

ANGEL FLIGHT WEST SANTA FLIGHT SCHEDULED

The Utah Wing of Angel Flight West (AFW) will conduct its annual Santa Flight Mission on December 9th.

Each year for the past 14 years, the Utah Wing of AFW has selected a Title 1 elementary school within the state of Utah to provide donated items including school supplies, reading books, clothing, toys, and cash AFW volunteer pilots deliver the items by air to the school.

This year AFW will be flying into the Cedar City Airport (CDC) to deliver the donations to the Three Peaks Elementary School in Enoch, Utah. If you or someone you know would like to donate to this year's project please contact Steve Bollinger.

If you would like to participate and fly a load of supplies in your plane or if you would like to learn more about becoming a member of Angel Flight West contact Steve Bollinger at steveb@tvspec.com or call 801-455-4009.

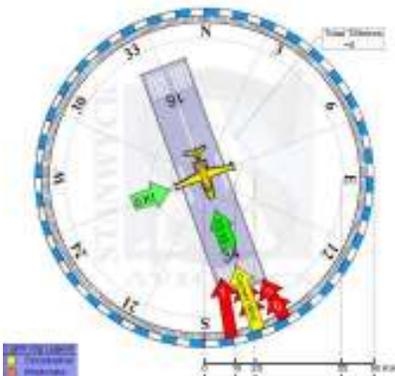


U42 AWOS GRAPHIC DISPLAY

The Salt Lake City Department of Airports provides an internet accessible graphic display of South Valley Regional Airport (U42) automated weather observation system (AWOS) information.

The information displayed is received directly from the airport AWOS equipment located at mid-field. Information is "real time" and is updated every minute. The website address is www.saiawos3.com/KU42/sai.html.

Pilots may also call (801) 562-0271 to obtain current U42 AWOS information. The TVY AWOS phone number is (435) 882-6648.



DOC CHANDLER MEMORIAL AND LIFE CELEBRATION

Long time local flight surgeon and pilot Doctor Swithin "Bud" Chandler passed away on Veteran's Day, November 11th, 2014.

A celebration of his life and contributions to the aviation community will be held on December 13th at the Sky Park Air Terminal (KBTF), 1887 South 1800 West (Redwood Road), Woods Cross, UT from noon until 2:00 p.m.

A light lunch and refreshments will be served. Please RSVP to Dr. Archuleta at aviationmedicals@gmail.com.

If you would like to make a charitable donation in Doc's behalf, his family recommends The Wounded Warrior Fund or Veterans of Foreign Wars.

SURVIVE WINTER WITH A WINTER SURVIVAL KIT

1. Compass (aircraft compass may be used as a backup).
2. Clothing (wool or synthetic gloves, hat, sweaters, boots ((remember cotton doesn't retain heat well when wet)) to survive most adverse conditions probable and include garbage bags with holes cut for head and arms, pull up second bag for legs or poncho for wet weather).
3. Some form of emergency shelter (a four-season tent, ground cover, space or wool blanket, sleeping bag).
4. Extra food and water (water is most important).
5. Flashlight with extra batteries and bulbs or an LED "shake light" or "squeeze light".
6. Fire starting material such as a candle or cotton balls covered in petroleum jelly, (35 mm plastic film containers or pill bottles make great storage containers for the cotton balls).
7. Waterproof matches or other means of starting a fire.
8. Metal cup, can, or cooking pot for melting snow or cooking.
9. First aid kit.
10. Sunglasses or some type of eye protection.
11. Knife, hatchet, or saw (big is not necessarily better).
12. Tools (leatherman-type tool, pump pliers, basic tools).
13. Rope, parachute cord, dental floss (stronger than regular thread).
14. Map (A topographical one for your local flying area is best.).

