

**U42 GA HANGARS TO BE PAINTED** - The northern rows of general aviation hangars (rows A-D) at South Valley Regional Airport (U42) are scheduled for painting beginning June 1<sup>st</sup>. Each row will take approximately two weeks to clean, prepare, and paint. Crews will start on row A.

Tenants may contact Airport Properties to obtain alternative tie-down / hangaring if desired. Painters will place protective draping on aircraft if tenants elect to keep their aircraft in their hangars during the painting process. Contact Properties Management Specialist Mike Rawson at 801-575-2894 or General Aviation Manager Steve Jackson at 801-647-5532 for details.

**GA HANGAR INSPECTIONS COMPLETED** - The Salt Lake City Department of Airports completed general aviation and corporate hangar inspections in late May.

Properties will mail notice of discrepancy letters to affected tenants in early June.

The inspectors found the most common discrepancies were non-current fire extinguishers, lack of drip pans, storage of non-aviation items, and unclean / disorderly hangars.

**U42 AIRPLANE WASH OPERATIONAL** - The airplane wash at South Valley Regional Airport (U42) is operational for the summer. It operates on quarters so bring adequate amounts as there is no change machine available.

### **AIRPLANE SPRING CLEANING**

By Steven W. Ells in AOPA Pilot Magazine

Spending a couple of days cleaning, inspecting, and servicing an airplane during the days of spring will result in more trouble-free flying days throughout the remainder of 2009.

Obtain and use a strong flashlight and an inspection mirror that is attached to a handle and used for visual inspections of hard-to-see corners and spaces of the airframe and engine compartment. Even experienced pilots have failed to find bird nests built overnight in engine compartments or in the fuselage.

If the airplane has been tied down outside all winter the chance of contaminated fuel, ramp and wind damage, and other problems increases. But even the most protected airplane needs a pre-season checkup.

If the airplane wasn't flown much during the short, dark, and cold months of winter, the battery should have been removed and stored in a warm place. A savvy owner would have charged the battery at low amperage for 12 hours every other month, or kept it attached to a battery charging/maintaining device. If you aren't one of those savvy owners yet, ask you're A&P technician for a little on-the-job training on this task. Even if the airplane was flown from time to time, the battery will still

need attention. Take it out of the airplane, clean the outside of the case, and charge it according to manufacturer's directions. Inspect the battery box and the surrounding area. These boxes are supposed to be vented so that any acid residue or vapors are vented overboard. But a light acid residue is still likely and, if not neutralized, it will eat holes in an airplane very quickly. An inexpensive acid-neutralizing solution is created by mixing a tablespoon of baking soda in a couple of cups of warm water. Brush it on the battery, the battery box, and any adjacent surfaces. When the solution comes in contact with battery acid there will be a foamy reaction. After the foaming has died down, flush the area with plenty of water, re-apply as necessary, and then dry it. Paint all exposed metal with acid-proof paint which is available at major aviation parts houses.

Firewall forward; Go to your neighborhood hardware store and pick up a gallon of Stoddard solvent or mineral spirits, some gloves, and a box or roll of industrial strength paper towels. These are used to clean off grease and oil that have accumulated since the last cleaning. Metal propeller blades seem to be a favorite perch of birds. Unfortunately their hygiene habits are minimal and their deposits are corrosive. Clean and inspect prop blades. Inspect inside the spinner for residue, and any evidence of home building or food stashing by critters. Clean the spinner and keep a sharp eye for cracks and loose or missing attachment screws. Any blade dings or impact damage from rocks or FOD must be dressed out by an A&P in accordance with propeller service manuals prior to flight.

Open or remove the engine cowl and give the engine compartment a good visual inspection. Bird nests, damaged wiring, cobwebs, dirt, and dust are common. Clean everything completely. Look closely at the engine air inlet... it is a favorite nesting area. It doesn't take long for animals to lay claim to an inactive airplane.

Get a helper to move the engine controls in the cabin while you watch the action in the engine compartment. Smooth action and full/unrestricted travel are the goals. Then ask your helper to pull out the manual primer (if your airplane has one) and give it a good push. Try it a couple of times. He or she should be able to hear the primer pulling fuel in, and feel a slight resistance on the in stroke. No fuel should be seen in the engine compartment. This test ensures that the seals in the engine compartment are in good shape and that the primer lines are not broken.

Take a good look at the crankcase breather tube. It must be open so that the pressures that develop in the crankcase during combustion can equalize. In almost all cases, this tube exits the bottom of the engine compartment at the firewall. Look closely for a hole in the tube approximately 6 inches up from the bottom. This is called the whistle slot and it is the alternate vent in case the end of the breather tube ices over. Make sure it's open and hasn't been inadvertently covered by a clamp or residue.

Fuel systems -- Fuel systems are very susceptible to contamination and thus should get a lot of attention.

Using the owner's manual, the pilot's operating handbook, and/or the maintenance manual find every quick drain in the fuel system. Then drain at least a pint of fuel, or until there is no longer any water and/or debris flowing from the tanks. Any clear container will work. Don't drain or pour the sample onto the ramp.

All drains should work and they should be thoroughly emptied each spring. If any of the valves drip, or won't open, fix it before the next flight.

Make sure the fuel selector valve(s) moves freely and that you can feel the detents.

