



## WINTER GA CONSTRUCTION

**Airport II-** Construction of the nested T-hangars east of row E on the new ramp continues to be slowed by the cold winter weather but it is steadily progressing. Anyone desiring to occupy the new hangars in April may contact Johnathan Liddle at 801-575-2894 for additional information.

Air Center of Salt Lake's new 8,000 square foot hangar is under construction and progressing on schedule. It will be used to hangar transient and tenant aircraft. Completion is forecast for April 2007.

## WESTMINSTER NIFA TEAM HEADED TO NATIONALS

Based on the Westminster College Flying Team's recent stellar performance at the National Intercollegiate Flying Association (NIFA) Region I SafeCon competition in Billings, MT, Westminster College will join the U.S. Air Force Academy in representing the region at the National SafeCon competition at Ohio State University this spring. Eighty pilots from seven schools participated in the Billings regional competition.

Top Pilot at the regional competition was Westminster's own, Mark West. Mark placed 2nd in the pre-flight event, 2nd in the aircraft recognition event, 3rd in the ground trainer event, 5th in the SCAN event, 5th in the navigation event, 14th in power-off landings, and 16th in short field approaches and landings. His combined scores earned him the first place award.

Other team members placed as follows; Peter Green 1st in power-off landings, Brad Kidwell 2nd in power-off Landings, David Sohler 2nd in short field approaches and landings, Greg Vogel 3rd in SCAN, Jessica Huntress 4th in pre-flight, John Nadolski 6th in SCAN, Mike Manning 7th in aircraft recognition, Riley Bogden 7th in pre-flight, Tony Bianchi 9th in computer accuracy, and Dave Werschky 18th in message drop.

If you would like to learn more about the National Intercollegiate Flying Association, go to: <http://www.nifa.us/>

## FEDERAL LAW ENFORCEMENT HOTLINES

Report All Suspicious Aviation Activities:  
**1-866-AIR-BUST or 1-866-GA-SECUR**

## FROSTED

Get ready for frost on your uncovered tied-down aircraft when the temperature and dew point drop below freezing. When your aircraft's skin assumes an outside air temperature (OAT) below freezing temperature, that's when deposition takes place... a process where a gas turns directly into a solid and... water vapor in the air turns directly into frost.

Depositional frost is a fuzzy, whitish layer of ice crystals that can seriously deteriorate the lift of an airfoil. That's why all traces of frost must be removed prior to take off. Frost may also form on cold-soaked aircraft that fly into warm moist air, or when they pass through air that is supersaturated with water vapor.

Frozen dew is a type of frost that happens when dewdrops are subjected to subfreezing temperatures. Frozen dew is common after rain drops from a fall or winter cold front passage are subjected to the subfreezing temperatures of the advancing cold air.

To best anticipate and properly prepare for frost, check the local AWOS for temperature and dew point information before you turn in for the night. Then allow plenty of time to thoroughly remove all frost and traces of melted ice on lifting surfaces prior to departure.

U42 AWOS phone is 801-562-0271 TVY AWOS phone is 435-882-6648

## SECURITY IS YOUR RESPONSIBILITY

It doesn't take much to ignite public fears about terrorism, and all too often those fears seem to center around general aviation. So when an NFL quarterback and general aviation pilot inadvertently flew his private single engine airplane into an apartment building in New York City this past summer, it garnered a lot of attention from the media, the general public, and elected community leaders.

In a letter to AOPA associates, AOPA President Phil Boyer reminded flight instructors and fixed-based operators how important it is to secure every airplane, all the time.

"What's hurting us doesn't have to happen. And you are an important key in stopping the threat to GA," Boyer wrote.

Securing one's aircraft, hangar, and all airport entrances is the best start point. Then just be aware of and get to know all "new comers" at your airport. When you observe any suspicious activity or questionable people, report immediately to the police, FBO, airport operations, or airport maintenance employees.

SLCDA has posted AOPA Airport Watch signs at all entrances to its airports. Those signs remind us all to report unusual activity to appropriate personnel or agencies. At SLCIA dial 575-2405 for quickest response from Airport Police. At most other airports nationwide dial 911.

AOPA's Airport Watch program provides recommendations on how to secure aircraft, along with educational materials and warning signs for airports. An Airport Watch national toll-free hotline (1-866-GA-SECUR) is available for pilots to report suspicious activity. For additional information go to AOPA's website at [www.aopa.org/asn/watchindex.shtml](http://www.aopa.org/asn/watchindex.shtml).

### **DESCENT MATH RULE OF THUMB**

To figure out when you should start your descent on a cross-country flight, determine the altitude you must lose, drop the last three zeros, and multiply by three. That equals the distance in miles to begin your descent. Now take half of your groundspeed and add a zero. This is your desired rate of descent.

If you must lose 5,000 feet and are making 150 knots groundspeed, start the descent at 15 miles out at a rate of 750 fpm.

### **GET INVOLVED**

Believe it or not... YOU CAN MAKE A DIFFERENCE! American Aviation is a very energetic and dynamic environment that is subject to the scrutiny and questions of all outsiders, the media and the general public. You can help. Your input is vital to the health and well-being of general aviation. There are many citizen concerns; noise, crashes, encroaching housing near airports, and educating the public just to name a few.

What's the answer? GET INVOLVED no matter what your interest in aviation is; there is a group addressing that interest. Being involved means that you have the collective power that comes with being associated with the aviation affiliate group to which you belong.

Visit [www.aopa.org](http://www.aopa.org), [www.uaoa.org](http://www.uaoa.org), [www.eaa23.org](http://www.eaa23.org), [www.ugaa.org](http://www.ugaa.org), or [www.utahbackcountrypilots.org](http://www.utahbackcountrypilots.org) for local aviation organizations and links.

### **UPCOMING EVENTS**

Dave Coats' AIR CENTER at Salt Lake Airport II (U42) has resumed its monthly fly-in/drive-in breakfast. The next one will be held at the AIR CENTER 9:00 AM - noon the last Sunday in February.

---

## **-- SECURITY --**

**IF IT LOOKS SUSPICIOUS, IT IS WORTH A CALL TO OPS OR THE COPS!**

**IT'S YOUR AIRPLANE AND YOUR AIRPORT TOO!**

### **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](mailto: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](mailto: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**



Happy  
Valentine's  
Day

---

### **SLC VOT OTS**

The SLC VHF omni-directional range test transmitter (VOT) at SLCIA is out of service. FAA maintenance expects it to be back in service and listed in the airport facility directory (AFD) again by the end of the month.

### **PERSONAL HEALTH PROMOTES WINTER FLYING SUCCESS**

Cold winter weather can sap a lot of valuable energy. Don't start a challenging winter flight if you aren't physically fit. Just doing a thorough winter preflight inspection takes more time and effort than it does in warm weather, and sometimes we tend to rush a cold winter preflight just to get out of the chilly conditions a little sooner. It helps to dress properly for the preflight.

Being physically fit and flying safely are directly connected. No pilot is alert when his or her body is below par.

Flying requires quick thinking plus excellent coordination with body muscles. If you fly during the winter (especially winter IFR) when you are fatigued, you are inviting trouble.