

U42 PLANE WASH CLOSED FOR THE SEASON

The plane wash at South Valley Regional Airport in West Jordan (U42) is closed for the winter.

It will re-open again in the spring when freezing temperatures subside.

U42 AWOS GRAPHIC DISPLAY

An internet accessible graphic display of automated weather observing system (AWOS) information at South Valley Regional (U42) is available around the clock.

The graphic information is “real time” and is updated every minute directly from the airport AWOS equipment located at mid-field.

The website address is www.saiawos3.com/KU42/sai.html.

Pilots may still call (801) 562-0271 to monitor current U42 AWOS information.

ANGEL FLIGHT WEST SANTA FLIGHT SCHEDULE

Want to help some underprivileged kids have a great Christmas? Join Angel Flight West pilots the second week of December at South Valley Regional Airport (U42) for their annual Santa Flight.

This year they'll be flying toys and school supplies to Cedar City East Elementary School in Cedar City, UT.

Angel Flight West will be working with boy scouts from across the state of Utah to gather the toys and supplies.

If you're interested in participating, please contact Steve Bollinger at (801) 486-5757.

For more information on Angel Flight West visit www.angelflightwest.org.

SLCDA ENGINE HEATER POLICY

Salt Lake City Department of Airports (SLCDA) allows electric engine heaters to pre-heat aircraft engines at its airports. When used, they must be located 18-inches above the hangar floor and utilize a single 12-gauge extension cord with a 15-amp surge protector. Engine heaters should be activated a few hours before a planned flight and must not be left operating for extended periods of time.

Open-flame heaters are not authorized for use in hangars.

If you have questions, contact Steve Jackson, the General Aviation Manager at (801) 575-2401 or Matt Jensen, the Property Management Specialist at (801) 575-2957.

A WINTER PREFLIGHT CHECKLIST

From Piper Magazine

Winter is rapidly approaching once again. And with this flying season come some challenges. Here are some items are worth checking during preflight for a flight (VFR or IFR) on a very cold day:

- Remove all of the ice, snow and frost, including any ice or slush in the gaps between control surfaces.
- Check your retractable landing gear mechanical system for ice formations. Clogged with ice, the gear may not retract or extend when you throw the switch.
- Don't put excess loads on the battery before starting unless you've had it stored in a warm place (out of the airplane and in the hangar, for example) before you started this preflight.
- Check the quick drains. If the quick drains won't drain, it's a red-line, non-airworthy item. There is frozen water somewhere in your fuel system and you really don't want any ice restricting or blocking fuel flow in the fuel system.
- Look at the static sources carefully. They can get iced over with freezing rain or melted snow that has re-frozen. Be careful taxiing through large puddles of water in near-freezing weather. Depending on where your static sources are located, they could get easily iced over with a splash. It's always good to know what indicated airspeed you are making. The airspeed indicator needs a static source.
- Pre-heat the oil or the engine whenever possible. Once the engine is operating, it's creating a fire hazard to continue priming to keep it going until it is warm. Once you do get a start, at a very low temperature, your POH should tell you how best to get the engine to warm-up stage. • Pack winter and survival gear. If the weather is cold enough for all of the above precautions, it's cold enough to consider and prepare for your own survival, in case you have a forced landing. State law in Alaska requires a complete cold weather operation survival kit. Pilots (including passengers) should have proper clothing and access to an on-board survival kit if they plan to fly in winter weather.
- Make sure that your airplane has a winterization kit that alters the baffling inside the cowling to prevent the engine from over-cooling.
- Check combustion heaters. The kind that use the exhaust manifold, with a metal wrap-around “heater muff” to provide warm air to the cabin, need to be regularly and carefully checked by an A&P mechanic for exhaust leaks (carbon monoxide poisoning is insidious and deadly).
- Make sure that fresh carbon monoxide detectors are in the cabin and well within the view of the pilot.

The old “ounce of prevention vs. a pound of cure” adage certainly applies to preparations for winter flying. Be safe out there... it is beautiful flying over the winter western landscape but it is also cold and potentially deadly.

HELPFUL POINTS OF CONTACT

For General Aviation 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 Property 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

IS YOUR AIRCRAFT WINTERIZED?

by H. Dean Chamberlain from FAA Aviation News

This article provides a quick overview of some tips on how to prepare your aircraft for winter flight operations. Although not all-inclusive, this article is designed to remind everyone flying in winter conditions or planning on flying to areas of the country with winter conditions of the need to properly winterize your aircraft. Conversely, if you fly from cold winter conditions to milder conditions, you may need to service your aircraft for the warmer conditions. Finally, if you don't plan on operating your aircraft as frequently as you did during the summer months, you may want to review your aircraft's storage or flyable storage servicing recommendations as appropriate.

The first step in winterizing your aircraft is to review your aircraft's flight manual or pilot operating handbook. If your aircraft is very old, its documentation may not contain as much information as newer aircraft, but it is a starting point. How you winterize your aircraft depends upon its construction. For example, since most general aviation aircraft engines are air cooled, basic engine care may be limited to using the appropriate grade of oil based upon the expected temperature range. Some aircraft may require installation of an air-inlet restrictor plate to reduce the amount of cold air flowing through the engine and/or oil cooler. If your aircraft has control cables rather than push-pull control tubes, you may need to adjust your cables to compensate for contraction due to the cold temperatures.

In reviewing a selection of aircraft operating manuals, the use of aircraft preheat was recommended based upon outside air temperature. Although most people think about preheating the engine compartment, preheating the cockpit reduces the wear on gyros and other temperature sensitive components. As in any type of aircraft operation, the aircraft manufacturer's guidance outlines the procedures to be followed. In case the published guidance does not answer a particular question you might have, your trusted aircraft maintenance technician should be able to provide the correct answer. Aircraft manufacturers' service bulletins and FAA advisory circulars are also good sources of general winter service information.

The following is a list of some of the more common items to check depending upon type and complexity of aircraft involved.

- Air filter checked
- Aircraft heater (furnace) inspected
- Aircraft washed and waxed as appropriate
- Alternator and drive belt checked
- Anti-icing system checked
- Battery system checked
- Belts and hoses checked
- Brakes checked
- Carbon Monoxide detector checked/new installed
- Control cable tension adjusted
- Correct grade of engine oil installed
- Correct grade of lubricants and grease
- Deicing system checked
- Flashlight and batteries checked
- Fuel additives as required
- Fuel strainer checked
- Heater shroud/exhaust inspection for no leaks
- No water in the fuel system
- Oil dilution system checked
- Oil filter checked
- Oxygen cylinder checked for correct pressure

- Pitot static system checked
- Propeller checked
- Propeller deicing system checked
- Shimmy damper checked
- Shock struts checked
- Survival gear as appropriate checked
- Tire pressure checked
- Windows cleaned and checked for cracks
- Windshield anti-ice system checked
- Winterization kit installed as appropriate

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 (LEA) 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.

LEA is conducting Private Pilot and Instrument Pilot ground schools at their South Valley Regional and Logan locations. These ground schools are a great way to get started in aviation or simply become refreshed and stay abreast of current requirements and procedures.

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

EAA 23, the Utah Chapter of the **Experimental Aircraft Association** will hold its monthly meeting on Friday, November 8th, at 7:00 p.m. at the Civil Air Patrol Building, 640 North 2360 West at Salt Lake City International Airport (**SLC**). Contact Shawn_Crosgrove@msn.com at (801) 568-2571, or visit the EAA website at <http://www.eaa23.org/> for more information.

NOVEMBER 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.

Happy and safe Winter flying!

