SALT LAKE CITY DEPARTMENT OF AIRPORTS

GENERAL AVIATION NEWS

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WINTER GA CONSTRUCTION

Airport II- Construction of the nested T-hangars east of row E on the new ramp has been slowed by the winter weather but continues to progress. Anyone desiring to occupy the new hangars in February may contact Johnathan Liddle at 801-575-2894 for information and priority.

Dave and Ryan Coats of Air Center of Salt Lake have begun construction on a new 8,000 square foot hangar immediately south west of their main facility. It will be used to hangar transient and tenant aircraft. Completion is expected in April 2007.

Tooele Valley Airport- Seven additional aircraft tie-downs have been added to the ramps at TVY. Contact Johnathan Liddle at 801-575-2894 for leasing information.

The new electronic access gate north of the blue maintenance building is in operation. Contact Steve Jackson at 801-575-2401 for the access code.

The downwind traffic pattern altitude at TVY is 1,000 feet agl. Please carefully observe this requirement.

FEDERAL LAW ENFORCEMENT

HOTLINES

Report All Suspicious Aviation Activities:

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

U42 AWOS GRAPHIC DISPLAY

SLCDA has installed an internet accessible graphic display of AWOS information at Airport II. The information displayed is received directly from the airport AWOS equipment located at mid-field. Graphic information is "real time" and is updated every minute. The website address is www.saiawos3.com/KU42/sai.html . Pilots may still call 562-0271 to hear current U42 AWOS information.

SNOW TIME

By Bruce Landsberg (From AOPA Pilot, December 2001)

Snow falling softly through the trees and onto the fields is one of nature's prettiest sights, but it's something that should make pilots uneasy. Contamination is the professional's term for snow when it builds up on runways or the wing and tail surfaces of our aircraft.

Patience is usually a virtue in flying. When pilots hurry, mistakes are made. But there is at least one almost-exception… the faster one gets airborne the better when threatening weather is moving in.

Many pilots have periodically experienced an extended delay trying to reach the briefer during inclement weather. Other than the loss of time and on-hold music better suited to other people's tastes, there usually is not an operational imperative to get moving… except when heavy snow is falling.

The pilot's operating handbook (POH) on most light aircraft does not discuss the effect of slush or snow on takeoff performance but in FAR Part 25, "Transport category airplanes," anything over half an inch is considered a big deal. One large-aircraft flight manual (for the Lockheed P–3) states, "During takeoff, treat everything as wet (dense) slush or standing water. With runway conditions having more than three-quarters of an inch of slush or standing water or dry snow in excess of 5 inches, takeoffs are not recommended." An accompanying chart shows that three-quarters of an inch of slush will increase takeoff distance by nearly 30 percent, and this is with an aircraft with a much higher power-to-weight ratio than most light airplanes. The manual goes on to say, "Be aware that the retarding force of snow, slush, or water acting on the wheels is proportional to the square of the forward speed: hence it is most pronounced in the later stages of the takeoff run." That subtle statement means that you may not know how bad it's going to be until you're moving down the runway at high speed. So it could be too late before you know if there is enough energy to fly or enough room to abort the takeoff.

If given the option, go early in a snow event before there is much accumulation and find out if the airport has snow removal equipment to clear the runway. If there are no

dedicated plows or blowers, it's a good bet that the state department of transportation (DOT) will get around to it in its own sweet time, which probably won't be as soon as you would like. Airplanes are not good plows and there is a limit to what they can handle. Unfortunately, it usually isn't published, and for FAR Part 23 or CAR 3 aircraft, the manufacturer doesn't know either.

If runway slush isn't enough to prompt reconsideration, note the slush or accumulating snow on the upper wing and tail surfaces.

All aircraft POH's state, "Do not attempt flight with frost, ice, or snow adhering to the exterior surfaces of the aircraft or landing gear."

When snow is falling, some planning is essential to minimize the ground delay. The airlines have learned this lesson the hard way several times (see "Safety Pilot Landmark Accidents: Cold Realities," January 1999 Pilot) and have developed procedures to resolve the issue. If we assume that the aircraft is approved for flight in icing conditions (which eliminates much of the GA fleet), this reduces the hazard of icing conditions that may be encountered aloft.

Fuel the aircraft on arrival and keep it in the hangar until departure time. Get the weather briefing and the IFR clearance while the airplane is still covered. Then load the passengers and program the nav equipment before engine start. Now, just like the airlines, with everybody in their seats and ready to go, have the aircraft towed out, start the engine, and make for the runway without delay. A minute or two on the run-up pad should be sufficient to perform checklist items that can't be done before starting. Don't miss anything, but don't dawdle either.

If hangar space is unavailable, then brush-off or use an approved spray to remove the snow. With cold temperatures and no melting, a soft broom or brush will do the job. If there's plenty of water in the snow you've encountered, it will freeze on the wings and tail if not removed. After brushing, the aircraft has to be sprayed down with deicing fluid. The approved fluid is reasonably friendly to the environment and, depending on the composition, may adhere to the surfaces to provide some residual benefit.

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

Non-icing approved aircraft should not use this as the "poor pilot's" solution to getting through the cloud deck if ice is reported.

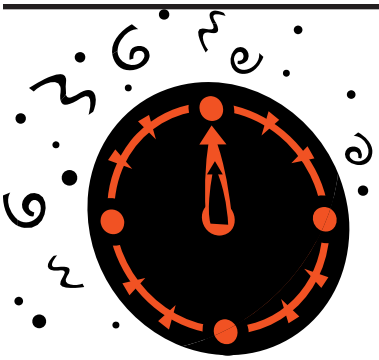
A snowy departure must be carefully choreographed. Delay the hangar exit or deicing and preheat until the last possible minute. Flight plans, clearances, and loading should be done so that the time spent unprotected on the ground is minimized. The airlines typically specify a maximum amount of time that they can sit exposed before they have to go back to the deicing pad. If you experience a major ATC delay it may be necessary to return for additional deicing.

With apologies to Robert Frost, "…pausing by the woods on a snowy evening" is best not done in an aircraft.

UPCOMING EVENTS

Dave Coats' AIR CENTER at Salt Lake Airport II (U42) has temporarily discontinued its monthly fly-in/drive-in breakfast. He hopes to activate it again 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!



Happy New Year!!