



SLCDA GA INFORMATION

Tooele Valley Airport Construction of the instrument landing system at TVY commenced in mid-October and the ILS is expected to be fully operational and commissioned in December.

The plane wash at Airport II is closed for the winter.

SAFE IFR WINTER FLIGHT

By Ray Leis in Piper Magazine

Strong and gusting winds, fast moving fronts, icing conditions, plus blowing and drifting snow confront the general aviation pilot and airplane during the winter. The statistics from NTSB are clear about the danger. When you fly IFR in the winter, you will encounter dangerous weather conditions that must be considered that never concern the VFR winter pilot. An IFR winter pilot must carefully consider the major destroyer of plans and planes... *making irreversible decisions* about arrival at your destination for some meeting, function or family gathering. For IFR, checking and believing every source of weather information is necessary. Pilots need to find out where the icing is and how it can best be avoided.

Winter IFR weather isn't quite as predictable as pilots would like it to be. Just when we think we have winter weather figured out, it sneaks around and comes back in another direction.

Preflight planning for an IFR winter flight should include a thorough evaluation of cloud bases and tops and of the temperatures aloft. And, even if you can fly safely above the forecast icing conditions, you might be required to make an approach through these conditions.

Pilots, who delude themselves with the idea that exposure to icing conditions will be short while descending, are in for a shock. Even a short exposure to icing conditions can be a disaster.

A light twin or single engine aircraft hasn't been built yet that can handle heavy sustained mixed icing and

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survive, so pilots have to have an ice-avoidance plan before ever leaving the ground, particularly on an IFR winter flight.

Icing is probably one of the most difficult weather condition to forecast. If the air temperature is at or below freezing and moisture is present, airframe icing is possible.

When making your winter IFR cross-country plans, have your forecaster (or briefer) indicate where there is a source of possible moisture and how close your track will take you to that source.

You bet your life on the outcome when you venture into areas of heavy moisture and freezing temperatures flying an airplane without an FAA-approved anti-icing package. There are many general aviation aircraft that carry partial anti-icing and de-icing systems, but they are not approved by the FAA.

Induction icing has contributed to many aircraft accidents. One type of induction system icing is carburetor icing, which (of course) only applies to with engines that have carburetors. However, ice blockage of air intakes affects both carburetor and fuel-injected engines.

Carburetor heat, which is also supplied by the "heat muff" attached to the exhaust manifold, supplies heat to melt carburetor ice. Temperatures in exhaust manifolds need to be kept high enough to heat the air. Long descents with the power reduced will cool the air muff, and it may not supply adequate heat to de-ice properly.

The second kind of induction icing you can expect in winter

IFR is the structural icing that can fill air-screens and air-scoops or block air-intake passages. Alternate air doors are provided on most airplanes which, once opened, will direct the air intake through other air routes to the engine. The doors are either operated by the pilot or some may sense icing and open automatically.

Preparation for a cold weather flight begins before you get to the airport. You need to pick out the clothes that you are going to wear. Winter weather in the intermountain area will call for considerably more than a sweater, penny loafers and a light jacket. In some cases, you'd be glad to have long underwear, a parka with a hood, fur-lined boots and gloves, plus a scarf around your neck and face. Sub-zero wind chills and north winds can be fierce and deadly.

If you have ever had a heater fail in flight or one that barely puts out any warmth at all, you know that you will want your warm clothes close to you in the cabin. The good warm clothing won't help you much if it's stored in an inaccessible baggage compartment.

You need good footwear to keep your feet from freezing, of course. But they are also useful in walking on icy ramps. You can't properly get around during a preflight or safely ground handle the airplane without them.

The minimum winter survival gear, to carry on board a cross-country flight, can be a group of items that weighs less than 10 pounds:

For warmth:

- a nylon tent, 3 pounds
- waterproof matches, 3 ounces
- a lightweight sleeping bag, 2 pounds

For light:

- a flashlight, 4 ounces
- spare batteries, 5 ounces (there are now available "shake" or "squeeze" lights that do not require batteries)
- candles, 3 ounces

For communication:

- a signal mirror, 3 ounces
- a portable radio, 2 pounds
- signal flares, ½ pound

Of course you can add more in the way of food, water, cooking utensils and first aid kits, but at a minimum, carry these. To be even more prepared, some people (particularly if they have been operating in Alaska) carry all the survival gear that they can safely load in their airplanes.

HELPFUL POINTS OF CONTACT

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

For hangar lease and repair questions call: Joel Nelson, Properties Manager, at 575-3433 or e-mail at joel.nelson@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, there is the question...Why do you want to fly IFR on a cold winter day? Aside from passenger demands/pressure, get-homeitis, and work requirements, be sure to evaluate if you are current and qualified. And determine if the airplane is qualified and properly equipped. Pressure? ... sure it's real, but what if you (and they) never get there because you gave in to the pressure?

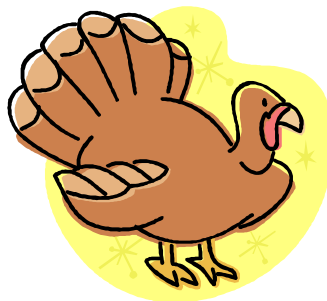
Consider as many options and factors as possible then prepare for your flight physically and mentally before you even begin your preflight. Preparation is key to a safe flight.

UPCOMING EVENTS

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

Looking for a great place to fly into for a free breakfast?

Leading Edge Aviation in Logan (LGU) holds a monthly breakfast on the 2nd Saturday of every month 8:00 a.m. – 10:00 a.m. in the hangar. They'd enjoy seeing you there!



Happy Thanksgiving!

--SAFETY FIRST--
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