



Salt Lake City  
Department of Airports

# GENERAL AVIATION NEWS

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## UNMANNED AIRCRAFT / DRONE OPERATIONS

With the huge increase of interest in and widespread acquisition of unmanned aircraft by the general public, the Federal Aviation Administration (FAA) recently established requirements to register and regulate most drones as well as a notification process to contact airports before operating a drone within a five nautical mile radius of an airport. In the Salt Lake airport system, this includes the Salt Lake City International Airport, South Valley Regional Airport in West Jordan, and the Tooele Valley Airport in Erda.

Facilities in the restricted areas include the Utah State Capitol, Utah State Offices, West High School, Vivint Arena, and Jordan Landing. An interactive map of restricted areas can be found at;

<http://slcgov.maps.arcgis.com/apps/webappviewer/index.html?id=f933acac4dde463b85b3a5ffefd66eb>.

Owners who want to fly drones within a five nautical mile radius of Salt Lake City International, South Valley Regional or Tooele Valley airports, must contact the Salt Lake City Department of Airports Operations Division at (801) 556-4082 or [dave.teggins@slcgov.com](mailto:dave.teggins@slcgov.com) and provide the following information at least 24 hours in advance of operation:

- Registration information for the device
- Type of device
- Time, date and duration of flight
- Location (GPS coordinates) and altitude of operation

For more information about the FAA's unmanned aerial systems requirements and to register your device, visit [www.faa.gov/uas/registration](http://www.faa.gov/uas/registration). Registration for drones between .55 and 55 pounds is required by February 19, 2016.

## SLC DEPARTMENT OF AIRPORTS WEBSITE

There is a veritable plethora of highly useful information on the SLC Airport website.

You can find out about;

- the status of the new terminal redevelopment program construction
- airline and flight information
- parking and transportation information
- airport history
- general aviation facilities
- airport services including directions and maps
- ...and much more.

For more information visit <http://www.slcairport.com/>.

## IS SCUD-RUNNING EVER OK?

By John Zimmerman (excerpt) in *Air Facts*

It's winter or early spring and the weather is forecast to be interesting all week, and on the day of the trip Mother Nature will not disappoint. While the weather at departure is decent and the weather at destination is good VFR, in between looks challenging. A large band of rain (sometimes mixed with snow) showers is producing low ceilings and reduced visibility across a wide area, and the forecast calls for little change over the next eight hours.

Learn your lesson from other's experiences... a good VFR weather briefing is wildly different from a good IFR weather briefing. Maybe that's obvious, but you may have to adjust your briefing habits. Planning for a VFR flight in marginal conditions means carefully studying the weather at each point along the route, not just at the departure and destination (as is typical with an IFR flight). Forecasting ceilings is very tricky, and planning a flight based solely on a three hour old forecast is wishful thinking at best.

If filing IFR is not possible, is VFR scud-running a viable option? The very phrase rightfully strikes fear in the hearts of many pilots. As Richard Collins has written, scud-running "was widely done in the good old days. A lot of pilots were pretty good at it." And a lot of pilots have died from it! In the last 20 years, the aviation community "long-beards" have conducted a war on scud-running, placing this technique in the same league as smoking and drunk driving.

Certainly, it is not easy... a safe scud-run demands precision and discipline. There are some rules that simply must be obeyed, like having an inflexible limit on how low you will fly and never getting backed into a corner. It requires proper preparation and some experience (don't do it if you're low-time or rusty).

Get-home-itis is a common culprit and seems to be worse when you're trying to make it the last 25 miles in deteriorating weather conditions. Staying on the ground is always a viable choice. But if you decide you must go VFR under the ceiling, set very firm conditions for continuing.

- Visibility is more important than ceilings. Three miles visibility under a 2,000 ft. overcast is very uncomfortable, while 10 miles under a 1,000 ft. ceiling is flyable as long as the terrain and potential landing areas allow. If the visibility starts to drop, get on the ground.
- Always have a real out. Turning around and flying 80 miles back to your departure probably isn't realistic, so be honest about where you can reasonably land if the weather goes down. If it's really low, have two or three outs. In a helicopter, sometimes it can mean a nice field... but in fixed wing you need an airport.
- With most weather systems, an hour makes a big difference. Never be afraid to land and wait it out.

