

#### **U42 OPS/MAINTENANCE BUILDING REMODEL**

The Operations and Maintenance Building (formerly the Alta Aircraft Maintenance hangar) at South Valley Regional Airport (U42) in West Jordan is being remodeled. The project is scheduled to be completed by the first week of November.

#### **2014 FALL GENERAL AVIATION BBQ SUCCESS**

The 11<sup>th</sup> Annual General Aviation Barbeque was held Saturday, September 27<sup>th</sup>, 2014 from 1:00 p.m. until 3:00 p.m. at South Valley Regional Airport in West Jordan, UT in the Leading Edge Aviation FBO Hangar.

It was well attended with nearly 200 meals served. Guests listened to the *Way Cool Band* as they enjoyed good food and visited with friends.

All Star Fire Protection inspected and serviced 29 fire extinguishers.

#### **U42 PLANE WASH TO CLOSE FOR SEASON**

The plane wash facility at South Valley Regional Airport (U42) is scheduled to close for the season when outside air temperatures approach freezing.

Call the General Aviation Manager, Steve Jackson at 801-575-2401 to confirm that it is still operating before departing for U42 to wash your plane.

#### **MATT JENSEN LEAVES AIRPORT EMPLOYMENT**

Salt Lake City Department of Airports (SLCDA) Property Specialist Matthew Jensen has accepted a job with Summit County. His last day of Airport service was September 26<sup>th</sup>.

Matt performed admirably during his time with the Airport and he will be sorely missed.

Please direct all property related calls to Mike Rawson, the Airport Property Representative at (801) 575-2894 or to General Aviation Manager Steve Jackson at (801) 575-2401.

### ***Reminder...***

By law, open-flame space heaters and propane bottles are prohibited in hangars.

#### **ALCOHOL AND AVGAS A DEADLY COMBINATION**

From FAA Publication

Consuming alcoholic beverages, used by many to “unwind” or relax, act as a social “ice-breaker,” is a way to alter one’s mood by decreasing inhibitions. Alcohol consumption is widely accepted, often providing the cornerstone of social gatherings and celebrations.

While its use by adults is prevalent and acceptable in our society, it should not come as a surprise that problems arise in the use of alcohol and the performance of safety-related activities, such as driving an automobile or flying an aircraft. These problems are made worse by the common belief that accidents happen “to other people, but not to me.” There is a tendency to forget that flying an aircraft is a highly demanding cognitive and psychomotor task that takes place in an inhospitable environment where pilots are exposed to various sources of stress.

#### **Hard facts about alcohol**

- It’s a sedative, hypnotic, and addicting drug.
- Alcohol quickly impairs judgment and leads to behavior that can easily contribute to, or cause accidents.

#### **The erratic effects of alcohol**

- Alcohol is rapidly absorbed from the stomach and small intestine, and transported by the blood throughout the body. Its toxic effects vary considerably from person to person, and are influenced by variables such as gender, body weight, rate of consumption (time), and total amount consumed.
- The average, healthy person eliminates pure alcohol at a fairly constant rate - about 1/3 to 1/2 oz. of pure alcohol per hour, which is equivalent to the amount of pure alcohol, contained in most popular drink servings, i.e. wine, beer, whiskey, champagne. This rate of elimination of alcohol is relatively constant, regardless of the total amount of alcohol consumed. In other words, whether a person consumes a few or many drinks, the rate of alcohol elimination from the body is essentially the same. Therefore, the more alcohol an individual consumes, the longer it takes his/her body to get rid of it.
- Even after complete elimination of all of the alcohol in the body, there are undesirable effects... hangover... that can last 48 to 72 hours following the last drink.
- The majority of adverse effects produced by alcohol relate to the brain, the eyes, and the inner ear... three crucial organs to a pilot.
- Brain effects include impaired reaction time, reasoning, judgment, and memory. Alcohol decreases the ability of the brain to make use of oxygen. This adverse effect can be magnified as a result of simultaneous exposure to altitude, characterized by a decreased partial pressure of oxygen.
- Visual symptoms include eye muscle imbalance, which leads to double vision and difficulty focusing.
- Inner ear effects include dizziness, and decreased hearing perception.

## HELPFUL POINTS OF CONTACT

**For General Aviation operations, facilities maintenance, aviation newsletter, airfield, and SLC Title 16 questions contact:** Steve Jackson, SLCDCA General Aviation Manager, (801) 647-5532 or e-mail at [steve.jackson@slcgov.com](mailto:steve.jackson@slcgov.com).

