

ALTA AIRCRAFT MAINT CLOSES DOORS AT U42

Alta Aircraft Maintenance has been a fixture and an institution at South Valley Regional Airport (U42) since 1974.

Owner, Mark Losee began his aircraft maintenance business at the old Alta Sky Park in Sandy, UT in 1968 working for Dudley Bray at Alta Air Service. In the spring of 1973 as Alta Sky Park was being closed to make way for housing subdivisions, Dudley and Mark moved their operation to Salt Lake City Municipal Airport #2 (now South Valley Regional Airport) in West Jordan.

The then Salt Lake City Airport Authority (Salt Lake City Department of Airports) had only recently decided to reactivate the airport for air traffic and in addition to runway and taxiway reconstruction, was in the process of building a new fixed base operations and airport maintenance building and apron. Alta Air Service won the bid to be the fixed base operator (FBO) at U42 in 1973.

By late 1975 Dudley Bray decided to retire and Mark and Terry Losee assumed the FBO lease during the summer of 1976.

At the peak of their business, they employed ten employees and operated a full service FBO, including a flight school (Al Alder's Transwest Air Service), Alta Air Flying Club, aircraft rental, aircraft maintenance, fueling, and provided pilot services.

When Ron Nelson built the Debron Air FBO in the early 1980's, Mark and Terry decided to concentrate on aircraft maintenance only and they incorporated Alta Aircraft Maintenance, Inc. housed in the original city FBO building which was then eight years old.

A few months ago Leading Edge Aviation (the current FBO at U42) offered to buy Alta Aircraft Maintenance's lease, equipment, and property. Mark and Terry accepted their offer and officially closed their doors for business the first of June. We wish them well in retirement

UAOA FALL CONFERENCE SCHEDULED

The Utah Airport Operators Association (UAOA) has scheduled its 2013 Fall Conference for September 5th - 6th, at the Riverwoods Conference Center in Logan, UT.

Interested parties are encouraged to enquire and attend. For more information visit the UAOA website at www.uaoa.org.

FALL GENERAL AVIATION BBQ DATE SCHEDULED

The Salt Lake City Department of Airports (SLCDA) will host the 10th Annual General Aviation (GA) Barbeque at South Valley Regional Airport (U42) in West Jordan, UT on Saturday, September 21st from 1:00 until 3:00 p.m. in the Leading Edge Aviation FBO hangar.

All Star Fire Protection has agreed to inspect and service fire extinguishers for a \$15.00 fee between 11:00 a.m. - 2:30 p.m. on the tarmac south of the FBO.

SLCDA will provide food and entertainment for GA tenants and family members.

SUMMER MOUNTAIN FLYING CONSIDERATIONS

by Scott Stahl

Many pilots have heard the term "mountain flying." The expression usually conjures up images of fly-fishing trips via short fields and tundra tires. However, the FAA defines mountainous terrain as any terrain with an elevation above 5,000 feet mean sea level (MSL). This definition expands the idea to include much of the United States. Many domestic trips (especially in the intermountain west) begin, travel over, end, or stop-over in mountainous terrain.

Mountain flying is a wonderful way for pilots to see some of the greatest beauty in the United States while providing a fantastic opportunity to enhance and improve knowledge related to weather, atmospheric conditions, aircraft performance, and terrain avoidance procedures. With careful planning and consideration, mountain flying can also be done with a high degree of safety. It is challenging for even the best pilot and enlightening for the newest.

Like any typical pre-flight planning process, a flight in mountainous terrain should include a thorough review of factors related to the day's trip. These include weather, terrain, aircraft performance, route planning, and even hypoxia.

There are several factors to consider in mountain flying, starting with density altitude. Most will remember that pressure altitude is MSL altitude corrected for non-standard pressure, and density altitude is defined as the pressure altitude corrected for non-standard temperature. Although pressure altitude certainly has an effect on performance, it is minor compared to the effect of large temperature increases. There are several reasons why density altitude plays such a vital role in aircraft performance. First, as the temperature increases, air density decreases. This results in less power from the engine due to the reduced density of oxygen in the cylinders to be used for combustion. In a naturally aspirated engine, it is a good rule of thumb to expect a 3-percent loss in engine power for every 1,000-foot increase in density altitude.

