

AIRPORT REFUELING REQUIREMENTS

When refueling an aircraft at one's hangar (including shade hangars), the aircraft (fuel vents and receptacles) and fueler equipment must be positioned not less than 25 feet from the hangar and other buildings.

A proper fire extinguisher must be positioned in close proximity to and within easy access at all times during the fueling process.

The fueling equipment and the aircraft must be properly bonded to prevent static electrical discharge.

Refueling aircraft or vehicles in any building (including hangars) is prohibited.

These requirements apply to self-fueling and fuel providers (FBOs).

UTARNG AVN UNIT RETURNS FROM OVERSEAS

The Utah National Guard's 1st Battalion, 211th Aviation Regiment, based at South Valley Regional Airport (U42), returns from combat operations after its deployment to Afghanistan this past year.

This was the third Middle East deployment for the AH-64 Apache helicopter unit. It has previously served year-long deployments to Kuwait and Afghanistan.

The 450 member unit with 24 helicopters will return this month after successfully conducting 10,000 combat flying hours.

Expect military helicopter traffic at South Valley Regional Airport to increase as normal flight training resumes.

CHECK YOUR ENGINE NACELLE!

During the long winter, many critters...mostly birds...like to build nests inside of aircraft engine nacelles and cowels.

Unsuspecting pilots come out for their first flight after a long winter absence, do their pre-flight inspection, and then attempt to start the engine.

The engine roars to life! While letting the aircraft warm up to operating temperature and listening to ATIS, the pilot notices a lick of flame come from the cowling! Quickly the flames spread, and in a matter of seconds, the entire engine compartment is engulfed in flames!

Sound far-fetched? Well it's not...it happens every winter and spring. Take the time to check your engine nacelle or cowel for obstructions and save yourself a lot of grief!

IN THE WEATHER

It is unavoidable... pilots have to spend time in the weather, whether it is due to preflight or post-flight inspections, aircraft maintenance, forced landings, or just waiting at a rural airport for a passenger to arrive.

Even a relatively few minutes in the cold and wind can be uncomfortable and potentially very dangerous. Always be prepared for events which may increase your exposure to the effects of cold weather.

Wind Chill - Without the wind blowing, the body (normally covered) can withstand a greater degree of cold. But let the wind blow (even a slight breeze) and the body heat loss can become critical. Of course, body heat is a product of energy. The chart below will give you an idea as to what to expect in equivalent temperatures. It also points to a need for protective clothing or shelter.

To use the chart, find the estimated or actual wind speed in the left-hand column and the actual temperature in degrees F. in the top row. The equivalent temperature is found where these two intersect. For example, with a wind speed of 10 mph and a temperature of -10 degrees F, the equivalent temperature is -33 degrees F. This lies within the zone of increasing danger of frostbite, and protective measures should be taken. It is emphasized that the wind chill chart is of value in predicting frostbite only to exposed flesh. Pilots can easily be caught out in temperatures below freezing. Winds of 30 mph will produce an equivalent wind chill temperature of -2 degrees with an outside air temperature of 30 degrees.

WIND - CHILL CHART

ESTIMATED WIND SPEED MPH	ACTUAL THERMOMETER READING F										
	50	40	30	20	10	0	-10	-20	-30	-40	-50
CALM	50	40	30	20	10	0	-10	-20	-30	-40	-50
5	48	37	27	16	6	-5	-15	-26	-36	-47	-57
10	40	28	16	4	-9	-21	-33	-46	-58	-70	-83
15	36	22	9	-5	-18	-36	-45	-58	-72	-85	-99
20	32	18	4	-10	-25	-39	-53	-67	-82	-96	-110
25	30	16	0	-15	-29	-44	-59	-74	-88	-104	-118
30	28	13	-2	-18	-33	-48	-63	-79	-94	-109	-125
35	27	11	-4	-20	-35	-49	-67	-83	-98	-113	-129
40	26	10	-6	-21	-37	-53	-69	-85	-100	-116	-132
	LITTLE DANGER FOR PROPERLY CLOTHED PERSON			INCREASING DANGER				GREAT DANGER			

Wind speeds greater than 40 MPH have little additional effect

DANGER FROM FREEZING OF EXPOSED FLESH

Dress for the Cold –

1. Dress in layers. Use several thin, warm layers rather than a few thick layers. It will insulate better and allow you to strip off layers as the temperature climbs.