For pilots, some of the following basic items should always be in your aircraft such as a compass, map, and flashlight. Other nice to have items include some form of light weight tent, water proof bivouac sack, or emergency shelter, emergency signal mirror, loud whistle, plastic sheeting and tubing for collecting water, needle and thread, flexible line and hooks, wire, light-weight carabineers, space blankets, some type of rope or line, more than just one item or method for starting a fire, MRE's or freeze dried food packets, a big bag of hard candy, extra water in multiple bottles or canteens so if one container breaks during a rough landing, you still have some water remaining, appropriate hats and coats, windbreakers, waterproof raincoats or ponchos, large

HELPFUL POINTS OF CONTACT

For General Aviation 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: Joel Nelson, Airport Property Manager at (801) 575-3433 or e-mail him at joel.nelson@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 additional GA information call the GA Hotline: (801) 575-2443.

leaf or lawn plastic garbage bags, insect repellent and sunscreen lotion, a metal cooking/drinking cup or container to heat food or drinks over an open fire, toilet tissue, sleeping bag in a waterproof container, insulated sleeping ground pad, ground cloth, water purifying kit, cooking and eating utensils, soap and towel, insulated waterproof sitting pad, backpack large enough to contain the items you decide to carry, cellular telephone (with plug-in battery charger), aircraft frequency transceiver, handheld GPS unit, lots of extra batteries, extra eyeglasses if required, large handkerchief or bandanna, canteen, any special medicines, fleece or wool sweater, appropriate fleece or wool clothing for layering, extra socks, notebook and pencil, lip balm, mosquito head netting, multi-function tool (leatherman-type or Swiss Army knife), small folding wood saw, one or two hacksaw blades, duct tape, mini flares, .22 caliber pistol with plenty of ammunition, and some basic tools that might be kept in your aircraft.

Hopefully, this expanded list of possible survival items will give you a good starting point to develop your own kit designed to protect you.

Space, weight, and cost will determine what you carry. However, if you don't know how to safely use and carry these items - you will not gain the most protection and benefit from them. Nothing will save you if you don't know how to survive, but people have survived on practically nothing because they knew what they were doing and their wills to live overcame their negative environment.

Remember the wise old adages about runway behind you, never having too much fuel except during a crash, and having an inadvertent IMC escape plan? Well, add another one if you will... a survival kit left in the hangar or the trunk of your car will not help you after your forced landing in the wild! Really now... Can one be too prepared?

CONSIDERING LASIK EYE SURGERY? THINK SMART . . . GET THE FACTS FIRST

By Jack Stevenson in Aviator Magazine

Pilots know that their vision is the most important sense that they possess, and their safety and success depends on how well they see. The prospect of having refractive surgery done to improve their eyesight—without having to rely on glasses or contact lenses—is an attractive, appealing possibility to many.

Because of the notion that refractive surgery is a simple, foolproof procedure, aviators might not appreciate what is at risk. When considering the advantages of refractive surgery to correct vision deficiencies, pilots should also consider the disadvantages before making a decision. They should consult an eye-care specialist to determine how a particular procedure would affect their vision and their job, as well as their work and leisure activities.

LASIK (laser-assisted in situ keratomileusis) surgery, as well as radial keratotomy, and photo reactive keratotomy procedures have potential adverse effects that could restrict flying duties including scarring or opacities, worsening or variability of vision, night glare, and hazy vision.

LASIK practitioners indicate that 95-99% of their patients do well and are pleased with the outcome of their refractive surgery. However, there are 1-5% of patients who experience less than satisfactory results. Some people experience permanent vision impairment. For pilots, this could mean the end of flying for fun, business, or as a career. Some of the many important factors to consider prior to refractive surgery are included in a list condensed from a Food and Drug

Administration article found at the FDA website below. The article discusses LASIK procedures and includes the major items to consider before deciding whether the surgery is appropriate or not.

For current information about LASIK, visit the FDA's web site: www.fda.gov/MedicalDevices/ProductsandMedicalProcedures/SurgeryandLifeSupport/LASIK/default.htm.

The FAA's Information Brochure can be found at: www.faa.gov/pilots/safety/pilotsafetybrochures/media/LaserEye_II.pdf. And you can check patient comments at: www.surgicaleyes.com/explinks.html#table

Consider carefully if the procedure is right for you. A lot hangs in the balance... both ways.

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 (KU42), West Jordan and at Logan-Cache Airport (KLGU) hosts multiple events each month including breakfast fly-ins, dinners, and classes. For more information about Leading Edge events, visit: www.leaviation.com.

EAA 23, the Utah Chapter of the **Experimental Aircraft Association** will hold its Annual Winter Pot Luck Banquet December 12th at the Civil Air Patrol Building at Salt Lake City International Airport (KSLC).

For more information, you may contact Shawn Crosgrove at shawn_crosgrove@msn.com or (801) 568-2571, or visit the EAA website at www.eaa23.org/.

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 - fly safe this winter!