

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.

SLCDA AIRPORTS SELF FUELING CLARIFIED

“Self fueling” is different than “self-service fueling”. A pilot may self-service fuel an aircraft at an airport self-serve fuel facility without specific training or permitting just as one would self-service fuel one’s automobile at a gas station.

Self-service pumps are available at South Valley Regional Airport (U42) in West Jordan and at Tooele Valley Airport (TVY) in Erda and neither training nor permitting is required.

“Self fueling” is transferring fuel from any container (such as a 5 gallon fuel can or a 55 gallon drum) into an aircraft.

Prior to performing “self fueling” one must obtain the proper equipment and demonstrate fueling knowledge, skill, and ability to the SLCDA Fire Code Enforcement Official (Fire Marshall).

For additional information on the process and to obtain a copy of the self fueling policy, requirements, and application form, contact Steve Jackson, SLCDA General Aviation Manager, by e-mail at steve.jackson@slcgov.com or by phone at 801-575-2401.

2014 FALL GENERAL AVIATION BBQ THIS MONTH

The 11th Annual General Aviation Barbeque is scheduled for Saturday, September 27th, 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.

All Star Fire Protection has agreed to inspect and service fire extinguishers for a reasonable fee between 11:00 a.m. and 2:30 p.m. on the tarmac south of the north FBO hangar.

SLCDA will provide food and musical entertainment by the musical group *The Free Range Chickens* for GA tenants and family members.

U42 PLANE WASH

The plane wash facility at South Valley Regional Airport (U42) is scheduled to remain open and available through mid-October.

SLCDA will close the plane wash for the season when outside air temperatures approach freezing.

FLYING IN OR NEAR THUNDERSTORMS

From ALLSTAR Network on-line

September in the Rocky Mountains can present a whole new set of flying challenges, not the least of which is thunderstorms.

1. Turbulence, associated with thunderstorms, can be extremely hazardous, having the potential to cause overstressing of the aircraft or loss of control. Thunderstorm vertical currents may be strong enough to displace an aircraft up or down vertically as much as 2000 to 6000 feet. The greatest turbulence occurs in the vicinity of adjacent rising and descending drafts. Gust loads can be severe enough to stall an aircraft flying at rough air (maneuvering) speed or to cripple it at design cruising speed. Maximum turbulence usually occurs near the mid-level of the storm, between 12,000 and 20,000 feet and is most severe in clouds of the greatest vertical development.

Severe turbulence is present not just within the cloud. It can be expected up to 20 miles from severe thunderstorms and will be greater downwind than into wind. Severe turbulence and strong out-flowing winds may also be present beneath a thunderstorm. Microbursts can be especially hazardous because of the severe wind shear associated with them.

2. With lightning, static electricity may build up in the airframe, interfering with operation of the radio and affecting the behavior of the compass. Trailing antennas should be wound in. Lightning blindness may affect the crew's vision for 30 to 50 seconds at a time, making instrument reading impossible during that brief period. Lightning strikes of aircraft are not uncommon. The probability of a lightning strike is greatest when the temperature is between -5°C and 5°C. If the airplane is in close proximity to a thunderstorm, a lightning strike can happen even though the aircraft is flying in clear air. Lightning strikes pose special hazards. Structural damage is possible. The solid state circuitry of modern avionics is particularly vulnerable to lightning strikes. Electrical circuits may be disrupted. The possibility of lightning igniting the fuel vapor in the fuel cells is also considered a potential hazard.

3. Hailstones are capable of inflicting serious damage to an airplane. Hail is encountered at levels between 10 and 30 thousand feet. It is, on occasion, also encountered in clear air outside the cloud as it is thrown upward and outward by especially active cells.

4. Heavy icing conditions occur above the freezing level where the water droplets are super cooled. Icing is most severe during the mature stage of the thunderstorm.

5. Rapid changes in barometric pressure associated with the storm cause altimeter readings to become very unreliable.

6. Abrupt changes in wind speed and direction advance of a thunderstorm present a hazard during take-off and landing. Gusts in excess of 80 knots have been observed.

