

TOOELE VALLEY AIRPORT NDB DECOMMISSION

On March 7, 2013 the TVY non-directional beacon (NDB) will be decommissioned. All reference to it will be removed from navigation charts and approach plates after that date.

The NDB was installed by the Salt Lake City Department of Airports and has been in continual operation since 1993.

The technology is now outdated and the NDB has seen little use over the past several years.

The antenna towers and radio building will be demolished in March.

TOOELE VALLEY AIRPORT HISTORY & OVERVIEW

In 1969, the old Tooele City Airport on the southwest edge of Tooele City was at the end of its useful life and Tooele County leaders commissioned a site study which led to the selection of the present site of the Tooele Valley Airport in Erda, Utah.

Bordered on the north by State Road 138, on the south by Erda Way and on the west by Sheep Lane, Airport construction was completed in the 1975 and was named Bolinder - Tooele Valley Airport.

Tooele County owned and operated the Airport through the 1980s and in December of 1990 the Salt Lake City Corporation purchased it for use as a general aviation reliever airport in the Salt Lake City System of Airports which included; Salt Lake City International Airport, SLC Municipal Airport # 2 (now South Valley Regional Airport) in West Jordan, and the Tooele Valley Airport.

Many improvements have been made to the Airport since 1990. In just the last 11 years, the Department of Airports has invested more than \$5.7 million in projects that include; fencing, airfield lighting upgrade, navigation aid upgrade, runway/taxiway reconstruction, a well and water system, self-serve aviation fuel system, AWOS, ILS, apron reconstruction, and an emergency electrical generation system.

The airport occupies 695 acres and boasts a 100 foot wide 6,100 foot long runway. Runway 17/35 is rated at 30,000 lbs., single wheel gear gross weight / 43,000 lbs., dual wheel gear gross weight.

There are only 18 based aircraft but it averages 45,000 annual aircraft operations and they are performed by mostly flight training aircraft primarily from Salt Lake City, Provo, and West Jordan flight schools as well as transient aircraft passing through.

Skydive Utah conducts skydiving activities and the United States Bureau of Land Management (BLM) maintains a fire base on the Airport from early Spring through late Fall.

FLIGHT PROFICIENCY ON A BUDGET

By Pia Bergqvist in AOPA Flying Magazine



Illustration by Chris Gall

With the economic downturn and the unemployment and underemployment that have ensued, many Americans are experiencing less disposable income. As a result, one's flying budget may not be what it was a few years ago. And meanwhile, the cost of flying has risen. We all know that staying proficient is equivalent to reducing the risks associated with flying... and nobody wants to compromise safety. So with a trimmed flying budget and higher costs, how do you stay proficient?

Being proficient means different things to different pilots. So the first thing you need to do is to specify what proficiency means to you. To some it may mean simply being able to safely take off and land. To others it may mean being able to land without power, touch down at an exact point and roll to a stop at a specific location. Others may desire the ability to fly a perfect instrument approach. And of course it is important to stay proficient with in-flight failures. There are also many regulations to keep track of and other aviation-related knowledge that should be considered as part of the proficiency package.

If your goal is to stay proficient on all levels, there is a lot of work to do. But the good news is that there are more opportunities than ever to achieve proficiency while spending very little money. Maximize the dollars you have set aside for flying... here are some tips.

Flying is not an inexpensive hobby, so finding the money to stay proficient may be the biggest challenge. You don't need to be rich in order to fly. But the best way to make sure that you do get some time in the air is to set aside funds specifically for that purpose. So make sure that you include flying in your monthly budget.

HELPFUL POINTS OF CONTACT

For GA 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

Try setting aside \$100 each paycheck, and put that money into a separate that is dedicated to flying. Actually taking the money out of your personal checking account and putting it into a dedicated flying account ensures that you don't spend it on a nice dinner or some other lesser priority item.

If your flying budget is tight, make sure that you don't spend all your money in one place. Stay away from long cross-country flights and focus on taking shorter, more frequent flights instead. By flying more regularly for a half-hour to 45 minutes each time, you'll get better proficiency than if there are big gaps between flights.

You can share your cockpit time with another pilot. That way you'll get double the time in the air for the same price. If you can get to know somebody who owns an airplane who is willing to share time for the cost of fuel, that's a very economical way to do it. Consider joining a flying club to help you with both saving money on each flight and connecting with others to share the cost. If one of you is always wearing a view-limiting device, you can both log all the flight time. This type of flying is particularly helpful for instrument pilots.

But if you're really serious about proficiency, consider having an instructor put you through the ringer in a simulator for an hour. While this may not sound like as much fun as taking a \$100 hamburger flight, the time will definitely pay off in flying skills.

And if you think that type of training is strictly for instrument currency, think again. Simulator training can be very valuable for VFR pilots when it comes to dealing with weather issues.

You can start out on a moderately good weather day and the instructor can play with the weather and have you really understand as a VFR pilot what can happen when the visibility goes down or the ceiling goes down. In real life you don't have any choice on what the weather is going to be.

Simulators can also be used to practice in-flight failures that simply can't be done in an actual airplane. The key is to discuss what you would like to work on with the instructor. Then he or she can tailor the flight based on your level of proficiency and create scenarios that are much more realistic than simply retarding the throttle in the airplane to simulate an engine failure.

There are many pilots who are looking for company, particularly while flying on long cross-country flights. So getting connected with people at your local airport is a very good thing for many reasons. You may just make friends with somebody who wants to take you flying — for free.

You may also be able to ride along on somebody else's training flight. Sitting in the back is never as much fun as being at the controls, but it can be a terrific learning experience that can help you stay proficient.

Knowledge is a big part of proficiency, and there are many ways to maintain and increase your aviation knowledge for free or for a small fee online. The Federal Aviation Administration (FAA) lists a slew of free courses on its website. Some of these courses are offered directly by the FAA, but others are provided through other websites, including AOPA's courses from the Air Safety Institute (ASI).

ASI also offers webcasts and webinars, which you can watch live or access later if your schedule doesn't allow you to watch a segment live.

The webcast participants are experts on the subject, and there is a benefit to watching them live because as a viewer you can post questions for the participants.

If you want to study while you're not connected to the Internet, Sporty's offers many video courses on DVD, and most of them are also available as apps for your iPad and iPhone.

While waiting in line at the airport for an airline flight, you can watch a Sporty's video on takeoffs and landings or VFR communications or airspace. What used to be wasted time can be very productive... most people already have iPads or iPhones with them at the airport.

You can read more at:

<http://www.flyingmag.com/technique/proficiency/proficiency-budget?page=0,1#CSpFEDStzE1REf6o.99>

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 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.

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

EAA 23, the Utah Chapter of the **Experimental Aircraft Association** holds its monthly meetings at the Civil Air Patrol (CAP) Building at 640 North 2360 West, Salt Lake City International Airport (SLC) the second Friday of each month at 7:00 p.m. Contact Shawn.Crosgrove@msn.com at (801) 568-2571, or visit their website at <http://www.eaa23.org/> for more information.

March 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.



Fly safe - Be safe!