

U42 ASPHALT OVERLAY PROJECT

SLCDA plans to mill and overlay the entrance roads and parking lots at South Valley Regional Airport this summer.

Entrance onto airport property and businesses will be only marginally limited during the project with parking provided in the fields west of the FBO and Alta Aircraft hangars.

More information to follow as the project nears.

U42 FBO SELECTION

The South Valley Regional Airport fixed base operator selection process is underway. The new FBO will be fully operational on April 1 2011.

The FBO building at is undergoing extensive remodeling and will present a pleasant and functional environment for full service FBO activities.

U42 FUEL AVAILABLE

SLCDA is providing aviation fuel at South Valley Regional Airport. The fuel tanks have been repaired and self serve 100LL and self serve Jet-A are both available.

An attendant is on duty 7:30 a.m. to 7:30 p.m. daily to assist with fueling and parking.

SUSAN HORSTMAN RECEIVES ESGR AWARD

Susan Horstman of Cornerstone Aviation Flight Schools was awarded recognition by the Department of Defense. The National Committee for Employer Support of the Guard and Reserve (ESGR) recognized Susan as a Patriotic Employer for contributing to the national security and protecting liberty and freedom by supporting employee participation in America's National Guard and Reserve Force.

ESGR is a Department of Defense program that seeks to promote a patriotic culture in which American employers support and value the military service of their employees by recognizing outstanding support, increasing awareness of the law, and resolving employment conflicts.

Now, more than ever, active support of employees who voluntarily participate in their citizen-soldier based defense force is vital to the nation. Employers can take an important step toward ensuring the availability and readiness of our National Guard and Reserve forces by participating in the ESGR "Statement of Support" program. For more information about ESGR visit www.esgr.org/sos. Join with other supportive employers throughout the nation to show support for America's Citizen Warriors.

ORIGIN OF THE AIRCRAFT PILOT'S CHECKLIST

On October 30, 1935, at Wright Air Field in Dayton, Ohio, the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation long-range bomber. It wasn't supposed to be much of a competition. In early evaluations, the Boeing Corporation's gleaming aluminum-alloy Model 299 had trounced the designs of the Martin and Douglas aircraft companies. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far on a single load of fuel.

A Seattle newspaperman who had glimpsed the plane called it the "flying fortress," and the name stuck. The flight "competition," according to the military historian Phillip Meilinger, was regarded as a mere formality. The Army planned to order at least sixty-five of the aircraft.



Demonstration flight Dayton, Ohio October 30, 1935

A small crowd of Army leaders and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted off smoothly and climbed sharply to three hundred feet. Then it stalled, turned on one wing and crashed in a fiery explosion. Two of the five crew members died, including the pilot, Major Ployer P. Hill (for whom Hill AFB, Ogden, Utah is named).

An accident investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error," the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features.

While doing all this, Major Hill had forgotten to release a new locking mechanism on the elevator and rudder controls.

The Boeing model was deemed, as a newspaper put it, "too much airplane for one man to fly. The Army Air Corps declared Douglas's smaller design the winner. Boeing nearly went bankrupt.

Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the aircraft was flyable. So a group of test pilots got together and considered what to do.

They could have required Model 299 pilots to undergo more training, but it was hard to imagine pilots having more experience and expertise than Major Hill, who had been the U.S. Army Air Corps' Chief of Flight Testing. Instead, they came up with an ingeniously simple approach: they created a pilot's checklist, with step-by-step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced.

In the early years of flight, getting an aircraft into the air might have been nerve-racking, but it was hardly complex. Using a checklist for takeoff would no more have occurred to a pilot than to a driver backing a car out of the garage. But this new plane was too complicated to be left to the memory of any pilot, however expert.

With the checklist in hand, the pilots went on to fly the Model 299 a total of 18 million miles without one accident. The Army ultimately ordered almost thirteen thousand of the aircraft, which it dubbed the B-17. And, because flying the behemoth was now possible, the Army gained a decisive air advantage in the Second World War which enabled its devastating bombing campaign across Nazi Germany.

Thank the U.S. Army for the great aviation safety advance of pilot checklists!

REFERENCE:

<http://www.atchistory.org/History/checklst.htm>

SALT LAKE CITY AVIATION 100 YEARS AGO
In 1911, a site for an air field near Salt Lake City was chosen at a location known as Basque Flats, named for Spanish-French sheep herders who worked the fields in the then desolate area of the Salt Lake Valley. A cinder-covered landing strip just west of Rose Park was created and it was far better than the small fields at the Utah State Fairpark, which had previously been used by aircraft visiting the city.

The Great International Aviation Carnival was held the same year and brought aviation pioneers representing Curtiss Aeroplane and Motor Company and a team representing the Wright Brothers to Salt Lake City. World-famous aviator Glenn H. Curtiss brought his newly-invented Seaplane to the carnival, a type of airplane which had never been demonstrated to the public before. Curtiss took off from the nearby Great Salt Lake, awing the 20,000 spectators and making international headlines.

Salt Lake City has been a western hub of aviation activity ever since.

HELPFUL POINTS OF CONTACT

For GA operational, facilities maintenance, aviation newsletter, airfield, and SLC Title 16 questions contact: Steve Jackson, SLCDCA General Aviation Manager, 801-647-5532 or e-mail at steve.jackson@slcgov.com.

For hangar lease and repair questions contact: Mike Rawson, Properties Management Specialist, at 801-575-2894 or e-mail at: 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**

ELECTRONIC GA NEWS 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 Logan (LGU) - Leading Edge Aviation has a free breakfast in their hangar on the 2nd Saturday of each month from 8:00 am to 10:00 am. For more information about Leading Edge events, visit www.leaviation.com

Skypark Open House Bountiful (BTF) is scheduled for June 4 2011 from 9:00 a.m. to 3:00 p.m. Food, activities, and aircraft displays are scheduled. More information will follow in subsequent issues.

2011 Wendover Air Show Wendover (ENV) – This year's Wendover Air Show is scheduled for June 25. For more information, visit www.wendoverairbase.com.

LOCAL FAA PILOT SAFETY SEMINARS

CFI and Pilot Workshops for March:

Mid Air Collision Avoidance (MACA) briefings by Hill AFB and the Utah Air National Guard will be conducted during the month of March.

Mid Air Collision Avoidance (MACA) safety briefings will cover topics on airspace classification, ATC procedures, runway incursion, Class B changes and restricted airspace violations, and the latest safety trends from 2010. Special interest items will cover "Lights Out in MOA Operations" general aviation procedures around Military Operating Areas (MOA), Remotely Piloted Vehicles (RPA) and new airspace changes. This briefing will benefit both Utah and eastern Nevada pilots, don't miss this briefing to get your "WINGS" credit.

Utah dates and locations, all meeting times are 7:00 p.m.

Mar 1 Ogden Airport 3811 Airport Road, Building 850

Mar 2 Salt Lake City Westminster College, Gore Auditorium

Mar 3 Orem, Utah Valley College, Student Center, Room 213 A

Mar 7 Richfield, City County Visitor's Center, 75 East Center Street

Mar 8 Hurricane Airport, 2050 S. 700 W. Don Horton's hangar

Mar 9 Cedar City, Iron County Visitor's Center, 581 N. Main

Mar 10 St. George, Dixie College, Browning Resource Center,

Dunford Auditorium, Room 101

Non CFIs are also invited to attend the CFI workshops.

Information is available at www.faasafety.gov under "events" or contact Dennis Seals, FAA Safety Program Manager at 801-257-5056.