



Salt Lake City
Department of Airports

GENERAL AVIATION NEWS

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FAREWELL TO KIBBIE EXECUTIVE TERMINAL

Located on the Salt Lake City International Airport (KSLC) eastside just north of the TAC Air fixed base operator (FBO), Kibbie Executive Terminal has been a fixture at Salt Lake City International Airport since its construction in 1986.

With Atlantic Aviation FBO coming online, the nearly 30 year-old building is scheduled for demolition in the next few months to make way for the new FBO building construction and expansion. It has been home to flight schools, restaurants, aviation companies, the SLCDCA training room, and multiple other engineering and aviation related businesses.

The Executive Terminal was named to honor William H. (Bill) Kibbie, a well-known mountain west pilot and construction executive who died in an automobile accident in February 1987. A Utah State University Aviation Professional Pilot Scholarship was endowed in his name in 1988.

During World War II, Bill Kibbie was commissioned an officer in the U.S. Army Air Corps, completed flight training, and flew B-24 Liberator bombers in Europe. In 1945, he and his crew were shot down. They evaded the enemy as they walked to the safety of allied lines, were soon flying again, and completed several more combat missions before VE Day.

After the war, Kibbie maintained his pilot ratings as he pioneered the use of airplanes in electrical transmission line construction and maintenance resulting in easier, faster, and less expensive power line patrol, which is now a common practice.

His company, Jelco, became a significant electrical contracting company serving customers across the United States and Canada. Kibbie was active in flying throughout his career and served on the Salt Lake City International Airport Authority Board. After his accidental death, the Airport Board named the new executive terminal in honor of him.

The University of Idaho Moscow's covered football stadium (the Kibbie Dome) is also named in his honor.

SOUTH VALLEY REGIONAL FBO INFORMATION

The Salt Lake City Department of Airports (SLCDA) is temporarily running the South Valley Regional Airport Fixed Base Operation (FBO) while a new provider is sought through the RFP process. The FBO is staffed by SLCDCA Airfield Operations employees with over 30 combined years experience in the FBO industry. The facility is open daily (including Saturdays and Sundays) 0700 am to 0700 pm. After hours call out service is available for a \$50 fee. Services offered include Jet A and 100LL full service and self service fueling, engine oil, aircraft hangar, and aircraft tie-downs.

The FBO may be contacted at:

Telephone	801-561-0420
After Hours Call Out	801-231-9335
Email	fbo@slcgov.com
Unicom	122.70

JEFFS NAMED FAAS^{Team} PROGRAM MANAGER

Richard Jeffs was named the Utah FAAS^{Team} Program Manager for Utah. The FAAS^{Team} is a FAA safety program that aims to improve the nation's aviation accident rate by conveying safety principles and practices through training, outreach, and education. The program establishes partnerships within the aviation community and encourages continual growth of a positive safety culture within the aviation community.

Individuals can join the FAAS^{Team}. FAAS^{Team} members are pilots, mechanics, businesses, and industry representatives who want to help promote aviation safety. Interested individuals can sign up at FAASafety.gov.

Jeffs is a graduate of the Salt Lake Community College with experience in aviation maintenance and avionics.

To contact Jeffs, call 801-257-5073 or richard.jeffs@faa.gov for more information concerning the FAAS^{Team} safety program.

WHY DOES DENSITY ALTITUDE MATTER?

Source: FAA Safety

High Density Altitude = Decreased Performance

High density altitude corresponds to reduced air density and thus to reduced aircraft performance. There are three important factors that contribute to high density altitude:

1. Altitude. The higher the altitude, the less dense the air. At airports in higher elevations, such as those in the western United States, high temperatures sometimes have such an effect on density altitude that safe operations are impossible. In such conditions, operations between midmorning and midafternoon can become extremely hazardous. Even at lower elevations, aircraft performance can become marginal and it may be necessary to reduce aircraft gross weight for safe operations.

2. Temperature. The warmer the air, the less dense it is. When the temperature rises above the standard temperature for a particular place, the density of the air in that location is reduced, and the density altitude increases. Therefore, it is advisable, when performance is in question, to schedule operations during the cool hours of the day (early morning or late afternoon) when forecast temperatures are not expected to rise above normal. Early morning and late evening are sometimes better for both departure and arrival.

3. Humidity. Humidity is not generally considered a major factor in density altitude computations because the effect of humidity is related to engine power rather than aerodynamic efficiency. At high ambient temperatures, the atmosphere can retain a high water vapor content. For example, at 96 F, the water vapor content of the air can be eight times as great as it is at 42 F. High density altitude and high humidity do not always go hand in hand. If high humidity does exist, however, it is wise to add 10 percent to your computed takeoff distance and anticipate a reduced climb rate.

More Information

More information on density altitude can be found at:

FAA Safety <https://www.faasafety.gov/>

AOPA <http://www.aopa.org/Pilot-Resources>

SLCDA GA NEWS ELECTRONIC OPTION

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 dave.teggins@slcgov.com.

HELPFUL POINTS OF CONTACT

For general aviation operations, facilities maintenance, SLCDA GA Newsletter, airfield, and SLC Title 16 questions contact: Dave Teggin, SLCDA General Aviation Manager, (801) 556-4082 or e-mail at dave.teggins@slcgov.com.

For hangar lease and repair questions: Phil Bevan, Property Management Specialist at (801) 575-2957 or phil.bevan@slcgov.com.

For aviation security questions: Kristian Wade at (801) 575-2373.

For gate access problems: Airport Control Center at (801) 575-2401.

For emergencies: at SLCIA, (801) 575-2911.
at TVY or U42, 911 then (801) 575-2911.

For additional GA information, call the GA Hotline: (801) 575-2443.

UPCOMING EVENTS AND NEWS

The **Skypark Aviation Festival** has been scheduled for June 3 and 4 at Skypark Airport (**KBTF**), 1887 South 1800 West, in Woods Cross, UT. Admission is free. For additional information visit www.skyparkutah.com.

Saturday, June 11 EAA23 will host a Young Eagle Rally at Delta Municipal Airport between 8:00 am and Noon. Contact Shawn Crosgrove (801-381-4402) for additional information or visit www.eaa23.org.

The 2016 **Hill Air Force Base (HIF) "Warriors Over The Wasatch"** open house and air show is scheduled for June 25-26. Gates open at 8:00 am. The show ends at 5:00 pm each day.

FAA PILOT SEMINARS

Upcoming activity and FAA seminar information is available at www.faasafety.gov under the Activities, Courses, and Seminars tab. The new FAA SLC FSDO Safety Program Manager is Richard Jeffs, his e-mail is richard.jeffs@faa.gov.

Pilot Celebrates 16th Birthday by Performing First Solo

South Valley Regional pilot Siddharth Mahesh Lyer celebrated his 16th birthday on May 18 by performing his first solo flight. Congratulations to Siddharth!

