



GA DEMOLITION AT SLCIA

You may have noticed a few structures coming down on the East-side at SLCIA recently.

GA hangar rows 4 and 5 were condemned last year due to structural problems. Tenants were moved to other available hangars and both rows have been demolished.

The old FSDO building across from the State Division of Aeronautics on North Temple and 2400 West has also been demolished. No plans for the land are currently in the works.

GA CONSTRUCTION PLANS

SLCIA - Taxiway K asphalt reconstruction and overlay is scheduled this year sometime between April and October.

You may also have noticed that Salt Lake Jet Center is nearing completion of a new 25,000 square foot hangar located just north of their Jet Center North facility.

The Steiner hangar just east of Airport Fire Station 11 on the corporate cove access is also nearly completed.

Million Air is involved in an expansion project to increase the size and improve functionality by adding on to their main building south of the Kibbe Executive Terminal.

Airport II - This spring the ramps between the Army Aviation Support Facility north to last year's ramp project east of the Alta Aircraft Maintenance hangar will be excavated and replaced in four stages beginning at the south by GA hangar row E. During the first stage tenants on the east facing hangars of row E will have no access to their aircraft left in the hangars. Notification will be issued and alternate hangar/tie-down space will be made available. Hangar tenants in row F and the west facing hangars of row E will have access during all stages of construction.

The Airport also plans to build another row of nested T-hangars on the newly reconstructed ramp east of row E during the summer construction season. More information to follow as plans are solidified.

Tooele Valley Airport - The current padlocked gate at the bend in Airport Road at TVY will be replaced with an electronic access gate to increase security and to limit access to the ramp, taxiways, and runway.

IT'S GOOD TO BE PREPARED

By Phil Scott in AOPA magazine

Flight instructors seem to always be hammering into their students the need to constantly scan the ground in case one has to set the airplane down in an unscheduled manner. They'll often just reach over and pull off the power and say, "You've just lost your engine... now what will you do?" At first we'd usually just plan on crashing into a row of trees or into the buildings at the business end of the runway... but the more experience we gained and the more open the area we were over, the more likely we were to believe we could set down the airplane undamaged. Of course, it was the wide-open fields, which got us thinking: What if I did have to make a real emergency landing, but the emergency locator transmitter (ELT) didn't work, or I didn't have time to radio my position to air traffic control, and I didn't file a

flight plan, or, let's see... what else... oh, my transponder had died or gave an erroneous reading, and I was around 1,000 miles off course like in the movie *Cast Away* or the television program *Lost*, and I had to spend more than an hour out here without a convenience store nearby?

Turns out, it's not so far-fetched after all and we ought to plan for just such emergencies. In the late 1990s a Cessna 402C took off VFR from Reno, Nevada headed to California, and crashed in the mountains about 30 minutes later. The copilot later awoke upside down and the pilot was dead. He had a compound fracture of his right femur and had broken both ankles. With his handheld radio he called Mayday on 121.5 MHz and contacted a Cessna 414, which relayed his call to a National Guard Lockheed C-130. The Guard called in a Boeing CH-46 Sea Knight and a Bell UH-1 Huey, which dropped two PJ rescuers. Fewer than five hours after the crash the copilot was being transported to a hospital. As for the ELT, well, it failed to transmit.

A second accident didn't end up quite that successfully. A Cessna 182 also crashed in the mountains. This one was being flown VFR by a Civil Air Patrol survival instructor flying from Washington to Idaho. He managed to survive the crash with only a few minor injuries, yet he died of hypothermia. He had no handheld radio and tried to use the 182's radios but ran down the battery. He probably survived for two days, and there were several candy wrappers found around the wreckage. Oh, yes, his ELT didn't work either. And they found his survival pack back at the airport, in the trunk of his car.

So if you were in a similar situation, what/how would you do?

"With very rare exceptions it is almost always better to stay with the aircraft, even if not much is left of it," says Doug Ritter, executive director of the Equipped to Survive Foundation in Gilbert, Arizona. "It is a whole lot easier to see than you are, and that's where rescuers are going to go to start their search. In almost every circumstance you're found quicker, you have shelter, and generally speaking, the aircraft provides materials. Why leave your greatest resource?"

OK, so let's assume that you're in the same position (not in the winter; we'll get to that later), and you've made it down in one piece, with a mostly intact airplane-and that's all you have. Who takes along a week's supply of food and water?

You can go weeks without food but less than seven days without water. If you didn't bring any, and you're nowhere near any, the U.S. Army Survival Manual (a paperback found in nearly any bookstore for around \$10) offers an easy way to get some... build a still. Acquire any sort of container-a spinner, perhaps, or maybe that empty Styrofoam coffee cup that you put in the seat-back pocket-and a good-size sheet of plastic, such as upholstery or the cabin's headliner. Once you have the ingredients, dig a pit in an area that is reached by the sun and place the container in the center of the pit. Now place anything containing moisture (water) around the container... nontoxic plants, for example. Cover the pit with the sheet of plastic, pile dirt on the perimeter, and place a weight, such as a small rock, in the center to form an inverted cone. The enclosed space will heat in the sun, and moisture will rise and collect on the plastic sheet and dribble down into the container. It may not be cold or taste that great, but it will be enough to keep you hydrated.

You can use the same still to collect morning dew-provided the upper surface is slick, and the weight in the middle is clean. Upholstery has other uses, too. You can wrap yourself in it to keep warm, and you also can make it into a roof for a lean-to, something to keep the sun off of you and the rain from pouring on you. You can even use it to collect that rain.

