



## GA CONSTRUCTION PROGRESS

**SLCIA-** The taxiway K asphalt reconstruction and overlay project is progressing and has been completed through K-7. It will continue under construction until early October. Asphalt non-availability has been the major cause of delay. Operations on runway 35 should not be significantly hampered. 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 three of the ramp reconstruction project east of Air Center is complete. Phase four (the final phase) will commence about mid-September. Self-serve fuel at Air Center is once again fully accessible.

Construction of the nested T-hangars east of row E on the new ramp is underway and completion is anticipated by late November. Hangar construction should not limit tenant aircraft taxiing, parking, or hangar access.

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

**Tooele Valley Airport-** The new electronic ramp access gate just north of the blue airport maintenance building is complete and fully operable. 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 still intends to install the localizer and glide slope of the instrument landing system (ILS) this fall.

## DETAILS, DETAILS

By Chip Wright in AOPA Pilot Magazine

One of the most important lessons that aspiring pilots learn is to properly preflight their aircraft, and with good reason. Would you really want to get airborne knowing that you had not checked the oil or the security of the fuel caps? Much attention is given to checking details before flying. It is just one of the many ways to break the accident chain and enhance safety. Accidents that have occurred because of a poor preflight include taking off (or attempting to, anyway) with control locks installed, taking off with one or more tie downs still attached to the plane, or simply departing, on a very short flight, without fuel or oil.

## FEDERAL LAW ENFORCEMENT HOTLINES

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

But what do you do when you are finished flying? Relatively little emphasis is put on the performance of a proper post-flight inspection. Just because you did a stellar preflight does not mean that the next person to use the airplane will do one as thorough as yours. And just because you didn't see someone else on the schedule after your flight does not guarantee that the airplane is finished flying for a while.

If the airplane you fly does not come with a detailed post-flight checklist, you can improvise. Use the published preflight routine as a guide and change it as necessary... obviously, where it says, "Remove tie-downs," you will want to attach the tie-downs. You can certainly add fuel, and you can wait a few minutes to let the engine cool down and the oil settle, and then check the oil level. This will give you the added benefit of tracking oil consumption.

What else are you looking for on a post-flight walk-around that you might not catch on a pre-flight? Believe it or not, it is possible, even in a small airplane, to hit a bird and not know it. It's unusual, but it can happen. If the bird hits one of your antennas, it may break the antenna loose or take it off completely. If you hit a large bird or a flock of birds (the kind of bird strike you can't miss), you will want to survey the damage to the skin surface of the airplane. It may appear to you that the airplane is safe to fly, but it may not be. You may want a mechanic give you some help if possible. Bird strikes can be messy affairs, but often the mess looks worse than it really is. If you are flying a retractable-gear airplane, and the bird hits a gear door, check the door to see if it is loose; you may hear it in the slipstream after the collision if it is.

Your post-flight inspection also may reveal any new leaks from the oil or the fuel system. One of the benefits of having colored fuel is that you can't miss it when it leaks onto your paint. Tires often get short shrift from pilots. As much as airplane tires look like those on other vehicles we use, they are different. For starters, tires on airplanes are used for a very small percentage of our operations, and when we land they are subjected to some pretty extreme loads, especially if the plane is a trainer being repeatedly used by students learning to land. The tread wear should be somewhat even on the tires, and surface scuffs are normal. What you need to look out for are new, deeper cuts. Anything that exposes tread is a red flag so report the discrepancy to the mechanics. A blowout on landing can lead to an early exit off of the runway. Cuts in a tire are most likely caused by a piece of metal left behind by another airplane. Because aircraft tires rotate faster than car tires, aircraft tires have more energy and can be subject to more damage from smaller pieces of debris. If the airplane can be moved, roll it to check the underside of the tire as part of your post-flight inspection.

If you are doing a walk-around after landing, and you see some new, unexplained damage to the paint, especially around rivets, you may

want to get it looked at. It's one thing to have paint chip off from normal wear and tear, but you want to make sure that what you are seeing is not a sign of hidden damage such as corrosion or fatiguing metal.

