Salt Lake City Department of Airports

GENERAL AVIATION NEWS

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U42 CONSTRUCTION UPDATE

The project to pipe drainage ditches underground is expected to be completed by the middle of December.

U42 STANDARDIZED TRAFFIC PROCEDURES

An airport users meeting was held at South Valley Regional Airport (U42) on November 13 to address standardized airport traffic pattern procedures at the airport.

With the recent changes to SLC Class B airspace, some pilots had assumed that the airport traffic pattern at U42 would revert to a standard left hand pattern including east traffic. The pattern will remain as west traffic only due to legal agreements in place since the early 1970's.

To avoid confusion, and to enhance safety and efficiency, aircraft not under the control of air traffic control (ATC) that are transitioning from east to west to or over the airport must maintain an altitude below the floor of Class B airspace of 6,000' mean sea level (MSL) and above airport traffic pattern downwind maximum altitude of 5,600' MSL.

Left base entries to runway 16 or right base entries to runway 34 are **not** authorized. To enter the traffic pattern at U42, aircraft may overfly the airport at 5,800' MSL and proceed west until west of the downwind pattern and then execute a left or right 270° descending turn for a 45° entry into downwind.

The helicopter downwind altitude is 5,200' MSL about over the railroad tracks; the light fixed wing downwind altitude is 5,400' MSL just outside and 200' above the rotary wing traffic. Business jet and faster turbine engine aircraft downwind is 200' above and outside the light fixed wing traffic at 5,600' MSL.

Aircraft using the runway may depart to the east from a base leg at an altitude of 5,600' MSL (to avoid west transitioning aircraft coming in at 5,800' MSL) then climb, remaining outside Class B airspace) to an altitude above 1,000' above ground level (AGL) over the city.

Departing helicopters using taxiway B must not turn east in conflict with runway traffic and may depart from a west downwind or straight out south departure until south of the base leg pattern before turning eastbound.

For a slide presentation of the briefing, visit, http://www.slcairport.com/south-valley-regional-airport.asp

WINTER FLYING TIPS

by Michael Vivion, in Plane & Pilot Magazine

Winter is here, and for pilots who live in or fly to the northern climes, winter challenges can be significant. Even the most prepared aviator will occasionally get caught by one of winter's many little surprises. Let's consider some tips that can make winter flying safer and more enjoyable:

1. Dress for the environment over which you'll be flying. One may depart from an airport in relatively balmy weather, only to arrive at an airport that's locked up after hours, with the weather substantially colder/windier/raining/snowing/etc. The worst-case event is an off-airport landing, and the subsequent wait for search and rescue to arrive. Wear clothing appropriate for the weather and terrain over which you're planning to fly.

2. Preheat your engine prior to start when temperatures drop below 32° F. There are a number of very efficient electrical engine heaters available. Gentle slow heat over several hours is always better than a short blast of high heat. Get that essential heat to the very core of the engine. It takes a little time to penetrate the engine mass.

3. You need to wrap that expensive engine in an insulated engine cover. This makes that preheat more effective on an overnight stay and will help retain heat during a short stopover. An old sleeping bag or quilt draped over the cowling helps, but a good-quality engine cover is more efficient and easier to keep in place in even windy conditions.

4. If you're going to park outdoors when temperatures dip below freezing, acquire a good set of wing covers to take with you to prevent the buildup of frost or ice on the flying surfaces. And, don't forget that the horizontal tail is also an aerodynamic surface, and should be covered in frosty weather.

5. Many manufacturers provide "winterization kits" including oil-cooler covers. Some provide "winter fronts" to block off part of the air inlets. Be wary of "homemade" winterization kits. Always acquire factory-provided products. Modifying the air inlets to your engine can disrupt air flow through your cowling and cause damage to your engine.

6. Maintain your night-currency. Winter days are much shorter than summer ones, and fall turns to winter, we lose three to four minutes a day. Don't get trapped departing in daylight on a cross-country flight home, only to realize midflight that your arrival will be after sundown.

7. Speaking of night operations, when was the last time you checked all of the lights on your airplane?

How about the batteries in your flashlight(s)? Make checking the function of ALL the lights on your plane a mandatory preflight item during short winter days.

