



SLCDAGENERALAVIATIONSUMMERCONSTRUCTION

Airport II... The ramp rehabilitation and reconstruction project east of the Alta Aircraft Maintenance hangar has been completed.

The fuel spill containment project south of the fuel tanks at Salt Lake Air Center has been completed. It is designed to contain any fuel that may be spilled during the fuel delivery transfer process and was mandated by the EPA.

SLCIA... The displaced threshold on runway 35 has been temporarily relocated approximately 1000 feet north until September 12th to accommodate construction of lead-on/lead-off lights from taxiway M. This construction will shorten the usable length of runway 17/35 to less than 8,500 feet. Runway 14/32 will be closed until the project is completed.

Access gate 2C, at the fuel farm north of General Aviation rows 10 – 15 is under construction and is designed to improve fuel delivery access. It should be complete by the end of September.

Access gate 1F, near Fire Station 11, Corporate Cove and General Aviation rows 21 and 28 is under construction and should be complete by the end of September. Steiner Corporation is building a new hangar in the same area. These projects should not impact General Aviation operations.

FIRE EXTINGUISHER INSPECTIONS AVAILABLE

SLCDA has made arrangements to have Utah Fire Equipment on site at Airport II on Saturday, September 10th 2005 at the Alta Aircraft Maintenance hangar from 11:00 a.m. until 3:00 p.m. They will also be at Fire Station 11 on the Eastside of SLCIA on Saturday, September 24th 2005 from 9:00 a.m. until 1:00 p.m. to inspect, tag, and service fire extinguishers.

Utah Fire Equipment has agreed to provide this service on a trial basis. If there is adequate participation, they will do it again in the future.

“SAY INTENTIONS”... USING ATC AS A COCKPIT RESOURCE

Pilots in urgent or emergency situations sometimes forget one of the most useful tools in the cockpit... the push-to-talk button. The AOPA Air Safety Foundation's free “Say Intentions” online course makes it clear that air traffic controllers at the other end of the radio can be a tremendously valuable resource.

Many pilots have discovered by taking the course what ATC can offer, from helping a pilot who's become lost to get back on course to guiding a VFR pilot who's inadvertently entered the clouds.

From November 2003 through May 2004, an average of 10 pilots per month received flight assists from ATC. These pilots have all learned firsthand that even if you're flying solo, you're not alone. Help is available at the push of a button.

Pilots who take “Say Intentions” online (and numerous other ASF online courses) are eligible to receive credit in the FAA Wings program. Visit the Web site at www.aopa.org/asf/sayIntentions or for a complete listing of available online AOPA courses visit www.aopa.org/asf/online_courses.

FIRE EXTINGUISHER AND CPR TRAINING

The Salt Lake City Fire Department offers classes in extinguishing fires. A one-hour fire extinguishing class can be had for \$5.00 per participant. Each participant receives training and physically extinguishes a live fire with a hand-held fire extinguisher.

SLCFD also offers CPR classes. Participants receive four hours of classroom and practical CPR instruction. The cost is \$25.00 plus \$10.00 (for the manual).

Contact Rick Soltis (SLCFD) at 355-1664 to sign up or to obtain more information.

SUMMER WEATHER INFORMATION FOR PILOTS

When the blustery winds of spring have finally died down and warm sunshine is the norm, flying a general aviation aircraft is an enjoyable

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

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

way to travel. As nice as summertime travel is, it is not without its unique concerns. The pilot should be aware of special summer weather conditions.

Thunderstorms (In the northern hemisphere)

1. Avoid cells by 20 miles—this means having 40 miles *between* two cells.
2. Provide extra distance from cells moving at 20 knots or greater and the cell at the south end of a line of storms. This cell does not have to compete for moisture with other cells so it has an abundant “fuel” supply to generate turbulence.
3. Surface dew point and temperature is a good indicator of storm severity. Thunderstorms forming over an area where the dew point is 50 degrees Fahrenheit or higher with more than a 30 degree spread between temperature and dew point indicates a potential for extremely strong storms.
4. If flying a radar-equipped aircraft, learn to use the antenna tilt feature effectively to identify tops of the moisture and to determine if rain is so heavy that it is attenuating the radar beam. Cell shapes and rain gradients provide key information on the hazards of storms. Many commercial training courses are available for instruction in use of weather radars. Remember, radar is for avoiding, not penetrating, storms.
5. Storm hazards are linked to the overall instability of the atmosphere. Check the convective outlook, or “AC Note” as it’s referred to, which categorizes the thunderstorm risks in a warning area as “slight,” “moderate,” or “high.” Use extreme caution when flying in the warning area, especially where the risk is moderate or high. The “AC Note” is accessed by FSS briefers with the command: RQ MKC AC on request. DUATS provides this in the “Severe Weather Warning” section.
6. Check the winds at 18,000 feet (500 milibar level). If they are southwesterly, you can expect storms to form.
7. Consider flying in the morning before the afternoon heat can trigger storms.
8. Consider delaying takeoff when a cell is closer than 20 miles to the departure airport.

