Salt Lake City Department of Airports

GENERAL AVIATION NEWS

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2013 FALL GENERAL AVIATION BBQ DATE SET

The Salt Lake City Department of Airports 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 p.m. 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. and 2:30 p.m. on the tarmac south of the FBO.

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

REPORT WILDLIFE STRIKES

The Federal Aviation Administration (FAA) and the United States Department of Agriculture (USDA) closely track wildlife vs. aircraft strikes on and near airports across the United States.

Reporting wildlife strikes provides data and information to these agencies to address and correct situations contributing to aircraft and property damage and even loss of life.

Pilots experiencing wildlife strikes (most of which are bird strikes) on or near airports in Utah and surrounding states may contact websites http://www.faa.gov/go/wildlife or http://www.faa.gov/mobile to report wildlife strike locations, conditions, and circumstances.

If a wildlife strike occurs at South Valley Regional Airport (U42) or at Tooele Valley Airport (TVY), pilots may contact the Salt Lake City Department of Airports General Aviation Manager Steve Jackson at (801) 575-2401. He will receive the information and retrieve the carcass for evaluation and disposal as necessary.

If you experience a wildlife strike contact him as soon as possible with the information to facilitate and enhance aviation safety and data gathering.

SPRING HANGAR INSPECTIONS COMPLETED

The Salt Lake City Department of Airports (SLCDA) conducted general aviation (GA) spring hangar inspections in May.

Tenants with hangars having deficiencies will be contacted by mail during June if there are issues to be corrected.

For additional information contact Matt Jensen, the SLCDA Property Management Specialist at (801) 575-2957 or Steve Jackson, the SLCDA General Aviation Manager at (801) 575-2401.

2013 WOMEN'S AIR RACE CLASSIC

The 2013 Women's Air Race Classic is being held this year from June 18 – June 21.

The race originates in Pascoe, WA and after eight intermediate stops covering a distance of 2,123 nautical miles (including one at the Logan – Cache Airport (LGU) in Logan, UT) and it ends in Fayetteville, AR.

Nearly 50 two-woman flight team crews will compete including several university flight program teams.

Competing aircraft include Cessna, Piper, Cirrus, Beechcraft, Maule, and Diamond makes and models.

For more Women's Air Race Classic information visit;
http://airraceclassic.org/2013race.asp .

HISTORIC WENDOVER AIRSHOW CANCELLED

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

Due to the current economic sequestration, the various branches of the military have been forced to cease their support of air shows as a part of their budget cuts. This, along with other sponsor constraints, has led to the Airport Board of Director's decision to cancel this year's air show.

The Board hopes this economic issue will be short lived, so they continue planning for Air Show 2014. More details will be provided in the coming months. "We are sincerely grateful to that people attending year after year, traveling great distances in support of our historic airfield. We also express gratitude for the performers, the U. S. military, and the volunteers who have made the Air Shows successful and memorable." -- Jim Petersen.

THUNDERSTORMS

From PilotOutlook.com

Many times pilots have to make decisions involving thunderstorms and flying. Let's look at where and when thunderstorms occur most frequently, what creates a storm, what's going on inside the storm, and what it can do to an aircraft.

In some tropical regions, thunderstorms occur year round. In mid latitudes, they develop most frequently in spring, summer, and fall. Far northern regions occasionally experience thunderstorms during summer.

For a thunderstorm to form, the air must have (1) sufficient water vapor, (2) an unstable lapse rate, and (3) an initial upward boost (lifting) to start the storm process in motion. What about lifting? Surface heating, converging winds, sloping terrain, a frontal surface, or any combination of these can provide the lift. Forced upward motion creates an initial updraft.

Cooling in the updraft results in condensation and the beginning of a cumulus cloud. Condensation releases latent heat which partially offsets cooling in the saturated updraft and increases buoyancy within the cloud. This increased buoyancy drives the updraft still faster drawing more water vapor into the cloud; and, for awhile, the updraft becomes self-sustaining. All thunderstorms progress through a life cycle from their initial development through maturity and into degeneration.