8. Even after sunrise, winter lighting isn't as good as during the summer. Often, we perform preflight inspections and secure our airplanes in marginal lighting during winter. Have a good, strong flashlight available, even if flying only in daylight hours. And, keep a supply of spare batteries.

9. We tend to conduct “casual” pre-flight inspections when the temperature hovers well below the freezing point. So dress warmly with good gloves and a warm hat during the preflight inspection. And, the irony is that good preflight inspections are even more important during winter months.

10. If your airplane equipped with wheel fairings, slush-covered runways and temperatures near the freezing point can fill those wheel fairings with ice. Climbing into freezing temperatures will freeze this slush. Consider this factor when flying a retractable as well, and let those wheels/tires hang out there in the breeze after takeoff from a slush-covered runway to dry them off a bit prior to retraction.

11. Consider installing an inexpensive carbon-monoxide detector with warning alarm in your aircraft. As temperatures cool, we heat the cabin more. If the muffler system is damaged, the first symptoms might be a bad headache and nausea. CO is colorless, odorless and deadly.

12. Carry survival gear in your airplane even if you think you’ll never need it… it's good insurance. Having survival gear can offer alternatives when you land at a small field with no services where everything is locked up. Do a little research, and you'll be able to put together a good survival kit on your own or purchase one already made up.

13. If you can, carry a portable locator beacon (PLB) any time you fly. The latest generation of PLBs are slightly larger than a cell phone and cost less than $300. In an emergency, these devices can send a signal to the Rescue Coordination Center (RCC) and get help on the way. Most pilots carry cell phones but cellular coverage can be very spotty in the mountains and outside towns.

14. Check your tire inflation. Aircraft tires contain a low volume of air, and cold temperatures can decrease the tire pressure substantially. It's hard to visually observe low tire pressures, particularly if the airplane is equipped with wheel fairings. Flight into colder temperatures can lower the pressure even further.

15. Carefully check your airplane's battery at the onset of winter weather to save considerable trouble once temperatures drop. A weak battery may suffice right up till the temperatures drop, then, "Click...." nothing. If you fly infrequently in winter, consider having a low- voltage battery trickle charger installed to keep it charged between flights. All batteries will lose some of their charge between cycles. Infrequent flying and the cold can sap that charge.

16. At the end of summer, change engine oil to remove contaminants and moisture from the engine and start the winter with fresh oil. Consider using multi-viscosity oil in winter. It might just pay for itself in reduced engine wear and increase your ability to start in cooler weather.

HELPFUL POINTS OF CONTACT

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

For hangar lease and repair questions: Matt Jensen, Airport Properties Specialist at (801) 575-2957 or e-mail him at matthew.jensen@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) 575-2911
at TVY or U42, 911 then **(**801) 575-2911

For other GA information call the GA Hotline: (801) 575-2443

17. Winter weather presents very different challenges to flying safety. Icing is a very real threat; winds are often stronger and frequently gusty; and winter-weather systems often move faster and are more "energetic" than summer systems. Think more strategically as opposed to the more tactical approach we may be able to get away with in summer flying. There is no good alternative to detailed planning. Remember the winter aviator's mantra: "If you have time to spare, go by air."

Winter flights can be very enjoyable and safe with just a little extra preparation and care. Go enjoy the smoothest air of the year, along with beautiful sunsets and sunrises and some gorgeous winter vistas that winter flying offers.

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: steve.jackson@slcgov.com .

UPCOMING EVENTS AND NEWS

Leading Edge Aviation at South Valley Regional Airport **(U42)**, West Jordan, UT and at Logan – Cache Airport **(LGU)** hosts multiple events each month including breakfast fly-ins, dinners, and informative classes.

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

The Utah Chapter of the **Experimental Aircraft Association (EAA 23)** holds its monthly meetings at the Civil Air Patrol (CAP) Building at 640 North 2360 West Salt Lake International Airport (SLC) the second Friday of each month at 7:00 p.m. December’s meeting is a potluck banquet scheduled for Friday December 14.

DECEMBER FAA PILOT SEMINARS

Upcoming activity and seminar information is available at: www.faasafety.gov under the “Activities, Courses & Seminars” tab or contact Rick Stednitz, FAA Safety Program Manager at (801) 257- 5073.

Fly smart and be safe this winter!