

SLCIA- The taxiway K asphalt reconstruction and overlay project is in its final phases and is forecast to be completed by mid-October. Please continue to work with SLC ATCT ground control to efficiently move into position for take off on runway 17. Ask ground control if you have a question or a request.

Airport II- Phase four (the final phase) of the ramp reconstruction project is underway. The entire project is 70% complete with a forecast completion date of November 10th.

Construction of the nested T-hangars east of row E on the new ramp is progressing on schedule and completion is anticipated by late November.

Anyone desiring to occupy the new hangars in the fall may contact Johnathan Liddle at 801-575-2894 for information.

Tooele Valley Airport- The new electronic ramp access gate just north of the blue airport maintenance building is complete and fully functional. It is set to operate in the cipher (key pad) mode. Contact Steve Jackson at 801-647-5532 for gate code access information.

The FAA indicates that it must wait until spring 2007 to install the instrument landing system (ILS) due to challenges obtaining wetlands permits.

GENERAL AVIATION BBQ

The GA BBQ held at U42 on Saturday, September 9, was attended by nearly 150 GA participants. The food was good, the visiting was excellent, and the Bluegrass music was great! Multiple aircraft including; AH-64 Apache and UH-60 Blackhawk helicopters, the CAF Stearman, a Chipmunk, and a Decathlon were on static display. Lots of fire extinguishers were inspected and serviced. A good time was had by all.

FEDERAL LAW ENFORCEMENT

HOTLINES

Report All Suspicious Aviation Activities:
1-866-AIR-BUST or 1-866-GA-SECUR

DESCENT MATH

If you need to lose 10,000 feet for approach at your destination, going 120 knots ground speed, and want a descent rate around 500 fpm how far from the airport should you start your descent?

10,000 ft / 500 fpm = 20 min; 20 min X 2mpm (miles per minute @ 120 kts) = 40 miles from the destination airport

WINTER COMETH

By H. Dean Chamberlain in AOPA's Pilot Magazine

FAA Aviation News has repeatedly said that pilots and passengers should dress to be able to walk home from any flight. Since by definition, an accident is an unplanned event, this means every flight should include the possibility of a walk home. It may be a remote chance, but the chance certainly exists.

Some areas of the U.S., such as Alaska, have specific survival equipment requirements. Most areas leave it up to the pilot to determine what, if anything, to carry. Just like when driving your vehicle down an isolated snow-covered country road late on a cold winter night, it is better to wear your winter coat than to throw it in the back seat and depend entirely on your vehicle's heater to keep you warm. The reason is if you skid off the road and into a ditch injuring yourself, how will you keep warm when the engine dies? What will you do until help can find you? The same is true in an aircraft. If you can't reach your survival gear or winter clothing because of injury or you are trapped in your seat and can't reach the items, you are out of luck. You need to keep important survival items within reach. This is not to say you shouldn't properly secure them. The last thing you want in a crash is a loose object flying around the cabin.

One of the best ways to avoid landing out in the boonies or on a remote mountaintop is to make sure your aircraft is properly prepared for winter. Your aircraft's operating manual lists those things you need to do to prepare the aircraft for winter ops. From making sure the proper weight oil is installed to checking the fuel system for water (read potential ice cubes in your tanks and fuel lines when the temperature goes below freezing) to checking your control cables for proper tension to checking your oil cooler's cold weather operating requirements, you have a lot to check before the thermometer takes its annual nose dive. Since we live in Utah, you should have already completed your winter checklist. Have you winterized your aircraft? If you have any questions, you should ask the maintenance professional who works on your aircraft. FAA also publishes information on winter procedures. An internet web search can provide a wealth of information. Your local Flight Standards District Office's (FSDO) Safety Program Manager is also a valuable resource. Obviously, if your aircraft is relatively new, your aircraft manufacturer is your best resource. If you have an older aircraft, the aircraft type club for your specific brand and model of aircraft is another important resource. If you don't know how to contact your specific brand and model of aircraft is another

important resource. If you don't know how to contact your respective type club, most clubs, such as the Cessna and Piper clubs, are listed on the Internet. Another important resource is your local Experimental Aircraft Association (EAA) chapter. Most small airport fixed based operators have some type of bulletin board with local chapter information. If not, again check the web.

It goes without saying that frost and ice on your aircraft can ruin your whole day. Never take off with frost on your wings. Aircraft wings don't fly well with frost on them. The same is true of ice. If your aircraft is not certificated for flight in known icing conditions, it is important to stay out of such conditions. Any time there is visible moisture and below freezing conditions, there is the possibility of icing if you penetrate the moisture. Although frost can reduce or destroy lift, ice's danger is two-fold. Ice build up not only can reduce or destroy lift, but it also adds weight. Combined, both can make it difficult or impossible to maintain altitude or continue flight in aircraft not approved for such operations. Even those aircraft approved for flight in known icing conditions have limitations. In severe icing conditions, ice can build up so fast that the aircraft's deicing or anti-icing systems can't keep up with the buildup.

This is why all pilots should have an escape plan if they inadvertently start to pick up ice or the build up is greater than their aircraft can safely handle. Whether it is knowing the altitude of warmer air or knowing where to fly out of the icing conditions, pilots should always have a plan. Part of that plan is knowing when to ask air traffic control (ATC) for help. Declaring an emergency is always an option. In reviewing accident reports, it is always better to ask ATC for help before the situation becomes critical, than it is to wait until it is beyond ATC's ability to help. You absolutely need to know how and when to use your aircraft's anti-icing and deicing systems. In case of ice buildup enroute, follow your aircraft's operating manual recommendations about landing speeds. You may want to carry extra speed during landing if the field length permits.

Not only is it important to make sure your aircraft is prepared to operate in winter flight conditions, but a recent National Transportation Safety Board (NTSB) report noted pilots flying in mountainous terrain before official sundown may experience night conditions in the valleys because of terrain masking the sun. This condition highlights the importance of being night current when flying near sundown in mountainous areas. Although sun masking is not a problem in the flatlands, pilots flying in those areas need to be just as night current because of the limited amount of daylight hours during the winter months.

Nighttime can be a very enjoyable time to fly if one is prepared. Current charts, airport data including airport operating hours,

--SAFETY FIRST--

Do NOT Fuel

Or Start Aircraft

Inside of Hangars!

HELPFUL POINTS OF CONTACT

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

For hangar lease and repair questions call: Johnathan Liddle, Properties Management Specialist, at 575-2894 or e-mail at johnathan.liddle@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

knowledge of minimum altitudes, and a spare flashlight are a few of the important tools to have onboard for a winter night flight.

Instrument pilots who are current and proficient have an inherent safety advantage when flying at night if they are operating on an IFR flight plan. Their charts provide those safe operating altitudes and guidance as long as they follow the published procedures.

Winter is upon us... start your winter flying preparations and mental mind-set now for safe flights later.

UPCOMING EVENTS

The last Sunday of each month, Dave Coats' AIR CENTER at Salt Lake Airport II (U42) hosts on a fly-in/drive-in breakfast from 8:00 a.m. to 11:00 a.m. No charge but donations are welcome.

Saturday October 7th, 2006 From 11:00 - 13:30 Leading Edge Aviation is holding their grand opening in the old OK3 AIR offices, at SLCIA near the State Division of Aeronautics office on North Temple.



Happy
Halloween!
