



GA CONSTRUCTION PLANS

SLCIA- Taxiway K asphalt reconstruction and overlay is on track to commence in June this year and last until October. The resurfacing will include milling the old surface and applying a four inch surface overlay its full length starting at K1 and proceeding north to K9. All of the elevated taxiway edge lights along Kilo will be replaced. We will keep you informed each month of progress and intermediate procedures.

Airport II- The ramp reconstruction between the Army Aviation Support Facility north to last year's ramp construction project east of the Alta Aircraft Maintenance hangar is under way. It commenced on Monday April 24th. Stage one East of general aviation hangar row E is scheduled to last 55 calendar days and should be completed by Saturday June 20th.

Construction should not negatively affect hangar tenants in row F and the west facing hangars of row E during any of the stages of construction.

Construction of a new row of 26 nested T-hangars east of row E will commence in June. Anyone desiring to occupy the new hangars in the fall may contact Johnathan Liddle at 801-575-2894 for information and priority.

Tooele Valley Airport- Installation of a new electronic ramp access gate just north of the blue airport maintenance building is currently under way. It should be fully operational by May 15th. This new gate will increase airfield security and limit access to the ramp, taxiways, and runway.

Preparations for installing the instrument landing system (ILS) are progressing on schedule with the FAA and should begin with the installation of the localizer and glide slope this summer.

FEDERAL LAW ENFORCEMENT HOTLINES

Report All Suspicious Aviation Activities:
1-866-AIR-BUST or 1-866-GA-SECUR

ALL ABOUT FUEL

Reprinted from FAA Safety Information

The introduction of turbine-powered aircraft into the civil aircraft fleet during the 1950's caused many changes in the marketing of aircraft fuels. As the air carrier and military fleets were converted to turbine-powered aircraft, the demand for aviation gasoline (avgas) decreased drastically. Aviation fuels now represent a relatively small portion of the petroleum industry's by-products and therefore the production of avgas in multi-grades is no longer economically feasible. More than 10 years ago we saw 91/96, and 115/145 octane fuels disappear from the market completely. The oil companies collectively developed of a single grade avgas that would ostensibly meet the needs of all reciprocating engine powered aircraft.

80/87 vs. 100LL

When 80/87 began to disappear from the avgas market and 100LL was introduced to take its place, operators expressed concern about the service life expectancy of their low compression engines. Some operators experienced accelerated exhaust valve erosion and valve guide wear from the use of highly leaded 100/130 (green) avgas in their engines that were rated to use a minimum grade 80 octane fuel. The engine manufacturers were quick to provide aircraft owners with amended operating procedures and maintenance schedules which helped minimize the engine malfunctions resulting from the use of high lead 100/130 avgas. Experience of the past fifteen years has proven that low compression aircraft engines can be operated safely on 100 low lead avgas without difficulty, providing they are operated and serviced in accordance with the approved aircraft owner's manual or other officially approved document.

Automotive gasoline

Leaded automotive gasoline is not recommended as a substitute for aviation gasoline because of the differences in properties and composition of the two types of fuel. Lead-free automotive gasoline has been extensively tested in aircraft equipped with low compression engines that use low octane fuel by the Experimental Aircraft Association and other organizations. The Federal Aviation Administration has issued supplemental type certificates (STC) to these organizations permitting the use of unleaded automotive gasoline of 87 minimum antiknock index per ASTM specification D-439. Each make/model aircraft shall be modified and operated in accordance with the instructions, limitations, and procedures contained in the STC when unlead-

ed automotive gasoline is used.

Placards-type of fuel

Be sure you get the type of fuel that is specified. Federal regulations require that all aircraft filler openings must be marked with the word “fuel” and the minimum fuel grade for reciprocating powered aircraft, or the permissible fuel designation for turbine powered aircraft. Even these requirements do not rule out the possibility of being serviced with the wrong type of fuel. Pilots should be particularly cautious when being serviced at facilities that provide turbine fuel as well as avgas. Turbine or jet fuel is detrimental to the reciprocating engine and even minimal use of avgas can damage turbine engines. Therefore, it is imperative for flight crews to double-check when their aircraft is serviced to ensure that they receive the proper type and grade of fuel. Although this responsibility is placed upon the pilot by regulations, it just makes good sense to be sure. The fuel system sumps should always be drained and checked for contaminants and water after each fueling of the aircraft and during preflight inspection.

Because their chemical content may not be compatible with the aircraft fuel system cells, seals, etc., some manufacturer’s fuel additives may be inappropriate for use in your aircraft.

The same is true with lead scavenging additives such as Tricresyl Phosphate (TCP). TCP, for example, has been used successfully to reduce lead fouling of spark plugs in normally aspirated reciprocating engines for several years. However, TCP should not be used in turbocharged or supercharged engines without approval of the airframe manufacturer. TCP must be mixed according to the instructions provided by the manufacturer, Alcor Inc., for maximum effectiveness.

Turbine fuel

Occasionally, aircraft are inadvertently serviced with the wrong type of fuel and in most instances it is because of misleading signs. For example, certain turbo-supercharged reciprocating powered aircraft have paint designs with the word TURBO conspicuously displayed on the vertical stabilizer or on the engine nacelle. Line service personnel assumed this to mean turbojet and filled the tanks with jet fuel. Service personnel should never assume an aircraft is a converted model... they must confirm conversions prior to servicing.

Reciprocating engines may run briefly on jet fuel, but detonation and overheating will soon cause power failure. So beware of getting jet fuel in your recip engine too. Engine failure caused by running the turbine engine on the wrong fuel may not be sudden, but prolonged operation on gasoline will severely damage the engine by the lead content and differing combustion ranges of the fuel. Time limitations for use of avgas in turbine engines are listed in the airplane or rotorcraft flight manual.

Pre-flight action

The responsibility is yours, as the pilot, to determine that your aircraft is properly serviced. Check your aircraft before each

HELPFUL POINTS OF CONTACT

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

For hangar lease and repair questions call: Johnathan Liddle, Properties Management Specialist, at 575-2894 or e-mail at johnathan.liddle@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 575-2405

For common General Aviation information call the GA Hotline: 575-2443

flight and be sure you have the correct type of fuel. It may save your life. Take the time to inspect your aircraft thoroughly.

- Be sure all of the fuel and oil tank caps and covers are installed and properly secured after you visually check the fuel level. Observe the color, condition, and odor of the fuel as you check the tank.

- Draw a generous sample of fuel from each sump and screen drain it into a transparent container. Check for the presence of water, dirt, rust or other contaminants. Don’t be so frugal as to save the fuel drained from the sumps by pouring it back into the tank. There are people who do. Don’t risk the possibility of contaminating the system, just get rid of it.

- Check that each fuel tank vent is clear of restrictions: i.e., dirt, ice, snow, bent or pinched tubes, etc.

No flight is safe without proper fuel!

UPCOMING EVENTS

On the 4th Sunday of each month, Dave Coats’ AIR CENTER at Salt Lake Airport II hosts on a fly-in/drive-in breakfast from 8:00 a.m. to 11:00 a.m. No charge but donations are welcome.

The Ogden Regional Airport Association (ORAA) will host a Fly-in & Breakfast on Saturday 17 June 2006 from 0800 – 1100 AM in the Main Terminal of the Ogden Airport. Free breakfast will be provided for Fly-in pilots and crews. There will also be a drawing for door prizes. For more information visit www.ora.org.