2. Dress for the appropriate activity level. Dressing for an active day of skiing will be different than dressing for a sedentary day of flying.

3. Buy or find a pair of insulated boots. Ideally, the lining should be wool or synthetic--not cotton. Linings can be purchased separately. You can purchase boots already with the lining, or use boots two sizes larger than usual, and use a lining.

4. Wear winter socks. Warm winter socks are important in keeping warm dry feet. Wool is best, although good synthetic "fleece" socks are often quite good. You can layer socks, but be careful that your feet are comfortable and the circulation isn't shut down.

5. Obtain a good quality coat, parka, or jacket. Generally speaking, the thicker the coat the better, whether it is a synthetic ski jacket, a wool pea coat, or a down jacket. However, a heavy coat is often difficult to manage in the cockpit. Just be sure your "outdoor" protection is within easy reach at all times.

6. Wear a base layer. A "base layer" is long johns, union suit, long underwear, or whatever can provide a warm, light base to your winter gear. Merino wool products are recognized as one of the best base layers available.

7. Wear a warm hat or a knit cap. Remember - heat rises, and you don't want to inadvertently lose that protective heat.

8. Wear gloves or mittens. Fingers and hands are very vulnerable to the cold, so keep them covered. Very thin gloves (like "magic gloves") are better than nothing, but comfortable, warm gloves are important and mittens provide the best protection if you don't need the dexterity.

9. Hand warmers can be useful, especially if you don't have shelter handy. They can be purchased at any outdoor or hunting store (or even Wal-Mart). Never use these as a substitute for dressing warmly, however... just have a store of them readily available for when you really need the auxiliary heat.

10. Wear more than one layer on your legs. Oddly, some people will wear five layers on their torso, and only one layer on the legs. At minimum, have a base layer like long underwear and an outer layer, like insulated pants. Jeans are OK if you will not be experiencing prolonged exposure or severe cold temperatures.

11. Keep dry. Being wet will cause chill to set in more quickly than if you're dry. Have waterproof or at least water resistant outer layers.

So, dress for success in the cold, it is a potentially lifesaving precaution. Appropriate warm gear at home, in the car, or the hangar is useless. Consciously plan your preparations for your flight, and that includes being prepared for cold Utah and intermountain weather exposure.

HELPFUL POINTS OF CONTACT

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

For hangar lease and repair questions: Matt Jensen, Airport Properties Specialist at (801) 575-2957 or e-mail him at matthew.jensen@slcgov.com.

For aviation security questions call: Connie Proctor 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 other GA information call the GA Hotline: (801) 575-2443

SLCDCA 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 (**U42**), West Jordan, UT and at Logan – Cache Airport (**LGU**) hosts multiple events each month including breakfast fly-ins, dinners, and informative classes.

The third Tuesday dinner and speaker at U42 is scheduled for 6:00 p.m., January 15 at the FBO.

The next Saturday fly-in brunch at U42 is scheduled for 9:00 a.m., January 26 at the FBO.

A private pilot ground school is scheduled for Saturday January 26 at the FBO.

For more information about Leading Edge events, visit: www.leaviation.com.

The Utah Chapter of the **Experimental Aircraft Association (EAA 23)** holds its monthly meetings at the Civil Air Patrol (CAP) Building at 640 North 2360 West Salt Lake International Airport (SLC) the second Friday of each month at 7:00 p.m. EAA 23's annual banquet is scheduled for Friday, January 11. Contact Shawn_Crosgrove@msn.com or 801-568-2571 for information and to RSVP.

JANUARY 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.



Fly smart and be safe this winter!