**For hangar lease and repair questions:** Joel Nelson, Airport Property Manager at (801) 575-3433 or e-mail him at [joel.nelson@slcgov.com](mailto:joel.nelson@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 additional GA information call the GA Hotline:** (801) 575-2443.

• If other variables are added, such as sleep deprivation, fatigue, medication use, altitude hypoxia, or flying at night or in bad weather, the negative effects are significantly magnified.

### Alcohol affects pilot performance

• Pilots have shown impairment in their ability to fly an ILS approach or to fly IFR, and even to perform routine VFR flight tasks while under the influence of alcohol, regardless of individual flying experience.

• The number of serious errors committed by pilots dramatically increases at or above concentrations of 0.04% blood alcohol. This is not to say that problems don't occur below this value. Some studies have shown decrements in pilot performance with blood alcohol concentrations as low as the 0.025%.

### Hangovers are dangerous

A hangover effect, produced by alcoholic beverages after the acute intoxication has worn off, may be just as dangerous as the intoxication itself. Symptoms commonly associated with a hangover are headache, dizziness, dry mouth, stuffy nose, fatigue, upset stomach, irritability, impaired judgment, and increased sensitivity to bright light. A pilot with these symptoms would certainly not be fit to safely operate an aircraft. In addition, such a pilot could readily be perceived as being "under the influence of alcohol."

### Federal Aviation Regulation (FAR) 91.17

The use of alcohol and drugs by pilots is regulated by FAR 91.17. Among other provisions, this regulation states that no person may operate or attempt to operate an aircraft:

- within 8 hours of having consumed alcohol
- while under the influence of alcohol
- with a blood alcohol content of 0.04% or greater
- while using any drug that adversely affects safety

Keep in mind that regulations alone are no guarantee that problems won't occur. It is far more important for pilots to understand the negative effects of alcohol and its deadly impact on flight safety.

### General Recommendations

1. As a minimum, adhere to all the guidelines of FAR 91.17:
  - 8 hours from "bottle to throttle"
  - do not fly while under the influence of alcohol
  - do not fly while using any drug that may adversely affect safety.
2. A more conservative approach is to wait 24 hours from the last use of alcohol before flying. This is especially true if intoxication occurred or if you plan to fly IFR. Cold showers, drinking black coffee, or breathing 100% oxygen cannot speed up the elimination of alcohol from the body.
3. Consider the effects of a hangover. Eight hours from "bottle to throttle" does not mean you are in the best physical condition to fly, or that your blood alcohol concentration is below the legal limits.
4. Recognize the hazards of combining alcohol consumption and flying.
5. Use good judgment. Your life and the lives of your passengers are at risk if you drink and fly.

Ideally, total avoidance of alcohol should be a key element observed by every pilot in planning or accomplishing a flight.

Alcohol (and drug) avoidance is as critical as developing a flight plan, a good preflight inspection, obeying ATC procedures, and avoiding severe weather.

### 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](mailto:steve.jackson@slcgov.com).

### UPCOMING EVENTS AND NEWS

**Leading Edge Aviation** at South Valley Regional Airport (KU42), West Jordan and at Logan – Cache Airport (KLGU) hosts multiple events each month including breakfast fly-ins, dinners, and classes. For more information about Leading Edge events, visit: [www.leaviation.com](http://www.leaviation.com).

**Skypark Airport (KBTF)** in Woods Cross, Utah will host a monthly hangar breakfast at the airport on the third Saturday of each month throughout the summer. The FBO will offer self serve fuel discounts during the breakfast.

**Bryce Canyon Airport (KBCE)** will host a Fly-In October 9 – 11. Avgas will be discounted \$30 per gallon for registered aircraft. There will be prizes, activities and a dinner/reception.

Register online at [brycecanyonflyin.eventbrite.com](http://brycecanyonflyin.eventbrite.com).

For more information visit [www.brycecanyonairport.com](http://www.brycecanyonairport.com) or contact Greg Pollock or Tye Ramsay at (435) 834-5239.

**EAA 23**, the Utah Chapter of the **Experimental Aircraft Association** will not hold its next meeting October 10<sup>th</sup> at the Civil Air Patrol Building at Salt Lake City International Airport (KSLC).

For more information, contact Shawn Crosgrove at [shawn\\_crosgrove@msn.com](mailto:shawn_crosgrove@msn.com) or (801) 568-2571, or visit the EAA website at <http://www.eaa23.org/>.

### OCTOBER FAA PILOT SEMINARS

Upcoming activity and seminar information is available at: [www.faasafety.gov](http://www.faasafety.gov) under the "Activities, Courses & Seminars" tab or contact Rick Stednitz, FAA Safety Program Manager at (801) 257- 5073.

# Enjoy Safe Fall Flying!