Sometimes you see something on a post-flight inspection that you'd never notice in flight, but that could be dangerous. A leak may have developed upon landing. If it goes unnoticed by the next crew, a serious in-flight emergency may develop.

We often do not check the landing and interior lights prior to flying unless the flight is at night. But you never know when your flight may extend into nighttime hours, and if a landing light has come loose or has been broken by a bird, it's better to find out prior to when you really need it.

While taxiing in, flip the magneto switch from Both to Left and then to Right. If a mag fails in flight, you probably won't notice it during the flight. If you catch it as you taxi to park, it can be fixed before the next flight.

Before leaving the airplane, you absolutely must do two things. The first is to turn off the master switch. Too often, pilots leave the master on and run down the battery. One way to help avoid this is to leave your beacon light switch on. That way, whenever the master is on, you will see the light. It will also advise other people on the ramp that you may soon start your engine. The second thing you must do is to tie down the airplane. You may forget to do it several times without incident. But if you make a habit of leaving the airplane unrestrained, eventually it comes back to bite you, either because of unexpected high winds or from other taxiing airplanes.

The mission doesn't end just because you are done flying for the day. Pay as much attention to the inspection at the end of the flight as you do to the one at the beginning. If you are an owner, you can save time by fixing problems immediately. If you are a renter, the flight school and the other pilots will appreciate your attention to detail. Hey, just consider it an early preflight!

## **HANGAR SAFETY INSPECTIONS**

From Captain Martha Ellis, SLCDA Fire Marshall

In light of the recent flurry of phone calls I have received regarding the hangar inspection results, I thought it may be beneficial to address everyone who reads the GA newsletter to address some frequently asked questions.

The most common notation, "ext,g", is short for extinguisher. When notes referenced the "tag", that refers to the State Fire Marshal tag that must be attached to the extinguisher at all times. This tag is current when the date indicates the extinguisher has been inspected within the past 12 calendar months. Any code or NFPA references made on the Airport #2 inspection sheet were simply there for reference. Unfortunately, I feel it may have done more to confuse than assist.

In general, the most prevalent violations were centered on the fire extinguishers. Each hangar is required to have at least one 2A20BC extinguisher, mounted in a conspicuous location (by the hangar door, closest to where it opens is preferred), not obstructed or obscured from view, with a current State Fire Marshal inspection tag.

Extension cords may not be used in a long-term capacity, and only one portable appliance may be plugged into each extension cord, unless it is a listed and UL approved cord for multiple appliance usage.

## **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](mailto: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](mailto: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**

Cords shall not be fixed or adhered to the structure, extended through walls, ceilings or floors.

If you need to plug a portable appliance in, and can not reach an approved receptacle with the appliance's permanent power cord, you have two options. Purchase an extension cord with a UL listed and approved GFI, or have a longer power cord installed on your appliance. In any case, extension cords are only authorized for short term usage.

Although I appreciate the fact that many of you keep your aircraft in pristine condition and leaking fluids are not a factor, for the sake of consistency, containment and good housekeeping, we need to see metal drip pans under all aircraft in the hangars. This will help avoid flammable liquid penetration into the concrete or other materials you've selected to place under your aircraft and could facilitate an easier clean up in the event you experience leaking fluids.

We recognize the need for some of you to store small quantities of flammable liquids in your hangar. Fuel must be stored in a self closing approved metal storage can; maximum allowable quantity is 5 gallons.

Hopefully the other violations are self-explanatory. Again, I welcome your questions and appreciate your efforts to make the aircraft storage hangars and the International Airport and Airport II as safe as possible. Captain Martha Ellis 531-4521.

## **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.

SLCDA General Aviation BBQ and fire extinguisher inspection is scheduled for Saturday September 9th 2006 at Mark Losee's Alta Aircraft Maintenance hangar at Airport II. Fire extinguishers inspected and serviced for a reasonable fee between 11:00 AM and 3:00 PM. Lunch served from noon until 2:00PM. Come join us for some good food, good music, and good company.