



## GA CONSTRUCTION PROGRESS

**SLCIA-** Taxiway K asphalt reconstruction and overlay is in progress and will continue until October. The old surface will be milled off and then a four inch surface overlay will be applied after each succeeding phase is milled until the entire taxiway is completed. The project has commenced with phase 1 at K1 and the south run-up area and will progress northbound through phase 3 at K2 during the month of June. All of the elevated taxiway edge lights along Kilo will be replaced during the project.

**Airport II-** The ramp reconstruction is under way. Phase one East of general aviation hangar row E should be completed by Saturday June 17th.

Tenant hangar access to rows F and the west facing hangars of row E should not be hampered during any of the stages of construction.

Construction of an additional row of 26 nested T-hangars east of row E will commence in June. Anyone desiring to occupy the new hangars in the fall may contact Johnathan Liddle at 801-575-2894 for information and priority.

**Tooele Valley Airport-** Installation of a new electronic ramp access gate just north of the blue airport maintenance building is currently under way. It should be fully operational by June 15th. This new gate will increase airfield security and limit access to the ramp, taxiways, and runway.

The FAA intends to install the localizer and glide slope of the instrument landing system (ILS) this summer.

## MASTER MOUNTAIN FLYING

It should come as no great revelation to we who are based in and fly around the state of Utah that we live in the mountainous. And yet, accidents continue to happen each year as direct results of the failure of pilots to respect our unique mountain flying environment.

## FEDERAL LAW ENFORCEMENT HOTLINES

Report All Suspicious Aviation Activities:  
**1-866-AIR-BUST or 1-866-GA-SECUR**

Rocky Warren, a fixed base operator and highly experienced mountain pilot out of Gunnison, CO used to make frequent reference to “cumulo-granite” clouds and how flying into one could “really ruin one’s day.” It doesn’t matter if one smacks the ground during IMC, VMC, or just because one has run out of airspeed, altitude, and ideas all at the same time... the ground is just as hard and equally as unforgiving. Flying in the mountains narrows one’s options and constantly tests one’s knowledge, skills, and attitudes.

Mountain flying provides a unique set of challenges and dangers. Knowing about these obstacles and planning accordingly are essential for a safe and enjoyable flight. AOPA’s Air Safety Foundation has a new free online “Mountain Flying” course ([www.aopa.org/asf/product/mf.html](http://www.aopa.org/asf/product/mf.html)) and the “Mountain Flying Safety Advisor” publication ([www.aopa.org/asf/publications/sa23.pdf](http://www.aopa.org/asf/publications/sa23.pdf)) both of which focus on high-density-altitude operations, night flying, weather, terrain avoidance, and emergency landing areas.

The course includes an interactive flight-planning activity, where the user can choose which route to fly, the time of day, and a navigation technique. The program also discusses how to keep a flight log, how to pick alternative routes in the event of weather changes, and how to find suitable forced landing areas.

Wind is one of the most challenging obstacles of mountain flying, but pilots can use it to their advantage. The course points out where updrafts and downdrafts most commonly occur and how to safely cross a mountain ridge.

Check them out! They may just increase your flying longevity.

## A RULE OF THUMB!

To calculate your descent rate on a 3-degree glide slope, divide the indicated airspeed by two, then add a zero at the end of the result.

Example: 150 knots divided by two equals 75. Adding a zero gives a descent rate of 750 fpm.

## STRESS

By Patricia Mattison in AOPA Magazine

Stress is a normal part of most folk’s lives. Most of us have felt stressed to the limit at one time or another. Stress can be good or bad depending on the situation. Stress plays an important part when it comes to sorting out priorities. A temporary

loss of the ability to think out things clearly and completely can be caused by stress. My husband goes through a stressful, yet thankfully temporary, mental lapse every time he loses his car keys. He starts out calmly looking for the keys, but, when he can't find them, he begins to dash around the house searching for them. Stress has taken over and panic has commenced.

Granted the lost key episode is just a simple example of how most of us react when things don't go quite as planned. We all have stressful moments in our lives... unless, that is, you live in a sterile environment with no contact from the outside world. In the realm of flying, calmness usually prevails. Every so often, however, chaos reigns supreme. It is sometimes said that flying is constituted of hours and hours of absolute boredom interspersed with moments of sheer panic.

If you have ever piloted an aircraft you can relate to the above. If outside stresses are at work when a problem arises, it becomes difficult to sort out the correct solution. Reason, logic, and reliance on sound training are necessary for a successful outcome to nearly any situation.

Some time ago a pilot decided to take a trip that required flying over some relatively high mountains. He was flying his twin-engine airplane and was familiar with the aircraft and related systems. A short period of time had elapsed since takeoff and the aircraft was over a series of hills that were at the base of some mountains. He had just experienced a restless night with little or no sleep.

The flight that day was one of many that he commonly performed in the conduct of his business. He felt that he had to go even though he was stressed because of his commitment at the destination. The stress he was feeling was magnified by his lack of sleep. His wife accompanied him on the flight, which also added to his stress level. He wanted the flight to be without event for her sake. Encountering weather, he hesitated to turn back because of his commitments.

The plane entered a limited visibility situation and impacted near the top of a mountain along the route. Stress beyond belief became a panic attack for the pilot. His wife was injured and he had to find help. He left her alone and went to find a road and somebody to help her. By the time he had returned to the crash site his wife had died as a result of the accident. She hadn't been wearing a seatbelt and had impacted the yoke of the airplane.

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**--SAFETY FIRST--**  
**Do NOT Fuel**  
**Or Start Aircraft**  
**Inside of Hangars!**

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#### 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](mailto: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](mailto: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**

The stresses that had built up prior to the flight... lack of sleep and the drive to make a business commitment, combined to interfere in his effective decision making process.

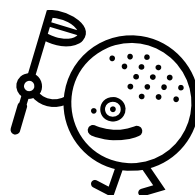
This accident resulted in the loss of his wife. Relatively small stresses had combined to interfere with the orderly construction of the thought process necessary to avoid getting into a bad situation. Many poor decisions are brought on by life's stresses.

Evaluate yourself carefully for signs of stress before making any flight to determine if there have been stressful events in your life that might impact the safety of your flight. Sometimes even positive events like a promotion at work or the birth of a baby can cause stress. If you see that there are stresses, postpone the flight until a time when life is less stressful and you are more aware.

#### UPCOMING EVENTS

The last Sunday of each month, Dave Coats' AIR CENTER at Salt Lake Airport II hosts on a fly-in/drive-in breakfast from 8:00 a.m. to 11:00 a.m. No charge but donations are welcome.

The Ogden Regional Airport Association (ORAA) will host a Fly-in & Breakfast on Saturday 17 June 2006 from 0800 – 1100 AM in the Main Terminal of the Ogden Airport. Free breakfast will be provided for Fly-in pilots and crews. There will also be a drawing for door prizes. For more information visit [www.oraa.org](http://www.oraa.org).



Happy Father's Day!