

SOPs for Cedar Valley Airport – UT10

Cedar Valley Airport is a privately owned airport located approximately 10 miles west of Lehi, Ut and 5 miles northeast of Cedar Fort, UT. The airport location is N40.3572 W 112.0183 at 5000 MSL.

Facilities:

There is one FBO on the field, one towplane and several tow pilots available. The towplane operator will coordinate with the tow pilots for tows, and will operate retrieval flights if necessary. For towplane services, contact Brent at 801-228-8590 during normal business hours. He will arrange for a tow pilot. While there is limited tiedown and hangar space, there are plentiful locations for trailer parking.

The airport FBO has two gliders for rental. There is a 2-33 and a 1-26 available for checkout. The 2-33 is most likely one of the most beautiful in existence and is a joy to fly. There are three bathrooms; two are located on the west side of the building that is located to the south of the main parking area prior to the ramp entrance from the airport road. The third is located in the northeast corner inside the hangar next to the grass tiedowns for the gliders (most easterly hanger).

There are no food services located at the airport. Approximately five miles to the east is the busy commerce area at the intersection of UT-73 and Redwood Road. The businesses in this area can supply almost any need. Additionally, full services can be found at the town of Lehi, 9 miles east of the airport.

Communications:

Communications are maintained on 123.3. This frequency is used for UNICOM and towplane to glider communications. For transponder equipped gliders, Salt Lake Approach may be contacted on 120.9 or 124.3 for advisories and VFR flight following. An informational report to Salt Lake is encouraged if flying above 9000 MSL in the vicinity of the airport.

Runways, taxiways and windsocks:

There is one runway, identified as 17/35. There is a prescribed traffic pattern of right traffic for both runways, but glider traffic will use right traffic for runway 35 and left traffic for 17. The arrival flight path for the towplane is predominantly from the west, so the use of an east side traffic pattern for gliders keeps their flight path on the opposite side of the airport from the towplane.

The prevailing winds are from the south. Most glider flights depart the airport to the south. To provide wind direction and intensity indications, there is a non-standard windsock mounted on the top of one of the hangars to the west of the runway as well as a small bright yellow aircraft mounted on a swivel near mid-point of the runway on the west side.

The runway is mostly gravel with a slight crown to provide for water drainage. After periods of rain, the north end of the runway (north of the main ramp) will tend to stay wet longer than the south end. All flight operations start abeam the taxiway that exits the ramp. At that location there is an asphalt paved section of the runway approximately 100 yards long which provides a hard surface for the towplane to begin the takeoff. The remainder of the runway is hard packed gravel. Located just to the north of the taxiway exiting the ramp there is a staging area to the west of the runway.

There are no runway lights on the edge of the runway and an alternate landing area is the grass on the east side of the runway. The grass surface, referred to as 17L/35R, starts abeam the taxiway from the ramp.

During operations to the south, be aware that there is a large berm on the west side of runway 17. The size of the berm creates an obstacle so that in the event of an aborted takeoff, the best (and expected) course of action is for the glider to maneuver to the left, not the right side of the runway. If you have any questions, discuss this issue with the tow pilot prior to departure.

When taking off to the north, there is a large gully at the north end of the runway. It is an issue for aborted takeoff to the north and landing short to the south. Impact with the gully will cause severe damage to both the glider and its occupants.

At all times during departure make sure cockpit vents are closed for departure. After extended dry periods the takeoff roll can be very dusty.

Towing and staging:

The predominant staging area is to the east of the main hangers and north of the taxiway to the runway. The USA glider is tied down just east of the last hanger on the ramp. The simplest method to prepare for launch is to push the glider back from it's tie down, and then pull it straight to the staging area.

When ready for departure use radio calls and visual signals to the towplane. The pilot will expect a visual confirmation of launch preparation with the use of the rudder waggle signal.

Premature tow termination:

Remember that the standard procedure during an aborted takeoff at Cedar Valley is for the glider to move to the east side of the runway when departing to the south. The berm on the west side of runway 17 creates a hazard. Expect the towplane to continue straight.

Once in the air during south tow operations there are plentiful fields to the south, east and west of the departure end of the runway. The options to the north are not as plentiful. Once past UT-73, there are few fields. The only two options are to the west of the extended centerline of the runway, just past the highway.

Tow patterns and operations:

Both south and north tow patterns start with a turn to the west. The tow pilot will turn to parallel the runway, and continue 180 degree turns up and down the valley. Once sufficient altitude is reached, the tow will continue towards the Oquirrh Mountains.

A tow to Lake Mountain to the east is possible as well. If this is desired, the tow will still start with a turn to the west in order to avoid low overflight of the residential areas to the east.

