



SLCDA GA CONSTRUCTION

SLCIA Runways 17-35, 14-32, and taxiway R construction is complete.

Airport II The Taxiway A asphalt overlay is complete and we now have a paved all-weather emergency access road from the West Jordan fire station on the southeast corner of the airfield to the approach end of Runway 34.

Tooele Valley Airport Construction of the instrument landing system at TVY is under way and the FAA expects the ILS to be fully operational by November.

SLCDA GA BBQ

The SLCDA 4th Annual General Aviation Barbeque and fire extinguisher inspection was held Saturday September 22nd 2007 at Airport II was a success with nearly 150 people attending from the GA community. Fire extinguishers were inspected and serviced for a reasonable fee and a great BBQ lunch was served while we visited and enjoyed live Bluegrass music by Ridin' the Faultline.

FEDERAL LAW ENFORCEMENT

HOTLINES

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

A FRIGHT-FREE FALL

Most of the time, high pressure prevails in autumn

By Thomas A. Horne

Weather educators are forever forecasting doomsday weather scenarios. But keeping things in perspective, the fact is, most times the weather

is relatively benign, and very conducive to VFR flying. Quite often, cloud layers stay above 3,000 feet agl, visibilities extend beyond the magic six-mile limit that aviation forecasters use to define "unlimited" visibilities, turbulence doesn't reach severe levels, and surface winds stay below 15 mph.

How do I know? I once wrote a book on aviation weather-Flying America's Weather-that used a climatological approach to America's regional weather patterns, and the accidents that happen within them. I scoured climatological atlases and other data as part of the research, and I learned that many regions experienced instrument meteorological conditions (ceilings below 1,000 feet, visibilities below three statute miles) as little as 10 percent of the time (say, three days a month) in large areas of the western United States, and no more than 20 percent of the time (six days per month) in the rest of the nation. And that's in the winter months, when weather conditions are the worst, statistically speaking.

Of course, "benign" is in the eye of the beholder. A neophyte pilot without an instrument rating may feel comfortable only when skies are crystal clear and surface winds are dead calm. Those with 500 or so hours, an instrument rating, and time in the clouds will probably feel confident enough to take on conditions where ceilings and visibilities are at the 1,000-and-three limit, and won't be scared off by gusty surface winds or forecasts of moderate turbulence.

At the other end of the spectrum is the high-time, seasoned instrument pilot who regularly flies on instruments --- in the soup, that is --- and who feels competent enough to fly in and out of airports in instrument conditions, as long as there

are no un-navigable thunderstorms or icing conditions along the route.

But back to the premise. Instrument conditions are, in point of fact, rare. Feel uncomfortable about the weather? Then simply wait a day or two, and good VFR will be yours.

You know what to watch for... large areas of high pressure. These are heavily advertised days in advance of their arrival, and their forecasts are very accurate, too. The Weather Channel will sound their approach, and so will low-level prognosis charts. The good thing about big highs is their duration. They can linger for days, giving you plenty of chances for long cross-country flights unimpaired by anything but perhaps a scattered layer of shallow cumulus clouds at approximately the 4,000-foot level.

But all is not roses with high-pressure systems. Their worst weather typically comes at the arrival and departure stages. As a high moves in, it pushes colder air ahead of it, on westerly or northwesterly winds. This air runs into the warmer, more humid air masses ahead. Presto! A cold front occurs, along with the chance of thunderstorms and/or low clouds that they create.

As highs move away, the clockwise circulation around their centers draws warm, moisture-laden air northward on winds out of the south. This is what meteorologists call the "back side" of a high pressure system. And with the back side of a high, the stage is once again set for showers and thunderstorms.

The best weather is located in the center of the high, the spot where meteorologists place a big H on a surface weather chart. Here is where you'll find the calmest winds aloft and at the surface—the clearest skies, and the best visibilities.

Sure, morning ground fog can occur on cool mornings when a high is parked overhead. And if surface temperatures go high enough during the day, and conditions aloft are cold enough, air-mass thunderstorms can form. But for the most part, highs are our steadfast friends. This is

HELPFUL POINTS OF CONTACT

For GA operational, facilities maintenance, aviation newsletter, airfield, and SLC Title 16 questions call: Steve Jackson, SLCDA 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

especially true in the fall months, when, on average, two or three big highs move through per month.

Let's give our weather paranoia some time off. Wait for those ideal fall flying days, when cool temperatures make our aircraft perform better, we can have unrestricted views, and our passengers can have stress-free flights enjoying the scenic vistas.

UPCOMING EVENTS

Dave and Ryan Coats' AIR CENTER at Salt Lake Airport II (U42) hosts its monthly fly-in/drive-in breakfasts at the AIR CENTER hangar complex 9:00 a.m. – 12:00 p.m. on the last Sunday of each month.



---SAFETY FIRST---

**Do NOT Fuel
Or Start Aircraft**
