

TVY ILS OPERATIONAL

The instrument landing system (ILS) at the Tooele Valley Airport has been inspected and accepted by the Federal Aviation Administration (FAA). So the localizer (LOC), glide slope (GS), and distance measuring equipment (DME) are now fully operational and functioning at TVY.

The LOC and ILS approaches are published and the localizer frequency is 111.15 MHz

NEW ELT REQUIREMENTS

Emergency locator transmitters (ELT) were originally intended for use on the 121.5-MHz frequency to alert air traffic control and aircraft monitoring the frequency. In 1982 a satellite-based monitoring system was implemented (COSPAS-SARSAT) to provide a better receiving source for these signals. As of February 1, 2009, the international COSPAS-SARSAT satellite system will monitor only 406-MHz and discontinue satellite-based monitoring of the 121.5/243.0-MHz frequencies, in part because of a high number of false signals attributed with these frequencies. While there's no requirement in the United States to replace the first- and second-generation 121.5-MHz ELTs, after this date, 121.5-MHz distress signals transmitted from ELTs operating on the lower frequency will only be detected by ground-based receivers such as local airport facilities and air traffic control facilities or by overflying aircraft. It is important to note that after 2009, existing 121.5-MHz ELTs, although still legal from the FAA's perspective, will provide extremely limited assistance if an aircraft crashes, especially if activated in a remote location.

Only one company in the United States currently sells the new 406-MHz ELT for installation. This unit retails for \$1,000 with antenna. A GPS-enabled 406-MHz ELT, providing even greater accuracy, costs more than \$1,500 versus less than \$200 for a 121.5-MHz unit.

A PERFECT ICE FLIGHT

By Thomas A. Horne in AOPA Pilot magazine

With a title like this, you're certainly wondering if anything to do with flying around ice can be called "perfect." And strictly speaking, you'd be right. A safety-conscious pilot would never knowingly fly into icing conditions, and we all know why: Even small ice accretions can cause significant decreases in lift, compromised handling characteristics, and increases in

stall speed, as well as ruin your ability to climb. But you can't ground yourself every time you learn of an icing air met, or you'd never fly on any cloudy winter day. There are ways of dealing with ice, however, and sound in-flight strategies will allow you to make the most of your winter flights. All of them hinge on having the right set of weather conditions, the right pilot qualifications and experience level, the right attitude toward the preflight briefing, and the right in-flight decision-making sense. As you examine all these variables, be persnickety about how you plan to fly around any icing situations. If you can do that--voila--you have your "perfect" ice flight. We're basically talking about staying in visual meteorological conditions (VMC)... even if you're planning a flight under instrument flight rules (IFR).

During the preflight briefing you need to be able to identify weather setups that are definitely not conducive to ice-free cross-country flying, and those that are. Then you need to factor in the geographic elements of the flight, as well as your aircraft's capabilities.

To keep your distance from icing clouds, you want high cloud bases and low cloud tops. The combination of low clouds, a freezing level at the surface, and high terrain is a definite no-go. You don't want to attempt a low-level flight weaving around obstacles while all the time an icy overcast prevents you from climbing. As for tops, you want them, well... topable. And here's where your aircraft comes into the picture. Are you flying an airplane with 100 or 300 horsepower? Normally aspirated or turbocharged? (For the purpose of this article, we're assuming your airplane is not certified for flight into known icing.) More power means faster climbs to altitude, so the more power the better.

As you scan METARs, TAFs, airmets, sigmets, pireps, and the area forecast, bear in mind that a perfect flight demands that any cloud layers be either few or scattered in coverage. Few, as you recall from ground school, means that less than one-eighth to one-fourth of the sky is covered; scattered means coverage of three-eighths to one-half of the sky.

FEDERAL LAW ENFORCEMENT HOTLINES

Report All Suspicious Aviation Activities:

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

Another requisite is a solid forecast of good VFR weather at your departure airport-no less than a 3,000-foot scattered lower layer with visibilities no less than five statute miles. This is your out. You don't want to fly halfway into your trip, encounter rising tops or other deteriorating weather, and not have a nearly cloud-free airport waiting for you after you do a 180-degree turn.