Airspace and Salt Lake City traffic and transponder use:

The airport is located under the 9000 foot floor of the SLC Class B airspace. The south end of the Class B extends to the Fairfield VOR, which is located on the crest of Lake Mountain, southeast of the airport. The Cedar Valley operator has an agreement for a "glider box" with Salt Lake Approach control. The agreement covers the airspace within the 9000' floor, to the west of Eagle Mountain Road, which is the first major north/south road west of the airport. West of the road, gliders are permitted into the Class B airspace without establishing radio communications. This provides for a natural return from the Oquirrh Mountains without violating the airspace requirements.

For all flight operations in the area, the use of a transponder is highly recommended. There is extensive airline traffic though the area to the west and the east of the airport. Most jet traffic will transit the area between 14,000 and 11,000 MSL. Be aware there is an

established arrival procedure that crosses the town of Eureka, located in the Tintic Mountains to the south. Flights over the town of Eureka at 11,000 MSL run a high risk of an in-flight encounter with a very fast and heavy aircraft. It is a good habit to be aware of the direction of the traffic flow at the Salt Lake Airport in order to understand the expected arrival and departure traffic and its impact on your flight out of the Cedar Valley Airport. Salt Lake International ATIS is available on 124.75.

To the north of Cedar Valley Airport are two areas of restricted airspace. Areas R-6412 A&B and 6412 C&D are used by Camp Williams Air National Guard for helicopter and artillery training. The airspace is in effect from the surface to 10,000 MSL. The status of the areas will be identified on the Salt Lake ATIS and by NOTAM. Contact Salt Lake TRACON for further information.

To the west of the town of Cedar Fort, west of the south tip of the Oquirrh Mountains, there is an airspace restriction over the ordinance depot. Pilots are requested to avoid flight at and below 8000 MSL in the area. For the exact location of the depot consult the Salt Lake sectional or the Salt Lake VFR Terminal Area chart.

Local weather and soaring activity:

Glider operations during the midweek are minimal, however on weekend afternoons there can be multiple glider flights being launched and recovered. Most traffic begins after 1300. There are several gliders based on the field. Expect significant activity on the weekends when conditions are good.

Due to local geographical orientation there is a consistent afternoon crosswind from the east. The wind will pick up in the early afternoon, and will not die off until late in the day. Rarely the wind is from the north, but when it is there will be a small wave located just north of SR73, which allows for extended, but not high altitude, flight.

There is plentiful thermal activity in the valley during the day and the area provides for excellent cross country flight capabilities. The Oquirrh Mountains to the west, Lake Mountain to the east and the Tintic Mountains to the south are used extensively for glider operations. Winds from the west will allow ridge soaring on the west slope of Lake Mountain. In addition, the late afternoon sun will heat the west slope of Lake Mountain and provide for thermal activity until the early evening.

The Oquirrh Mountains are situated to take advantage of many wind conditions. Virtually any wind direction will provide for ridge soaring at some location in the range. The spurs running off of the east slope provide for good ridge lift during south and north winds while the east slope works during east winds. In addition, multiple bowls in the mountain range will allow for ridge/thermal soaring.

To the east, the Wasatch range will provide tremendous ridge soaring opportunities.

Obviously crossing over the Class B airspace is an issue that must be considered.

To the south, the Tintic mountain range can provide for lift that begins a chain of geographical opportunities for hundreds of miles. Be aware to fly the route to the Tintic Mountains, the area south of the Oquirrh Mountains must be crossed. Sinking air predominates this area so sufficient altitude must be gained prior to flying south.

Land Outs:

There are two airports in the area available for land out. The West Desert Airport is located just south of the town of Fairfield, UT and is southwest of Cedar Valley. It is a private airport that has a 2600 foot strip at an altitude of 4900 MSL. Jake Garn Airport is due south of Cedar Valley and uses a 2500 foot runway. It too is located approximately 4900 MSL. Use caution landing at Jake Garn airport. There are fence obstacles at the north end of the runway. Other than the established airports, the main valley provides for many land out opportunities in the way of farmed acreage.

Directions to the Airport:

From the Salt Lake City area there are two routes: I-15 south to Bangerter Hwy (UT-154). Then drive Bangerter Hwy west to Redwood Road (SR68). Follow SR68 to SR73. Turn right on SR73 and follow it for approximately five miles to the Cedar Valley Airport entrance road. An airport sign marks the road and there is a small metal glider cutout mounted on a pole. An alternate method is to follow I-15 south to the US-89 exit at Lehi, UT. Turn right at 500W (SP197) and follow it south to SR73. Turn right at SP 73 and follow it west approximately 9 miles to the airport.