• Eyeballs beat datalink weather every time. Datalink weather is good (ADS-B on your iPad for one), but it only tells part of the story for VFR flying. Flying to better visibility works much better than just looking at radar pictures.

Scud-running flight is usually not a good idea in the intermountain west. It is not for the inexperienced. Intelligence and ability are not good substitutes for experience. Use your head. Trust your cautionary gut. Don't let passengers influence you to "press on" when you have doubts. And never, never, never let your ego decide for you.

### **A NEW WAY TO FIGHT AIRCRAFT ENGINE RUST**

By Ben Visser in Flying Magazine

Not flying as much this lately and concerned about prepping your engine for winter?

Fall has come and gone and most of us are now settling into a winter routine. This time of year is a great time to maintain old friendships, make new friends and see what is new at the airport. Every year there are interesting new developments and products or systems, but it is usually the simple ideas that will have the greatest positive impact on the general aviation community.

A great idea recently promoted is from Harold Tucker of ConocoPhillips. He has been trying to reduce rusting in low usage or stored engines, especially camshaft and lifter rusting; ConocoPhillips is recommending that pilots add one quart of its Aviation Anti-Rust Oil 20W-50 to their winter oil changes, or when their planes are going to be inactive for extended periods of time.

The anti-rust oil meets the Mil spec MIL-C6529-C for preservative oil. The oils that meet this spec were developed during World War II to protect engines being built in the U.S. and then shipped by sea to Europe and the Pacific.

ConocoPhillips has run all of the specification tests for an SAE J-1899 oil, plus humidity cabinet test, and the oil meets the spec with the anti-rust performance greatly improved.

Company officials recommend that, instead of doing a complete oil change with the preservative oil, pilots should just add one quart to an oil change and then fly the plane normally.

Experience has shown that these preservative oils do offer a slightly lower cleanliness performance level than straight AD oils, so it's not recommend that pilots add a quart to every oil change. However, if you are a normal pilot who flies almost every week or so in the summer months and then only once or twice every month or so in the winter, this is an excellent recommendation. Just one normal AD oil in the summer or when you are flying regularly and then add a quart of MIL-C6529-C qualified oil to your winter oil change or when your plane will be less active. A "quart of prevention"...

### **--SAFETY FIRST --**

**Open flame space heaters  
are not authorized  
inside of hangars.**

## **HELPFUL POINTS OF CONTACT**

**For general aviation operations, facilities maintenance, SLCDGA newsletter, airfield, and SLC Title 16 questions contact:** Steve Jackson, SLCDGA General Aviation Manager, (801) 647-5532 or e-mail at [steve.jackson@slcgov.com](mailto:steve.jackson@slcgov.com) .

**For hangar lease and repair questions:** Phil Bevan, Property Management Specialist at (801) 575-2957 or [phil.bevan@slcgov.com](mailto: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 .

### **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](mailto: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](http://www.leaviation.com) .

**EAA 23's** monthly chapter meeting will be held on Friday, February 12<sup>th</sup>, 2016 at 7:00 p.m. in the CAP Building (640 N. 2360 W.) at the Salt Lake International Airport (**KSLC**).

Contact Shawn Crosgrove (801-381-4402) for additional information or visit: [www.eaa23.org](http://www.eaa23.org) .

The **Skypark Aviation Festival** has been scheduled for June 3<sup>rd</sup> and 4<sup>th</sup> at Skypark Airport (**KBTF**), 1887 South 1800 West in Woods Cross, UT. Admission is free. For additional information visit [www.skyparkutah.com](http://www.skyparkutah.com) .

### **FEBRUARY FAA PILOT SEMINARS**

Upcoming activity and FAA seminar information is available at: [www.faasafety.gov](http://www.faasafety.gov) under the "Activities, Courses & Seminars" tab. Rick Stednitz, FAA Safety Program Manager retired last December and his replacement has not yet been designated.

# **Fun and safe winter flying!**

