

U42 ASPHALT OVERLAY PROJECT

SLCDA plans to mill and overlay the entrance roads and parking lots at South Valley Regional Airport this summer.

Entrance onto airport property and businesses will be only marginally limited during the project with parking provided in the fields west of the FBO and Alta Aircraft hangars.

More information to follow as the project nears.

U42 FBO SELECTION

The South Valley Regional Airport fixed base operator (FBO) selection process is complete. The new FBO will be announced as soon as contracts are completed and signed. We expect the FBO to be operational by May 1st 2011.

The FBO building at is undergoing extensive remodeling and will present a pleasant and functional environment for full service FBO activities.

10 AIRCRAFT DEICE TIPS

by Meg Godlewski in *General Aviation News*

If you need support in your argument with the spouse over the need for a hangar for your airplane, maybe the following information will help.

Springtime in the Rockies always brings with it rapid changes in the weather. It is not unusual to have wet snow accumulate on wings and lifting surfaces of the airplane in the morning; have the sun melt most of the snow by evening; and then have below-freezing temperatures freeze the water on the wings and in every conceivable crack and space at night.

The first order of business when preparing for a winter flight after an icing event is to clear the frozen contamination off the airplane. Even a light coat of frost, snow, or ice can reduce lift as much as 40%.

Sometimes pulling the plane into a warm hangar for snow/frost/ice removal makes a huge mess so de-ice operations often take place on the ramp (which may also be covered with a sheet of ice).

During the ice removal process pilots often slip on the ice and experience un-commanded gravity checks resulting in unusual attitudes and sometimes sustaining significant damage.

If possible, reposition the aircraft into the best position to catch the sun's best angle to help melt the frost/snow/ice. Be careful ground handling the plane on ice... it's slippery.

Then use soft brushes, isopropyl alcohol, chamois rags, and soft cloths to clean the aircraft.

Even then, if the remaining water re-freezes problems can be compounded. So... here are some deice tips;

1. Don't use ice scrapers or other hard plastic or metal items to clean off the windscreen or windows. They may work well on the glass windows of your car but Plexiglas is much softer and scratches easy.
2. Don't put the flaps down when you start the deice process. They may be frozen in the up position, and all you will do is tax the motor. There is also the chance that the battery has been sapped of energy by the cold and will not have the energy to deploy the flaps.
3. Use a soft brush designated specifically for snow and ice removal. Don't use a brush or broom used to sweep the hangar because residual small rocks and grit could scratch the Plexiglas or paint.
4. Beware of cabin leaks. Often the ice forms in the headliner or on the bulkhead or windscreen. Cover the instrument panel with towels or newspaper to protect your radios and instruments from dripping water during defrosting.
5. Don't be surprised to find condensation on or in the instruments. Wipe with a soft chamois cloth to remove moisture.
6. If you use isopropyl alcohol to deice, be careful not to ingest or get it in your eyes.
7. Don't be in a hurry. Take your time and get all of the moisture off, especially if re-freezing is a possibility.
8. If you defrost on the ramp in the sun, turn the plane periodically to take advantage of the sun's rays.
9. If you put the aircraft in a hangar to defrost, make sure you wipe up all puddles on the hangar floor.
10. Always consider pre-heating the engine before you start it up. Pre-heating will extend engine and battery life.

Exercising a few precautions and careful employment of sound de-ice procedures will increase your chances for a safe flight and will keep your aerial "pride and joy" looking good and functioning well for many years to come.