A thunderstorm cell, during its life cycle progresses through three stages; the cumulus, the mature, and the dissipating. It is virtually impossible to visually detect the transition from one stage to another; the transition is subtle and by no means abrupt. Furthermore, a thunderstorm may be a cluster of cells in different stages of the life cycle.

Although most cumulus clouds do not grow into thunderstorms, every thunderstorm begins as a cumulus. The key feature of the cumulus stage is an updraft. The updraft varies in strength and extends from very near the surface to the cloud top. Growth rate of the cloud may exceed 3,000 feet per minute, so it is inadvisable to attempt to climb over rapidly building cumulus clouds.

Early during the cumulus stage, water droplets are quite small but grow to raindrop size as the cloud grows. The upwelling air carries the liquid water above the freezing level creating an icing hazard. As the raindrops grow still heavier, they fall. The cold rain drags air with it creating a cold downdraft coexisting with the updraft; the cell has reached the mature stage.

Meanwhile, updrafts reach a maximum with speeds sometimes exceeding 6,000 feet per minute. Updrafts and down drafts in close proximity create strong vertical shear and a very turbulent environment. All thunderstorm hazards reach their greatest intensity during the mature stage.

Downdrafts characterize the dissipating stage of the thunderstorm cell as the storm dies rapidly. When rain has ended and downdrafts have abated, the dissipating stage is complete. When all cells of the thunderstorm have completed this stage, only harmless cloud remnants remain.

Individual thunderstorms measure from less than 5 miles to more than 30 miles in diameter. Cloud bases range from a few hundred feet in very moist climates to 10,000 feet or higher in drier regions. Tops generally range from 25,000 to 45,000 feet but occasionally extend above 65,000 feet.

Duration of the mature stage is closely related to severity of the thunderstorm. Some storms occur at random in unstable air, last for only an hour or two, and produce only moderate gusts and rainfall. These are the “air mass" type, but even they are dangerously rough to fly through. Other thunderstorms form in lines, last for several hours, dump heavy rain and possibly hail, and produce strong, gusty winds and possibly tornadoes. These storms are the "steady state" type, usually are rougher than air mass storms, and virtually defy flight through them… so avoid at any cost!

Air mass thunderstorms most often result from surface heating. When the storm reaches the mature stage, rain falls through or immediately beside the updraft. Falling precipitation induces frictional drag, retards the updraft and reverses it to a downdraft. The storm is self-destructive. The downdraft and cool precipitation cool the lower portion of the storm and the underlying surface. Thus, it cuts off the inflow of water vapor; the storm runs out of energy and dies. A self-destructive cell usually has a life cycle of 20 to 90 minutes.

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

Since air mass thunderstorms generally result from surface heating, they reach maximum intensity and frequency over land during middle and late afternoon. Off shore, they reach a maximum during late hours of darkness when land temperature is coolest and cool air flows off the land over the relatively warm water.

Steady state thunderstorms usually are associated with weather systems. Fronts, converging winds, and troughs aloft force upward motion spawning these storms which often form into squall lines. Afternoon heating intensifies them.

In a steady state storm, precipitation falls outside the updraft allowing the updraft to continue unabated. Thus, the mature stage updrafts become stronger and last much longer than in air mass storms - hence, the name, "steady state." A steady state cell may persist for several hours.

For more information visit
http://www.pilotoutlook.com/aviation_weather/thunderstorms

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.

LEA will begin a Private Pilot Ground School at South Valley Regional Airport in West Jordan, Utah on June 13.

The Women’s Air Race Classic will stop in Logan, Utah (LGU) on June 18 as one of its official stops. LEA will host a Barbeque that evening from 4:00 p.m. until 7:00 p.m. at their airport fixed base operator (FBO) facility.

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

JUNE 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.