

**GA HANGARS TO BE PAINTED AT SLC**  
SLCDA facilities maintenance painters began power washing and painting general aviation hangars on the east side of Salt Lake City International Airport on row 9 on May 24.

Properties Specialist Mike Rawson will contact tenants several weeks in advance to offer alternative tie-down space for tenants if they desire to move their aircraft during the painting process. Please allow approximately two weeks per row for the work to be completed.

Contact Mike Rawson at 801-575-2894 or GA Manager Steve Jackson at 801-647-5532 with questions.

**GA AIRPORTS' TWY'S SCHEDULED TO BE SEALED**  
Sealing of taxiways at South Valley Regional Airport (U42) and of taxiways and ramps at Tooele Valley Airport (TVY) will start Wednesday, June 23. The contractor will perform the sealing first at U42 and immediately following at TVY sometime between June 23 and June 26.

NOTAMs will be issued for both airports and traffic at U42 should expect minor inconveniences. The runway will remain open and access from the ramp to the runway will be maintained. Plan to follow the channeled routes and remain off barricaded areas. Cure times are less than 24 hours for each phase of the project.

TVY taxiways and ramps will be closed for 36 hours from 6:00 a.m. on Monday, June 28 until 6:00 p.m. on Tuesday, June 29 but the runway will remain open for take-offs, landings, and touch and goes. No access to the fuel island will be had that day.

**SPRING AND SUMMER FLYING HAZARDS**  
in Air Force Flying Safety magazine, by Jeremiah Reed

Now that summer is fast approaching, so are the hazards of warm-weather flying. Weather factors, including pop-up thunderstorms and high-density altitudes, bring hazards such as lightning, hail, wind shear, micro-bursts and decreased takeoff and landing performance. Seasonal bird activity can ruin your day on lower flight levels and in the pattern, and the effects of hot weather can degrade performance in the cockpit. If that's not enough to worry about, fair-weather day civil aviation flyers, including light sport planes, gliders, hot air balloons, ultra-lights, parasailers, and sky divers, can add unexpected threats to your flight.

General Aviation aviators must plan for these considerations before stepping onto the ramp. In the following paragraphs, I'll cover some risks involved with summer flying and how to mitigate them.

Spring and summer weather can be unpredictable. Flights launched with planned VFR recovery fuel reserves can quickly turn into "alternate required" or even a "weather cancel" as thunderstorms quickly build. Always have a weather backup plan, even for a "clear and visibility unlimited (CAVU)" day. Getting a weather check with flight service would be wise on a day when the weather guessers are predicting storms, whether or not it's apparently clear in your present airspace.

Conditions may deteriorate so quickly that you must divert "any way right now." Lightning from a thunderstorm can travel more than 20 miles from the storm, and the hail produced by one of those towering innocent-looking cumulo-puffies or menacing anvils can travel well above and outside the visible cloud. It also pays to be vigilant about wind patterns associated with such storms. Wind shear can slam you into the ground short of the runway when you're nearest stall speed and disadvantaged in maneuvering capability, speed, and altitude. Micro-bursts can be present even without a full-blown storm and have killed many aviators... especially near mountainous terrain. Micro-burst signs include a large dispersal of dust on the ground in a circular pattern, as well as virga below a cloud. Storms are sometimes embedded in other clouds. Even if you don't have weather radar, learn how to use it to search for and avoid thunderstorms en route.

Icing in clouds can also be a factor if you're high enough. Listen for and request PIREPS from ATC for flights ahead of yours, realizing the information can be highly perishable over a short time. Pass PIREPS along for others in the air. Sometimes the best short-term weather predictor is your own Mark I set of eyeballs. Assess the risks before pressing home. It's better to suffer the inconvenience of a divert and RON than to wreck an airplane, or even worse, lose a life.

Scorching days can cause problems with aircraft, as well as human performance. Hot, humid days may drive the density altitude to a point where it's unsafe to depart. Runway abort distance or loss of an engine may be factors; also, check those climb gradients listed on the departure procedure for your aircraft performance that day. Don't forget to check landing distance as well, since high-density altitude may cause higher ground and roll-out speeds for the same indicated airspeeds and hot brakes are more likely and less effective. Also, review hot-weather operating procedures for your aircraft... checklist items may have changed. Equally important, ensure your body is prepared for the

increased temperature. Stay hydrated by drinking plenty of water the day before and the day of your flight. You can't fully hydrate your body from a dehydrated state the morning of... it takes preparation from days before. Take water with you in the cockpit, especially when flying multiple legs.