FEDERAL LAW ENFORCEMENT

HOTLINES

Report All Suspicious Aviation Activities:

1-866-AIR-BUST or 1-866-GA-SECUR

Running water is typically your best water source. It isn't safe to drink water from lakes, ponds, or swamps, though; you could develop dysentery, cholera, or typhoid, or even swallow bugs, flukes, or leeches. None of those things are pleasant. You can purify it with water-purification tablets, or around 10 drops of iodine per canteen-full, or boil the water for 10 minutes. Of course you probably don't carry water-purification tablets or tincture of iodine. There are also many water purification bottles with built-in charcoal filters at reasonable prices available at recreation supply stores.

If you've given up smoking you probably won't have a lighter. So you're going to need to make some fire. It's harder than it looks. If you have a sunny day, fuel, a magnifying glass, and a little patience you can focus a beam of light on that fuel and it will eventually burst into flame. Eyeglasses can be substituted for the magnifying glass, since most pilots don't carry one for those around. Better yet, just keep a handful of wooden matches in a Ziplock bag in the pocket behind the seat.

You could also use a lens from binoculars, a camera, a telescope, or even a rifle sight. If you have a battery (something hefty, like a 6- or 12 volt) you can create a spark by touching wires attached to each terminal. Steel and hard stone also can produce a spark. You begin with tinder (such as dry leaves, wood shavings, bird down, cotton, lint, or straw), and, when it begins smoking, you pile on kindling (twigs, cardboard, or bark), then add dry logs. If your airplane has fuel, all you need to do is soak the latter two with a small amount of avgas. That'll get a fire going in no time.

Oh, yeah: Keeping the fire out of the wind makes this process a whole lot easier. You can dig a pit and build a fireplace from rocks or wood-anything to create a shelter. If your only option is to build it on frozen or wet ground, make a base from green logs. To make the fire last, once it's died down a bit cover it with large logs (dry, of course) to reignite add tinder and kindling.

Once you have that fire going, not only can you boil water, but also you can melt snow for even more water (don't eat snow-it lowers your body temperature) and build two more fires to signal the rescuers- building them in a triangle is the international sign for help, as is three in a straight row set approximately 25 yards apart. Nature isn't too good at starting fires in patterns. Oh, and you also can cook.

Remember, food takes moisture to digest, and you can last longer without food than you can without water. In other words, if water's not plentiful, eat minimally.

As for dining, the rule of thumb here is: If it walks you can cook it and eat it. Plants, uh...not so much. But the Army has developed what it calls the "Universal Edibility Test." It takes hours to perform thoroughly, but the gist of it is this: Rub the plant on your skin. If it burns, it's poisonous. Make sure to rub each part too...leaves, stems, and fruit. No grass is known to be poisonous, however, and chestnuts and acorns are edible. The former is better boiled though, and the latter are better roasted. So says the Army Survival Manual.

It wouldn't do much good to worry much about finding vegetation if you come down in the winter in the middle of a snowy, frozen field or on a mountainside. You will, however, have to worry about frostbite. Exposed areas of flesh-the face, fingers, and feet-are wonderful candidates, and numbness is a pretty accurate indication. So is a pale, whitish pallor of the skin. If you're with someone, check him or her periodically while they check you. If you're alone, warm your face with your hands. Dispelling one big myth about dealing with frostbite... never, ever, rub the area with snow. And if the frostbite goes deep, don't thaw it until you're near medical care. As for dealing with cold itself, remember most of all, don't imbibe any alcohol. (You know, you're not supposed to drink and fly anyway.) A good stiff drink seems to warm you up, but it actually lowers your body temperature. Put on as many layers of clothing as possible, and keep your feet dry. If your socks get wet or damp you can drape them around the back of your neck and dry them out.

Here's the most important part of survival: signaling the rescuers. Always take along that handheld, with batteries fully charged. Carry a cell phone. But if you don't have either...build a big fire, right? Not so fast. Fires work at night, true, especially in the desert. In the woods, though, fires can be common, especially during the summer after a thunderstorm. And fires take a lot of work and fuel to keep going.

But something that flashes... a mirror, a piece of glass or Plexiglas, a shiny bit of metal or the glass lens from your flashlight-seldom

if ever occurs in nature. It's also something that catches a search party's attention. Remember, though, nature seldom sets fire in a pattern, so it can work.

That's it in a nutshell. Really, you'll likely never need this information. But hey, just like the Boy Scouts, it's good to be prepared.

Required survival surfing

www.hikercentral.com/survival
www.bcadventure.com/adventure/wilderness/survival
www.equipped.org
www.survival.com
www.survivaliq.com

Required reading

Don't take our word for it. There's a whole library's worth of stuff out there on wilderness survival. Be sure to pack one of these books along with your waterproof matches:

U.S. Army Survival Manual FM 21-76 (Dorset Press, 1994)

A Pilot's Survival Manual, Paul Nesbitt (Van Nostrand Reinhold, 1978).

Wilderness Survival, Gregory Davenport (Stackpole Books, 1998).

Outdoor Survival Skills, Larry Dean Olsen (Pocket Books, 1976).

Camping & Wilderness Survival, Paul Tawrell (Falcon Distribution, 2001).

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.

For hangar lease and repair questions call: Johnathan Liddle, Properties Management Specialist, at 575-2894 or e-mail at 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

GOOD NEWS

No more frequency conflicts between TVY and Sky Park. Effective 1 March, 2006. Sky Park's Unicom frequency will be 122.8 MHz!

UPCOMING EVENTS

The second Saturday of every month, Cornerstone Aviation, located in the Executive Terminal at Salt Lake City International Airport (337 North 2370 West) provides a free lunch and an informative program at 12:30 p.m. It is a great opportunity to share flying experiences and learn new things.

The first Saturday of each month, Dave Coats' AIR CENTER at Salt Lake Airport II hosts on a fly-in/drive-in breakfast from 8:00 a.m. to 11:00 a.m. No charge but donations are welcome.



Happy Valentine's
Day!!!