AIRCRAFT BIRD HAZARD THREAT OVERVIEW

- History: First fatal accident in 1912 involved a military aircraft. Since 1975, commercial jet transports have been involved in five hull losses. Large military aircraft have been involved in at least four other hull losses in the same period.
- Location: Strike hazards exist throughout the world with higher threats near migration routes or favorable environments (like ponds/lakes/standing water).
- Altitude: More than half of strikes occur at less than 100 feet (30 meters) above the ground, highest reported strike at 37,000 feet (11,280 meters), highest reported bird sighting at 54,000 feet (16,460 meters)
- Number of Strikes: According to statistics from the International Civil Aviation Organization (ICAO), there were over 25,000 bird strikes reported by civil aircraft between 1988 and 1992. Over 70% of these were strikes on large jet aircraft weighing over 60,000 pounds (27,200 kilos).
- Strike Rates: The Civil Aviation Administration (CAA) of the United Kingdom estimates that UK registered aircraft of over 12,500 pounds (5,700 kilos) experience a bird strike about once every thousand flights.
- Species: Species of interest depends on area, in the U.S. and Canada gulls, ducks, and geese are frequently involved in serious bird strikes.
- Size: Birds can weigh in excess of 40 pounds (18 kilos), but most North American bird strikes involve birds weighing 4 pounds (1.8 kilos) or less.
- Flock Size: Bird encounters can involve over 100 birds at a time. Starling and gull flocks can be huge and dense!
- Damage Rates: According to CAA and ICAO data, only about 6% to 7% of all bird strikes result in aircraft damage.

- Airports: While any airport may have bird strikes, airports adjacent to wetlands or wildlife preserves are at higher risk of having significant bird strike hazards.

Exercise care when flying near flocks of birds. Airport wildlife hazard control personnel harass and disperse flocks and small groups of birds regularly but if pilots will report the presence and location of birds, they can be much more effective.

Contact the tower or UNICOM to report all (even suspected) birdstrikes and gatherings of birds for data and to initiate dispersal action.

HELPFUL POINTS OF CONTACT

For GA operational, facilities maintenance, aviation newsletter, airfield, and SLC Title 16 questions contact: Steve Jackson, SLCD General Aviation Manager, 801-647-5532 or e-mail at steve.jackson@slcgov.com.

For hangar lease and repair questions contact: Mike Rawson, Properties Management Specialist, at 801-575-2894 or e-mail at: mike.rawson@slcgov.com.

For aviation security questions call: Connie Proctor at 801-575-2401.

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

**For emergencies call: at SLCIA, 801-575-2405
at TVY or U42, 911 then 801-575-2405**

ELECTRONIC GA NEWS 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:

steve.jackson@slcgov.com

UPCOMING EVENTS AND NEWS

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. For more information about Leading Edge events, visit www.leaviation.com

International Learn to Fly Day, South Valley Regional Airport (U42) – The Salt Lake City EAA Chapter 23 is sponsoring a free aviation introductory flight event at the FBO from 8:00 a.m. until 12:00 p.m. on May 21 2011. If you are already a pilot, share the spirit of aviation. If you've ever said to yourself, "Someday I really want to experience the freedom of flight," then this is your opportunity during International Learn to Fly Day. Please RSVP for a flight by contacting Shawn Crosgrove at 801-568-2571 or by email to shawn_crosgrove@msn.com for more information visit www.eaa23.org or www.learnstofly.org

Skypark Open House Bountiful (BTF) is scheduled for June 4 2011 from 9:00 a.m. to 3:00 p.m. Food, activities, and aircraft displays are scheduled. More information will follow in subsequent issues.

2011 Wendover Air Show Wendover (ENV) – This year's Wendover Air Show is scheduled for June 25. For more information, visit www.wendoverairbase.com.

LOCAL FAA PILOT SAFETY SEMINARS

Utah and Western Colorado CFI and Pilot Workshops for April:

Apr 1, 6:30 p.m. Rifle, CO – Better Landings and Takeoffs

Apr 6, 7:00 p.m. Vernal, UT Airport – Mountain Flying

Apr 12, 7:00 p.m. Grand Junction, CO Airport Rescue and

Firefighting

Apr 13, 6:00 p.m. Utah Valley University - CFI Workshop

Apr 16, 8:00 a.m. Kibbie Executive Terminal – SLC- also FAA Annual Safety Stand Down Day

Apr 28, 7:00 p.m. Springville-Spanish Fork Airport – Weather Class by National Weather Service

Non CFIs are also invited to attend all CFI workshops.

Information is available at www.faasafety.gov under "events" or contact Dennis Seals, FAA Safety Program Manager at 801-257-5056.