Landing gear and brakes -- The relatively simple air/oil shock struts that are common on general aviation airplanes are durable and dependable. They depend on rubber-type seals to hold in the hydraulic fluid and compressed air or dry nitrogen that charge the struts. These seals aren't very flexible in cold weather. It's not uncommon for them to slowly pass the hydraulic fluid yet still maintain a seal against the air. When this takes place the strut extension will look normal, but the lower part of the strut will be coated with a gummy reddish residue. If you find this, clean the fluid off and service the strut with fluid and air. If the seal has failed you'll find the hydraulic fluid is pooled around the tire. Hydraulic fluid is damaging to tires and it won't take very long for the portion of the tire that's been exposed to the fluid to start to swell and deform. Replace hydraulic fluid-soaked tires ASAP. Inspect all the tires for cuts, weathering, unusual swelling, or checking. If you have the tools to jack up the wheel, allow the tire to slowly spin and this inspection will be easier. Bad or marginal tires should be replaced as soon as possible.

The cabin -- Open the cabin doors and windows and sniff inside the cabin for unusual odors such as avgas or mustiness, which may be from mildew in the carpets or from nesting animals. Light-airplane airframes are rarely watertight so it's almost guaranteed that some of the carpet and perhaps the upholstery inside any airplane that's been outside during the snow season will have become wet. If the carpet is wet or has a chalky or discolored look pull it out for drying and cleaning. There are spray on carpet cleaners that work well.

Clean the inside if the windows and vacuum the dirt out of the seats and remaining carpet. If there is access to the tail-cone area, get that high-powered flashlight and give that area a good inspection, looking for foreign material such as critter condos and plugged belly-drain holes.

Control surfaces and exterior -- We often experience high winds at airports during the winter. Always secure the ailerons and elevators with gust locks between flights on the ground. It takes only one enthusiastic prop blast, or one strong gust of wind, to drive an aileron or elevator against its stop hard enough to overstress a pushrod or attach fitting.

Some airplanes have pin-type gust locks to lock yoke tubes into position. Many pilots will thread the seat belt around the control yoke. If a gust lock was inadvertently left off during the winter months, use your high-powered flash light to carefully inspect the control surfaces for bending or distortion, pushrods for any bending, and fittings for cracks. Move the surfaces through their full range of travel and listen for unusual noises. Don't fly until a certificated aircraft technician has investigated and addressed the source of concern.

The wrap-up -- Do a careful overall walk around looking for ramp rash, tumbleweeds, or evidence of a family of squatting mice or bird's nests. To do a complete inspection you'll need to get down on the surface and look hard at the bottom of the airplane and at every point where an animal can gain access

## HELPFUL POINTS OF CONTACT

**For GA operational, facilities maintenance, aviation newsletter, airfield, and SLC Title 16 questions call:** Steve Jackson, SLCDA 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:** Mike Rawson, Properties Management Specialist, at 575-2894 or e-mail at [mike.rawson@slcgov.com](mailto:mike.rawson@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 801-575-2405  
**For common General Aviation information call the GA Hotline: 575-2443**

to the interior. The nesters and squatters will leave a trail of evidence so pay attention. If a nest is found, realize that the nest and the surrounding area have now become a hotbed for corrosion. Take whatever time is required to get all the foreign material out before super cleaning the affected area. Increased protection is available by spraying a coat of a corrosion inhibitor such as Corrosion X or ACF-50 on the area.

Inspect the static ports for any evidence of blockage or critter invasion. Check the antennas, especially the V-type VOR antennas, and the ADF sense wire. These can easily be bent or broken.

When you are confident that there's no longer any water in the fuel system, that all the control surfaces and airframe are fault free, and that the landing gear can survive your first landing of the season, take time to wash the airplane at an approved wash rack. Use the time on the ground wisely and you will be safely on your way.

### ELECTRONIC GA NEWS

If you would like to receive the Salt Lake City Department of Airports' monthly general aviation newsletter by e-mail, send your e-mail request and address to: [steve.jackson@slcgov.com](mailto:steve.jackson@slcgov.com).

### UPCOMING EVENTS

**Annual Dutch John Fly-in & Camp Out** is scheduled for 26-28 June at Dutch John Airport (U58). Friday...a complimentary dinner provided 7-9 PM. Saturday...a complimentary breakfast 7-9 AM, flying competition, Mountain Flying Seminar, complementary lunch, dinner and band (\$25 /person) 6 PM-late. Sunday.. complementary breakfast 8-10 AM, river rafting (includes lunch for \$15 /person). For information and to RSVP call 435-770-6533.  
**Ogden Fly-In & Breakfast (OGD)** – Hosted by Ogden Regional Airport Association (ORAA) 0730 – 1100, Saturday, June 13 2009 west side of the airfield terminal. Visit [www.oraa.org](http://www.oraa.org) or call 801-540-6907 for more information.

**June Local FAA Seminars** the SLC FAA Safety Team is sponsoring the following seminars which anyone may attend:

**CFI Workshops** - Non CFIs are also invited to attend; 2 June, 6-9 PM - Helicopter Only, Kibbie Executive Terminal, SLC International, Summer Weather Flying, Introduction to Mountain Operations, IACRA. 5 June 8-11 AM - Colorado Community College, Rangely, Colorado. 16 June 6-9 PM - Cedar City, Utah, Iron County Utah Tourism Bureau – 518 N. Main. 17 June 6-9 PM - St. George, Utah, SGU Airport, Dixie College hangar. Subjects for the CFI # 3 workshops for airplanes include Light Sport Aircraft, Summer Weather Flying, & IACRA (online automated FAA certificate application)

**Other meetings** -- 15 June 8-9:30 PM – Westminster College, Gore Auditorium – Summer Weather Flying by National Weather Service.

25 Jun 6-8 PM – Spanish Fork Airport Monthly Safety Meeting, Hangar 49 – Subject, “ Dangerous Attitudes” Speaker- Dr. Jim Stewart. Times, directions and additional information may be found at [www.faasafety.gov](http://www.faasafety.gov) under events/seminars or contact Dennis Seals FAA Safety Program Manager, at 801-257-5056.

