



GA CONSTRUCTION SEASON

SLCIA- Runways 17/35, 14/32, and taxiway R will be resurfaced this summer. Construction is tentatively scheduled to begin May 7 on the apex of runways 17/35 and 14/32 at taxiways K-1 and M. Specific schedules of affected areas will be detailed in subsequent newsletters. A graphic depiction of each phase of the project is posted on the airport's website at www.slcairport.com/215.asp. Be sure to check NOTAMs for current status and restrictions during your flight planning.

Airport II- Construction of the nested T-hangars east of row E on the new ramp is forecast to be completed late this month. Anyone desiring occupancy in the new hangars may contact Sandi Kennard at 801-575-2401 for additional information.

Taxiway A from taxiway A-4 south to the run-up area and an emergency fire access road are scheduled for asphalt overlay beginning after July 1st this summer. We'll provide you with a construction schedule in this publication as soon as it comes available.

Tooele Valley Airport Construction of the instrument landing system at TVY is scheduled to commence in June and is expected to be fully operational by October.

AIRPORT II PLANE WASH OPEN FOR THE SUMMER

The plane wash at Airport II is open. The power-wash wand dispenses soap and heated rinse water. It is located just off the north ramp east of t-hangar row A between row A and the Foote corporate hangar. It accepts only quarters and no bill changer is available.

SLC VOT OTS

FAA NAVAID's maintenance personnel have informed us that the SLC VOT is currently out of service because the equipment is being moved to a new building. They report that it should be back on line and fully functional by late May. Please check NOTAM's for current VOT status when planning a flight.

FEDERAL LAW ENFORCEMENT HOTLINES

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

TALKING ABOUT REGS

By Ian Twombly in AOPA Pilot Magazine

Hangar flying is as important to general aviation pilots as benefits and time off are to airline pilots. It's where smooth landings and approaches to minimums are memorialized. A recent session turned into a discussion of "most misunderstood regulations." What follows are a few that stood out. Believe it or not, a flight instructor is not required to hold a medical certificate to instruct. According to various letters of interpretation written by the FAA, an instructor is effectively considered a teacher, not a paid pilot. Like many things, there are limitations to this. Anytime the instructor is required to act as pilot in command (PIC), he must hold at least a third class medical certificate.

Two private pilots usually can't log PIC at the same time. But airline pilots aren't the only ones allowed to log time in either seat. According to FAR 91.109, a safety pilot must be present if you want to fly under the hood. Because the safety pilot is a required flight crewmember, he may log the time. But how is that time logged?

If both pilots agree that the safety pilot is PIC, he may log the time as PIC if he is qualified to act as such. If not, the safety pilot should log time as second in command. The pilot flying may also log PIC, but as sole manipulator of the controls, per FAR 61.51, the regulations make a distinction between acting as PIC and logging PIC time.

You have to land at a designated landing site. This is possibly the most misunderstood regulation. Recently, I heard that a pilot landed his helicopter in a McDonald's parking lot to get some lunch. The person relating the story asked if this was a legal operation... absolutely! Not surprising, there are conditions. The local government has the authority to restrict aircraft landing sites, just as private landowners have the right to restrict access to their land. But assuming the local government didn't have an ordinance against it, and landing was legal. This is why seaplanes are allowed to land in many bodies of water, pilots are allowed to land on frozen lakes, and helicopters can land on top of buildings. Of course, if there's an incident, the FAA may find that you were careless and reckless in your operation of the aircraft.

Be it documents or maintenance, logging time or currency, the regulations are ripe for misunderstanding. Many experienced pilots often are stumped on what others would consider an easy question. Call the Pilot Information Center at 900/USA-AOPA (872-2672) for advice. The aviation technical specialists have mediated thousands of hangar-flying sessions over the years.

LUBRICATION AND STEAM CLEANING

Reprinted from FAA Safety Information

A licensed aircraft mechanic reported that he recently visited an airfield where he came across a mobile car valet service unit – a man with a van specially fitted out with a steam cleaner, a self-contained generator, etc. This individual was busy covering an airplane with foam and then removing it with steam, resulting in an immaculately clean aircraft. The mechanic asked him if he intended re-lubricating the aircraft and the man indicated that it was his job to remove oil and grease, not to apply it.

The mechanic went on to say that he subsequently carried out a check on a twin operated by an air taxi company. He personally supervised the lubrication, ensuring that the correct grade of lubricant was used. The aircraft's owner told him not to clean the aircraft as he had a friend who would be doing it. A few days later, the mechanic had a call from the twin's owner saying that the auto pilot circuit breaker was tripping out at high altitude and also that the control surfaces squeaked. The owner asked why the mechanic had not lubricated them.

Investigation revealed that what the owner stated was correct. The grease on the stabilizer trim jack contained only tiny globules of water emulsified within it. That water was freezing at high altitude.

The mechanic contacted the person who had steam cleaned the twin and found that the cleaner had used a solution for which the recommended dilution was 10 to 1, but the cleaner found it easier to use at a dilution of 4 to 1, resulting in a very strong cleaning agent.

It is better to have your aircraft cleaned thoroughly before maintenance so that mechanics can do their work more economically and effectively and then lubricate as the last task. However, it is worth a note of caution before considering the use of steam cleaners and pressure water, most of which are designed for the automobile and transport industry. Modern surface vehicles have few, if any cleaning limitations, while aircraft lubrication technology is not of this type and includes open bushings, and pivot points, etc., all of which have to be dismantled to grease. Many have the older pattern grease nipples.

With high pressure steam and detergent, all traces of lubricant are driven out from even the tightest bearing spaces, leaving them well wetted with water to linger, corrode, and seize. Many aircraft are only seen by a licensed mechanic once a year, and during this time, the proud owner may have had the aircraft steam cleaned by unsupervised labor several times.

This may be only the tip of the ensuing problem. High pressure jets of hot steam can have very damaging effects on pitot static systems, thermo-plastic parts and fairings, electrical sensors, or fuel tank vents and drains.

Accordingly, before any owner considers using anything other than a sponge and chamois to clean the "pride and joy", he or she should consult very carefully with the licensed mechanic responsible for the aircraft.

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

NEW AIRCRAFT MAINTENANCE FACILITY AT SLC

Premier Aviation Inc. has opened a new aircraft maintenance facility serving the general aviation community in the Ameriflight hangar at 180 N. 2400 W. It is headed by Randy Porter, an A&P mechanic with inspection authorized (IA) endorsement and over 25 years of aircraft maintenance experience including both piston and jet engined aircraft. Premier has a staff of A&Ps available to provide for aircraft maintenance needs. Visit www.PremierAviationSLC.com or contact Randy at 435-671-6787.

MILLION AIR NEWS

Million Air Salt Lake City's "Fly Buy" gift shop in their new facility south of the Kibbie Executive Terminal is up and running. For information contact Michael Brown at 801-910-7532.

UPCOMING EVENTS

The Ogden Regional Airport Association (ORAA) is sponsoring their annual breakfast Fly-in in the main terminal at OGD from 0730L-1100L on June 23rd 2007. Visiting pilots and their crews will receive complimentary breakfasts. Door prize drawings will be held. For more information, visit www.ora.org.

Dave and Ryan Coats' AIR CENTER at Salt Lake Airport II (U42) has resumed its monthly fly-in/drive-in breakfasts. They are held at the AIR CENTER 9:00 a.m. – 12:00 p.m. on the last Sunday of each month.

--SAFETY FIRST--
Do NOT Fuel
Or Start Aircraft
Inside of Hangars!