Lots of blue sky is a must. Any METARs or TAFs mentioning broke (five-eighths to seven-eighths coverage) skies anywhere along the route of flight mean a no-go decision. There may not be adequate margins for a cloud-free climb or descent through these kinds of layers. Of course, if you're just planning a local flight, you can ease up a bit on the sky-cover restriction, as long as you have good basic VMC weather.

It's also a good idea to check the Aviation Digital Data Service (ADDS) for its icing information at <http://adds.aviationweather.noaa.gov/icing>. By clicking on the "bases" or "tops" icons you can quickly see where trouble begins and ends along your proposed route of flight. Freezing-level graphics and icing airmets also appear on the same Web page. Just remember to double-check the valid times of any imagery.

Thoroughly consider the terrain you'll be flying over. Mountain ranges and nearby large bodies of water generate large areas of deep icing layers, and must be carefully evaluated before attempting to fly over them, especially if any fronts or lows are close by. Lifting is always prevalent over mountainous areas, so any clouds with icing potential are apt to have tops that can rise to your cruising altitude or beyond.

With cloud bases at or near the mountaintops and minimum altitudes thousands of feet higher, you lose the option of descending to cloud (or ice) free conditions because rocks await you. There are also fewer suitable airports that could serve as safe havens.

Finally, there's the human factor. If you're a VFR-only pilot, have you flown cross-countries in on-top conditions? Do you feel comfortable about it? If push comes to shove, could you call air traffic control for help and perform an instrument letdown through rising clouds to clearer conditions below? If you answered yes to these questions, then you're a better candidate for this kind of ice-avoidance flying. If not, get some experience with someone who has more time flying in and/or among the clouds.

Instrument-rated (and current) pilots have more options if the weather falls apart and a descent on instruments-or an instrument approach-is the only way out of an inadvertent icing encounter. Just remember that the airplane doesn't know whether you're instrument-rated or not, and even the best of pilots, and the most capable of airplanes, have been downed by dwelling too long in icing.

That's why all pilots of light piston singles and twins should always try to fly in "perfect" winter weather. With high cloud bases and low tops, plenty of space between clouds, no angry fronts, and lots of altitude, you can

HELPFUL POINTS OF CONTACT

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

For hangar lease and repair questions call: Mike Rawson, Properties Management Specialist, at 575-2894 or e-mail at mike.rawson@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 801-575-2405

For common General Aviation information call the GA Hotline: 575-2443

nearly always safely transit areas singled out in icing airmets.

ELECTRONIC GA NEWS

If you would like to be on the electronic GA News electronic mailing list, send an e-mail request with the e-mail address to which you'd like the monthly newsletter sent to steve.jackson@slcgov.com

UPCOMING EVENTS

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. They'd enjoy seeing you there. For more information about Leading Edge and its events, visit www.leaviation.com.

Local FAA Seminars During the month of February the SLC FAA Safety TEAM is sponsoring the second of an eight part series of Flight Instructor Workshops. The workshops are conducted in a two year cycle with the subjects changing quarterly. The subject for this quarter is Technically Advanced Aircraft, GPS & check ride issues. Attendance at all eight workshops over a two year period qualifies as another way to renew a Flight Instructor Certificate and is a good way to stay up to date. Pilots other than Flight Instructors are welcome to attend. VFR chart seminars are coming in March.

Locations & Dates: St. George on Feb 4; Orem at Utah Valley College on Feb 10; Salt Lake City at Cornerstone Aviation on Feb 11; West Jordan Airport #2 at Air Center on Feb 12; Logan at Utah State University on Feb 18; Salt Lake City at Westminster College on 20 Feb.

Times, directions and additional information may found at www.faasafety.gov under events/seminars or contact Dennis Seals, FAA Safety Program Manager, at 801-257-5056.

Hangar Access Ramps: Jim Cramer has fabricated steel ramps for easy access to his hangar on row 28 at SLC. You may contact him by phone at 801-455-0153 or email at cramer.jim@comcast.net if you'd like more information.

**Do not leave unattended space heaters
or aircraft engine heaters
operating in hangars.**