Very violent thunderstorms draw air into their cloud bases with great intensity. Sometimes the rising air forms an extremely concentrated vortex from the surface of the ground well into the cloud with vortex speeds of 200 knots or more and very low pressure in its center. Such a vortex forms tornadoes.

7. Thunderstorms contain vast amounts of liquid water droplets suspended or carried aloft by the updrafts. This water can be as damaging as hail to an aircraft penetrating the thunderstorm at high speed. Heavy rain showers associated with thunderstorms encountered during approach and landing can reduce visibility and cause retraction on the windscreens of the aircraft, producing an illusion that the runway threshold is lower than it actually is. Water lying on the runway can cause hydroplaning which destroys the braking action needed to bring the aircraft to a stop within the confines of the airport runway. Hydroplaning can also lead to loss of control during take-off.

Because of the severe hazards enumerated above, attempting to penetrate a thunderstorm is asking for trouble. In the case of flight, airplane pilots, the best advice on how to fly through a thunderstorm is summed up in one word—DON'T.

Detour around storms as early as possible when encountering them enroute. Stay at least 5 miles away from a thunderstorm with large overhanging areas because of the danger of encountering hail. Stay even farther away from a thunderstorm identified as very severe as turbulence may be encountered as much as 15 or more nautical miles away. Vivid and frequent lightning indicates the probability of a severe thunderstorm. Any thunderstorm with tops at 35,000 feet or higher should be regarded as extremely hazardous. Avoid landing or taking off at any airport in close proximity to an approaching thunderstorm or squall line.

Microbursts occur from cell activity and are especially hazardous if encountered during landing or take-off since severe wind shear is associated with microburst activity. Dry microbursts can sometimes be detected by a ring of dust on the surface.

Do not fly under a thunderstorm even if you can see through to the other side, since turbulence may be severe. Especially, do not attempt to fly underneath a thunderstorm formed by orographic lift. The wind flow that is responsible for the formation of the thunderstorm is likely to create dangerous up and down drafts and turbulence between the mountain peaks.

Reduce airspeed to maneuvering speed when in the vicinity of a thunderstorm or at the first indication of turbulence. Do not fly into a cloud mass containing scattered embedded thunderstorms unless you have airborne radar.

Do not attempt to fly through a narrow clear space between two thunderstorms. The turbulence there may be more severe than flying in the storms themselves. If the clear space is several miles in width, however, it may be safe to attempt to fly through the center, but always go through at the highest possible altitude. When flying around a thunderstorm, it is better to fly around the right side of it. The wind circulates counter-clockwise and you will get more favorable winds.

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 additional GA information call the GA Hotline: (801) 575-2443.

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

AOPA Safety Seminar in SLC The Aircraft owners and Pilots Association (AOPA) Air Safety Institute will hold one of its "Real World Weather" safety seminars 7:00 - 9:00 PM on Wednesday September 3rd at the Marriott Salt Lake City University Park Hotel, 480 Wakara Way, SLC, UT. RSVP is not required. For more information visit www.airsafetyinstitute.org/seminars.

Historic Wendover Airfield (ENV) will hold its annual air show on September 5th and 6th. This year's show will go on with or without military support! It will feature a number of WW II aircraft along with ground exhibits, WW II re-enactment groups and some other fun activities. On Friday, September 5th, aircraft rides will be available.

Saturday, September 6th will be the day of the air show flight demonstrations with ground exhibits, a car show, motorcycle ride and lots more! RV camping will again be offered on the east side of the ramp. For additional information visit: <http://www.wendoverairbase.com/airshow>

EAA 23, the Utah Chapter of the **Experimental Aircraft Association** will not hold its next meeting September 12th at the Civil Air Patrol Building at Salt Lake City International Airport (SLC). For more information, contact Shawn Crosgrove at shawn_crosgrove@msn.com or (801) 568-2571, or visit the EAA website at <http://www.eaa23.org/>.

Richfield Municipal Airport (RIF) will support Sevier Valley's 150th Anniversary celebration by hosting airplane tours and rides in a Mitchell B-25 WW II bomber and helicopters. There will be Life Flight King Air tours and activities provided by Civil Air Patrol cadets as well as food and special avfuel prices.

For more information contact the airport at (435) 896-3053.

SEPTEMBER 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.