

PROPOSED FBO CONSTRUCTION AT TVY

A new fixed base operator (FBO) building is being designed for the Tooele Valley Airport (TVY) in Erda, UT. Construction could begin as early as late summer 2015.

The new 5,000 square foot building will replace the current "inverted clam shell" Sprung Structure currently used by Sky Dive Utah.

TVY was acquired by the Salt Lake City Corporation in January 1991. Runway 17-35 was reconstructed and significant improvements were made to taxiways and aprons at the general aviation airport shortly after the purchase.

Other improvements were made including upgraded airfield lighting, installation of a non-directional beacon (NDB), the addition of an automated weather observation system (AWOS), and an instrument landing system (ILS) was installed.

Airfield security fencing and electrified access gates were installed and a 650' deep well was dug to enhance fire suppression capability.

In the upgrade process, the old FBO building was demolished to make way for the completion of the alpha taxiway.

The FBO building was relocated and "temporarily" replaced by the 3,000 square foot fabric covered Sprung Structure nearly 16 years ago.

GA HANGAR SPACE HEATERS

Temporary hangar heat may be provided by electric heaters only when tenants are physically present. Open flame (propane, gasoline, kerosene, etc.) heaters are prohibited at all times in general aviation hangars at Salt Lake City Department of Airports (SLCDA) airports.

Authorized electric heaters must not be left operating unattended in hangars even for short periods.

Contact Phil Bevan, SLCDA Property Management Specialist, (801) 575-2957 or Steve Jackson, SLCDA General Aviation Manager (801) 575-2401 for additional information.

Open flame space heaters are not authorized for use in SLCDA leased hangars... electric space heaters must be attended at all times.

UAOA SPRING CONFERENCE

The Utah Airport Operators Association (UAOA) 2015 spring conference is scheduled for March 11 – 13 at the Lexington Hotel in St. George, Utah.

Airport owners and operators, government agencies, aviation contractors, aviation associations, fixed base operators, and individual pilots attend this conference to exchange information for education and to promote aviation and airports in Utah.

Pilots of every stripe and all aviation enthusiasts and supporters are welcome to register and attend. For more information, visit www.uaoa.org.

FOG... 'TIS THE SEASON

Fog is nothing more than a cloud that forms and remains close to the ground. Stratus clouds, associated with humidity or precipitation, are made up of tiny water droplets or ice crystals. Fog can be thought of as a stratus cloud that forms on the surface of the earth.

The presence of high humidity, abundant condensation, nuclei (dust particles, water droplets, or ice crystals), little or no wind, temperature and dew point within three degrees, and cooling all promote the formation of fog. Topography also plays an important part by providing a means of lifting or containing air.

In Utah many of our communities are located in valleys, basins, or bowls. When we have stable high-pressure systems combined with cold surfaces (snow or frozen ground) combined with the above weather conditions and our typical topography, we get persistent fog. If we get no low pressure systems to generate wind to blow out the stagnant air, the fog may remain for days or even weeks getting thicker and more dense as each day passes.

There are a few simple rules that can help pilots anticipate and deal with fog. Expect fog when temperatures cool significantly and whenever there is an abundance of moisture and little or no wind.

When you get your weather briefing, pay attention to the temperature-dew point spread. Remember that fog is likely to develop the closer the dew point and temperature are to each other.

Consider the terrain over which you will fly and at your destination airport. In Utah, fog is likely to form early in the morning, just prior to sunrise or after the sunsets and the temperature drops. If ground fog develops by 7:00 p.m. and continues throughout the night with consistently reducing all night and significantly reduced visibility at 6:00 a.m., chances are that the fog will be fairly heavy and may not dissipate quickly or at all the next day.

Never fly into fog thinking that conditions will improve and never fly over an airport and descend into a “sucker hole” thinking you will be able to maintain visual contact with the airport on downwind, base and final. Be sure to activate the pilot activated runway lighting system, particularly if the airfield has REIL or approach lights. Listen closely to local AWOS transmissions and then confirm the observations visually.

Decisions concerning the acceptability of the weather conditions in which you will fly must be made on the ground, free from extraneous pressures to initiate or complete the flight. Having set your personal weather limits in advance, never compromise those limits in flight.

Pilots may depart from their base airports in VFR conditions only to return a day or two or even a few hours later to an airport that is “socked in”. The weather a few hundred feet above the surface is usually “clear blue and 22” with smooth air and amazing visibility. It is a wonderful time to fly cross-country to destinations that are clear. Just ensure your destination airport will be free of the zero-zero conditions brought on by persistent winter fog.

SECURITY AWARENESS

It is easy to become complacent about airfield and aircraft security. It is not often in our thoughts. Problems usually occur when least expected.

Please take time to assess your circumstances and commit to maintaining a high level of operational security.

1. Keep your hangar and your aircraft locked at all times... security experts recommend locking your plane’s doors inside your hangar and securing your keys.
2. Maintain constant vigil observing airfield activities. Report suspicious activities to the Airport Police or call 911.
3. Never allow others to “piggy-back” through the access gates with you.
4. Talk to the FBO, airport manager, operations personnel, airport police, and other pilots concerning even minor concerns about safety and security issues.

Stay alert at your airport!
If you see something... - say something!
Call 911 or 1-866-GA SECURE

WINTER FLIGHT ITEMS TO REMEMBER

1. If your aircraft’s battery is dead, do not hand prop the aircraft. Have the battery serviced or use external power. Hand propping an aircraft is very dangerous.
2. Flight instruments need extra time to spin-up when they are cold. Be sure the cockpit is warmed –up and gyros are up to speed before takeoff.
3. Take blustery headwinds into account, especially if flying westbound when planning fuel requirements. Also, check wind direction and speed at your destination to be sure it is within the aircraft’s and your crosswind capability.
4. During engine start, be cautious about over-priming your engine. Have a fire extinguisher nearby in case of an emergency. Preheating is the safest way to successful winter starts and it is easier on your engine.
5. After a snowfall, remember that the landscape will no longer look like the VFR sectional chart. Many landmarks will most likely be snow-covered.

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: Phil Bevan, Property Management Specialist at (801) 575-2957 or e-mail him at phil.bevan@slcgov.com .

For aviation security questions call: Dennis Berry 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 .

6. Check with your destination airport for snow cover and removal operations. Airport surface conditions can change quickly with fast-moving winter weather and the latest information may not be in the NOTAMs.

7. Dress for survival when you fly this time of year. Be sure to pack a winter survival kit.

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 monthly chapter meeting at 7:00 p.m. on Friday, February 13th at the Civil Air Patrol (CAP) building at 640 North 2360 West, Salt Lake City International Airport (SLC).

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

FEBRUARY 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.



Enjoy a safe winter flying season!