



## GA CONSTRUCTION PROGRESS

SLCIA The taxiway K asphalt reconstruction and overlay project is substantially complete. Only installation of in-pavement stop bar lights at K9 and some in-pavement reflectors remain. The taxiway is open full length and few delays due to minor reconstruction are anticipated.

**Airport II-** Phase four (the final phase) of the ramp reconstruction project is underway. The entire project is 80% complete with a forecast completion date of November 10th.

Construction of the nested T-hangars east of row E on the new ramp is progressing on schedule and completion is anticipated by early December.

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-** The FAA indicates that it now intends to install the full instrument landing system (ILS) this coming spring and summer. Wetlands permit issues will be mitigated in February.

## NEW U42 AWOS GRAPHIC DISPLAY

SLCDA has installed an internet accessible graphic display of AWOS information at Airport II. The information displayed is received directly from the airport AWOS equipment located at mid-field. Graphic information is "real time" and is updated every minute. The website address is [www.saiawos3.com/KU42/sai.html](http://www.saiawos3.com/KU42/sai.html). Pilots may still call 562-0271 to hear current U42 AWOS information.

## FEDERAL LAW ENFORCEMENT HOTLINES

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

## NEW MILLION AIR FACILITY at SLCIA

Million Air Salt Lake City recently completed an 8,000 square foot addition to its Salt Lake City terminal with state-of-the-art amenities for customers and flight crews. Customers

will have use of a fully-equipped conference room, wireless internet access, and personalized concierge service. Pilots will enjoy an expanded pilots' lounge, private sleep rooms, and shower facilities. A ribbon cutting ceremony is planned in the upcoming weeks to celebrate the grand opening.

## WINTER COMETH (PART 2)

By H. Dean Chamberlain in AOPA's Pilot Magazine

In addition to limited hours of daylight, another human factor element one must think about is how to conduct a thorough aircraft preflight. For pilots with heated hangars this is not a critical element, but for those pilots whose aircraft are tied-down outside, it takes a disciplined pilot to do a complete a thorough preflight when the temperature is below freezing and the wind and snow are blowing. The urge to kick the tires and jump into the aircraft must be controlled. Include some darkness and the urge to just fire up the engine can become overwhelming.

Adding to this risk of trying to get out of the cold is trying to avoid a complete aircraft preheating which includes the engine and cockpit area. Failure to properly preheat an aircraft can result in additional wear on the engine, a chance to rundown the battery, and some cockpit instruments not operating properly. Sometimes pilots may try to reduce their cold exposure by taking shortcuts when pre-flying their aircraft. They may even decide not to properly de-ice their aircraft or not remove all of the frost, snow, or ice contamination on it.

Although heated hangars are great in the winter, remember that moving a warm aircraft out of a heated hangar in near or below freezing conditions can cause any falling snow to melt which later might freeze at altitude. Controls may freeze or wheels may freeze up in the wheel wells. The same can happen if rain, water, or slush is encountered on the ramp or runway before takeoff in near freezing conditions.

Pitot heat should be checked before every flight. There is also a chance water may have frozen at some point in the aircraft's pitot system which will cause a loss of indicated airspeed. The old formula of power plus attitude equals performance will keep an aircraft flying when indicated airspeed is lost. Loss of airspeed readout is no reason to have an accident. In addition to possible pitot system blockage, pilots should check for possible induction air cleaner blockage. The air cleaner may have collected some moisture which could freeze and block the system. Carburetor heat, if applicable, and

windshield defrost should be checked for proper operation. For those aircraft with embedded electrical wiring window heating... follow operating instructions to avoid damaging the windshield. As the temperature drops, you may want to give your gyro instruments extra time to come up to speed. This is why it is helpful to preheat the cockpit in addition to the engine. And... if your aircraft has liquid crystal instruments, you need to follow the manufacturer's instructions to ensure proper cold weather operation.

If you are one of those pilots who flies from cold to hot or hot to cold areas of the country, you need to pay special attention to your aircraft. If you are planning on flying say from Utah to Southern Arizona or Maine to Florida in January and you have winterized your aircraft, you need to remember to review your operating conditions before your flight to make sure your aircraft will not let you down. If you have installed a winterization kit, you may want to remove it. If you have an oil cooler baffle installed, remember to remove it to keep your oil temperature within the approved range. You may have to change oil depending upon the temperature operating range of the oil you have installed. These are only some of the things to consider when making a long cross-country trip out of your local flight area. Your departure, enroute, and your destination conditions all need to be considered to make sure your aircraft is operated within its limitations.

Quickly recapping, you and your aircraft need to be prepared for winter flight operations if you live and operate in snow country. That means winterizing your aircraft, knowing how to properly start the aircraft in low temperatures, and updating your flying skills.

Everyone must remember to be careful when landing on snow-covered runways or where braking is suspect. More than one aircraft has ended up off the runway when improperly applying brakes. Just as in reporting turbulence, what may be light turbulence to one type aircraft may be moderate or severe to a smaller aircraft. The same is true of reported runway conditions. You need to be able to translate the reported conditions to your aircraft and its braking system. You need to have a plan in mind in case you can't stop on the runway. Knowing when a situation is starting to get out of control is the first step in initiating a successful go around. The old adage, "When in doubt... go around!" applies.

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

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#### 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](mailto: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](mailto: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**

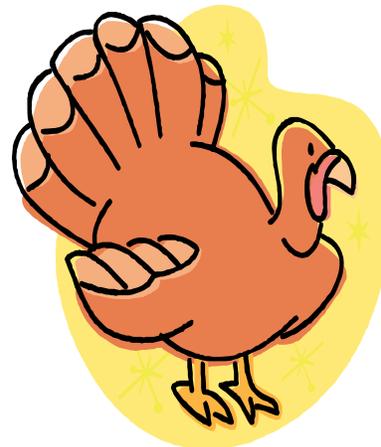
**For common General Aviation information call the GA Hotline: 575-2443**

Finally, if you get stopped on a snow-covered runway, be careful taxiing to the ramp. More than one aircraft has missed a turnoff and ended up in the grass or hit a snow-covered light fixture or snow bank along a plowed runway or taxiway. Another danger of snow-covered runways and taxiways is the fact snow can cover critical markings. In one case, a pilot was involved in a runway incursion incident because a hold-short line was covered by snow. The flight's not over until the aircraft is secured and your flight plan is closed. You did file a flight plan? An activated flight plan is your best friend in case you need help. Flight plans are free... be sure to use them.

It may be a long and cold winter. Have fun and fly safely.

#### UPCOMING EVENTS

The last Sunday of each month, Dave Coats' AIR CENTER at Salt Lake Airport II (U42) hosts on a fly-in/drive-in breakfast from 8:00 a.m. to 11:00 a.m. No charge but donations are welcome.



Happy  
Thanksgiving