Further, less-dense air results in a higher true airspeed in order to get the airfoil to produce the same lift, and, consequently, propeller efficiency also decreases in high-density altitudes.

Pilots must understand the change in performance that occurs as temperatures increase. Even on a standard day, the performance of an aircraft operating out of a high-altitude airport will be far less than it would be for a plane operating out of an airport at sea-level.

A good technique for mitigating high-density altitudes is to limit maximum takeoff weight. Loading the aircraft to no more than 80-90 percent of maximum gross weight will help recoup most of the performance lost by the increase in density altitude. It may also be advisable to wait for more favorable temperature conditions, such as those found in early morning or evening. The FAA recommends that 160 hp should be considered as a bare minimum for mountain operations. If that much power is not available, extreme caution should be exercised in the planning phase. Density altitude also affects the aircraft's service and absolute ceilings, so care must be exercised when planning the climb and en-route phases of the flight.

Wind is always a major factor in any planning process, but it becomes critical in mountainous terrain. Strong wind is potentially the most dangerous factor in any mountain flight. First, as the air flows across mountains, it experiences several changes. Flowing around mountains, it behaves the way water does in a stream. The airflow will be relatively smooth upwind of the terrain, and as it flows over the terrain, it will become turbulent, much like water flowing over rocks. Thus, it is reasonable to always expect turbulence on the leeward side of mountainous terrain. Second, wind creates vertical mountain waves when the air flows over the top of a mountain. As the air rises over the mountain, intense updrafts, turbulence, and even cloud formation/precipitation form in these regions. Downwind of the mountain, the air will begin to descend and cause a series of diminishing waves. These waves can persist for many miles downwind of the mountain and create severe turbulence and downdrafts. If moisture in the air is sufficient, altocumulus standing lenticular (ACSL) clouds may be present, as well as roll clouds created by the mountain waves. If the atmosphere is relatively stable, cloud caps on the windward slope or top of the mountain may indicate turbulence.

In the absence of visual indications, turbulence should still be expected any time wind velocities are high. If winds aloft are reported or forecast to be greater than 25 knots, extreme caution should be exercised. It may even be a good idea to consider cancelling the flight. If the flight is not cancelled, avoid flying below the tops of the mountains. Plan a route of flight that will avoid the terrain in question. Consideration should also be given to mountain passes. Much like a venturi accelerates the air through a carburetor, the passes in a mountain range will also increase the velocity of the air flowing through them. Thus, it is important to consider this increased airspeed when operating in and near passes, and care should be used to avoid them whenever possible. Stay at least 1,000 feet above any ridgeline top, and if winds are in excess of 20 knots, stay 2,000 feet above any mountain top.

If crossing mountains, try to avoid going straight across them, instead choosing a 45-degree angle. This will allow a smaller 90-degree turn away from terrain, rather than a 180-degree turn. This is especially useful if an emergency or severe turbulence is encountered while crossing the ridge.

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: 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

After crossing, return to a 90-degree angle to efficiently maximize the distance from the ridgeline as quickly as possible.

Descents should also be planned in advance. It may be necessary to consciously gauge the descent rate after crossing a ridgeline to avoid impacting terrain, and it may also be necessary to plan an approach into an airport based on avoiding terrain/obstacles in the vicinity of an airport. Special care should be given to determining where the wind is coming from and estimating any crosswind effects off of the nearby terrain, as well as emergency considerations.

Although mountain flying presents many special requirements and challenges for a pilot, with proper consideration of these factors, it can be a fun and rewarding experience. For those who would like to approach mountain flying under the guidance of a skilled pilot as recommended by the FAA, it is a great way to enhance a pilot's portfolio of experience and skill. In either case, mountain flying is something that offers great adventure for any pilot.

For more information visit website; www.cessnaowner.org/articles .

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 (LEA) 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.

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

Wendover Airshow Cancelled

The 2013 Historic Wendover Airfield Air Show (ENV) scheduled for September 21 has been cancelled.

JULY 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.



Fair summer breezes and blue skies!