Birds are another potential hazard, particularly at lower altitudes. Birds tend to be attracted by water and grain crops, but can be anywhere. Think how many times you've flown in the pattern and seen that dark blotch of feathers flash by the windscreen at the last instant, with no time to react if you needed to. That's incentive to always keep your sun glasses on for protection. Don't think birds only fly low altitudes; there have been plenty of bird strikes above 10,000 feet... the record highest at 37,500 feet! Be sure to check local bird avoidance information before takeoff, and listen up on ATIS/AWOS on the way back to the pattern. Plan lower level flights to avoid known areas of high-seasonal bird activity and be vigilant near bodies of water and open fields. Avoid flying within an hour of sunrise or sunset when you can. If you do experience a known bird strike airborne, head for home/the nearest airfield immediately and maintain extra awareness in the cockpit. You never know if his wingman damaged a sensitive aircraft or engine part, causing an impending catastrophic failure. Once on the ground, notify your local safety office and have the remains sent for analysis to keep track of local migration patterns.

#### GA HANGAR INSPECTIONS SCHEDULED

General Aviation and corporate hangar inspections will be conducted starting in June. SLDCA Properties Specialist Mike Rawson (801-575-2894) will mail notification letters prior to June 15.

#### AIRCRAFT SELF-FUELING REMINDER

We still occasionally see or hear of folks self-fueling their aircraft on SLCDA airports. Remember... self-fueling permits are not required when fueling from commercial self-serve pump facilities. Per SLC Title 16 Statute, airport issued self-fueling permits **are required** to transfer fuel from a container into one's aircraft (i.e. unleaded auto fuel, etc. from a five gallon fuel can).

Contact GA Manager Steve Jackson at 801-647-5532 with questions.

#### ELECTRONIC GA NEWS

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](mailto:steve.jackson@slcgov.com).

#### UPCOMING EVENTS

**Leading Edge Aviation Logan (LGU)** - Leading Edge Aviation is hosting an open house June 4-5. Static aircraft will be displayed, including a B-17 on the 3<sup>rd</sup> and 4<sup>th</sup>. Educational classes and demonstrations will be presented. For more information visit [www.logancacheairport.com](http://www.logancacheairport.com).

**B-17 Tour Hosted by SLC EAA Chapter 23**  
**Logan, Utah June 3-4** (Thu and Fri)  
**Ogden, Utah June 5-7** (Sat-Mon)

## HELPFUL POINTS OF CONTACT

**For GA operational, facilities maintenance, aviation newsletter, airfield, and SLC Title 16 questions call:** Steve Jackson, SLCDCA General Aviation Manager, 801-647-5532 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 801-575-2894 or e-mail at [mike.rawson@slcgov.com](mailto:mike.rawson@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, 801-575-2405  
at TVY or U42, 911 then 801-575-2405

It's the 75th anniversary of the famous WW II B-17! Aluminum Overcast, the B-17 owned by the Experimental Aircraft Association (EAA), will be in Logan offering ground tours and flights until Friday evening. It will relocate to Ogden Friday evening and offer ground tours and flights beginning Saturday and will run through at least Sunday and possibly Monday, depending on the response and anticipated ridership.

Cost of a memorable flight, which helps maintain this beautiful icon of WWII, is \$359 for EAA Members or \$399 for non-EAA Members. For more information call 1-800-359-6217 or visit: [www.eaa23.org](http://www.eaa23.org) (the SLC Chapter of the EAA).

**Brigham City Municipal Airport (BMC)** Brigham City Municipal Airport is hosting a Fly-In on **June 12** from 8:00 a.m. until noon. Search and Rescue fundraiser pancake breakfast from 8:00 a.m. until 10:30 a.m. for only \$6.00/person. Great fuel prices! Meet the FBO's and check out the airport's completed construction projects.

Also at BMC... **Rotors Over The Rockies**, rotorcraft meet **June 10-12** featuring helicopters and gyroplanes, sponsored by the Utah Rotorcraft Association. Visit [www.utahrotorcraft.org](http://www.utahrotorcraft.org) or [www.brighamcity.utah.gov](http://www.brighamcity.utah.gov) for more information.

#### FAA PILOT SAFETY SEMINARS

The SLC Safety Team is sponsoring the following CFI and pilot workshops for June.

CFI Workshop # 7 – Subject - Effective Teaching & FAA and Industry Training Standards

Jun 4, Westminster College, Kibbie Executive Terminal SLC Airport, 8:00 a.m.

Jun 8, Cedar City Airport, Sphere One Aviation, 6:00 p.m.

Jun 9, St. George Airport, Dixie College Hangar, 6:00 p.m.

Jun 11, South Valley Regional Airport, West Jordan, 6:00 p.m.

Jun 15, Helicopter Emphasis, Kibbie Executive Terminal, SLC, 6:00 p.m.

Jun 16, Utah Valley University, Provo Municipal Airport, 4:00 p.m.

Jun 17, Walker Field, Grand Junction, CO. 6:00 p.m.

Jun 24, Spanish Fork Airport, Monthly Safety Education Mtg, 7:00 p.m.

Additional information is available at [www.faasafety.gov](http://www.faasafety.gov) under "events" or contact Dennis Seals, FAA Safety Program Manager at 801-257- 5056.



# Safe Summer Flying!