Density Altitude

1. Always check density altitude against aircraft performance figures. Density altitude is pressure altitude (the altitude read from the altimeter when 29.92 inches set) corrected for nonstandard temperature.
2. When departing a high density altitude airport in a non-turbocharged aircraft, be sure to LEAN THE MIXTURE, according to the pilot’s operating handbook. A temperature of 105 degree Fahrenheit at sea level means a *density altitude of 3,000 feet* and proper leaning is important.
3. If you’re flying with a full load from a short field with high density altitude, it may be safer to take passengers and payload in two trips to a nearby airport with longer runways. Then fully load the aircraft and depart on course. Be sure to stay within the aircraft’s performance capabilities and your personal minimums for an extra margin of safety.
4. *Multi-engine pilots* should consider the obstacles in the departure path against aircraft *climb gradient* on the one engine. Climb gradient is the altitude gained per horizontal distance traveled. Should an engine failure occur at rotation, a Beech Baron, for example requires a ground roll of 3,760 feet but a total distance of *9,400 feet* to clear a 50 foot obstacle. This is for a pressure altitude of 5,700 feet with temperature 9 degree Celsius above standard.

5. *Single engine service ceiling* should also be considered for en route planning purposes. Can your multi-engine aircraft maintain the minimum en route altitude if IFR, or a safe altitude if VFR, should an engine failure occur? Select a course that allows suitable airports along the route.

General

1. Summer haze can reduce flight visibilities to almost zero, even when ground visibility is 3 miles. When flying over bodies of water (lakes, bays), haze can obscure the horizon, and pilots should be ready to fly by instruments. This can pose serious problems for students and low-time pilots. The haze also makes clouds, thunderstorms, and other aircraft difficult to see.
2. Summer flights over the southwestern U.S. desert at low altitudes during the afternoon can encounter severe turbulence from rising thermals. Flights will be smoother in the morning.
3. When crossing a ridge at or near the aircraft’s service ceiling, pilots tend to pitch-up to stay above rising terrain. If a turn back is attempted with airspeed near stall, the increased load factor imposed by the turn can cause a stall/spin accident. Approach all ridges at a 45 degree angle with at least 2,000 feet of terrain clearance to facilitate a turn back.
4. When weight is not a factor for the next flight, fill the tanks right after landing. The high humidity of summer can cause moisture to form in fuel tanks as they cool.
5. Don’t forget to take care of the most important part of the aircraft- *the pilot*. Bring some water along on trips to avoid dehydration.

Summer brings great opportunities for GA aircraft with trips for vacation travel to just plain “fun flying.” *Keep summer’s special risks in mind when flying, stay cool and enjoy the great weather!*

UPCOMING EVENTS

The second Saturday of every month, Cornerstone Aviation, located in the Executive Terminal at Salt Lake City International Airport (337 North 2370 West) provides a free lunch and an informative program at 12:30 p.m. It is a great opportunity to share flying experiences and learn new things.

Saturday, September 10th, Nephi City Airport (U14) will host its 1st annual Airshow and Fly-In. There will be aerobatic performances, static displays, military aircraft, and more. For more information contact Carl Anderson, 801-376-3602 or see the Website, www.nephicityairshow.com.

SLCDA GENERAL AVIATION BBQ

The 2nd Annual SLCDA GA BBQ is scheduled for September 10th 2005 in the Alta Aircraft Maintenance Hangar at Airport II from 1:00 p.m. to 3:00 p.m. Utah Fire Equipment will be at the hangar to inspect and service fire extinguishers for a fee, from 11:00 a.m. to 3:00 p.m. Last year’s event was successful and enjoyable at SLCIA. Please join us.

