



UGAA newsletter Vol. IV Issue II Oct., 2010

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**ANNUAL
OFFICERS' ELECTION MEETING**
THUR. OCT. 14TH 7:00 PM
KIBBIE BUILDING
(SLC EXEC. TERMINAL)
TRAINING ROOM

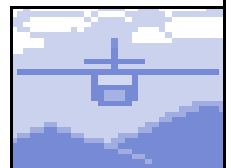
GUEST SPEAKER: RUSS LAKIN

HE FLEW THE "HUMP" AS A CREW MEMBER DURING WWII.

The Hump was the name given by Allied pilots in the Second World War to the eastern end of the Himalayan Mountains over which they flew military transport aircraft from India to China to resupply the Chinese war effort of Chiang Kai-shek and the units of the United States Army Air Forces based in China. Creating an airlift presented the USAAF a considerable challenge in 1942: it had no units trained or equipped for moving cargo, and no airfields existed in India for basing the large number of transports that would be required. Flying over the Himalayas was extremely dangerous and made more difficult by a lack of reliable charts, an absence of radio navigation aids, and a dearth of information about the weather.

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LEFT SEAT

If you had a chance to read the local newspapers in mid September, you probably saw the articles concerning South Valley Regional Airport (U42). According to the newspapers, Mayor Melissa Johnson of West Jordan and Representative Jason Chaffetz from the 3rd Congressional District expressed the desire to close the airport down. The reasons cited ranged from safety issues to economic ones. As usual, the UGAA was quick to get into this controversy and we found that the facts are quite different than what we were led to believe by reading the paper. First, West Jordan City sees South Valley Regional Airport as an asset to the community. In fact they would like to see its influence expand. However, there are a few problems with expanding the airport. First and foremost is the need for an instrument approach that will not interfere with the approaches at Salt Lake International. As it is, a pilot can file an instrument flight plan into U42 but reality makes it necessary to cancel IFR en route or risk being put in an indefinite holding pattern if there is moderate to heavy IFR traffic landing at Salt Lake International. This is due to the fact that the missed approach at U42 conflicts with the approaches at Salt Lake International. Typically, aircraft end up landing at Salt Lake International to avoid the hassle. The IFR approach can be fixed using the new technology of WAAS enabled GPS approaches but will take at least 3 years to implement. Second, the runway needs to be extended in order to accommodate jet traffic. Not 737's but Cessna Citations and the like. The Master plan for U42 that was completed a few years ago called for the extension of the runway but as of yet, it isn't even in the planning stages. And finally, West Jordan City doesn't own the airport. It belongs to Salt Lake City and is managed by the Salt Lake Department of Airports. All these things combined make it difficult for U42 to reach its potential and as a result, there is no economic advantage to West Jordan City.

People that are not involved in the aviation community pay little attention to airplanes or airports unless they live near an airport and have the opportunity to experience the airport environment. Consequently, the general public could probably care less about this issue. However, the airport affects the lives of everyone who lives in the community. Among other things, airports are used for business, medivac, firefighting, search & rescue, law enforcement, military, flight training and tourism. Most people don't realize that the executives who own and manage the businesses they work for can be much more productive if they aren't bound to commute via commercial airlines. An executive can visit several cities in a day with a private business airplane as opposed to one city if flying commercially. Having a local airport promotes business and expands economic opportunities for everyone. When an airport is healthy and functioning properly, businesses such as hotels, restaurants, car rental companies, entertainment facilities and parking garages just to name a few are drawn to the vicinity. Not only does an airport create opportunities for employment in the community but it also increases the tax base which in turn lowers taxes to local residents. What local politician wouldn't want that?

As a group, we need to put our efforts into helping South Valley Regional maximize its potential. Representative Chaffetz could be instrumental in lobbying the FAA to use money from the Airport and Airway Fund to bring federal dollars to South Valley Regional in order to address the issues I've mentioned above. The Airport and Airway Fund is money from fuel taxes and commercial passenger taxes and is separate from general revenue. A call to his office by each of our members could be most helpful. His contact information is as follows:

*Representative Jason Chaffetz
1032 Longworth HOB
Washington, D.C. 20515*

*Washington Office: 202-225-7751
West Jordan Office: 801-282-5502*

Finally, on a historical note, how many of us realize that the Salt Lake Valley had several additional public use airports? A list of those airports might be enlightening.

<i>Buena Vista Field</i>	<i>800 South 1400 West</i>
<i>Utah Central / Union Pacific Airport</i>	<i>5600 West 2100 South</i>
<i>Midvale Airport</i>	<i>3200 West 7800 South</i>
<i>Redwood Airport</i>	<i>1900 South 3000 West</i>
<i>Alta Air Park</i>	<i>8700 South 1700 East</i>
<i>Draper Airport (Carter's Sky Ranch)</i>	<i>On the Bluff overlooking Old Draper City</i>
<i>Utah Central Airport</i>	<i>2200 South 3200 West</i>

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CA and the Little Things!

Wayne Leydsman, CFI, CAP, FAA Safety Team Rep,

Former Navy Trained, US Coast Guard Aviator

As a young person growing up with very strong interests in aviation I would read in the newspaper of the aircraft accidents and see them on the news. Aircraft mishaps and accidents always bring great attention. This continues today. Very often you would hear the words in the report to the effect of, "there was no flight plan." It sort of insinuated that the pilot of the ill-fated aircraft did something wrong. OK, so if the pilot indeed did file a flight plan, would that have changed things? Food for thought! Maybe it could have!

While in Naval Flight Training I kept hearing the phrase, "Attention to Detail, Attention to Detail, Attention to Detail!" It was hammered into all flight students. It meant careful and thorough preparation before any flight and during the flight. One wise Navy T-28 instructor that I had, asked me the question, "Why do we harp on the phrase, "Attention to Detail?" I said, "To be fully prepared for the flight, so we give taxpayers the most for their dollars in training us." He chuckled and stated that was a great reason, but that there was much more. First he said, "Many accidents revealed that the pilots missed details important to the safety of the flight." Today we have a phrase for it. "The Chain of Events," which is made up of the many details and decisions that go into a safe and successful flight operation, and yes, it starts with preflight planning, perhaps many hours of it. It means getting all the information you can prior to the flight. Getting a complete weather briefing, knowing all the information you can. Know what you will be up against. Know, consider, and have thought about alternate plans, or possibilities that may crop up during the flight operation. This should be considered even before seating yourself into the cockpit. Always be flexible, prepared and ready to make changes in your flight. We call this JUDGMENT, which does come from TRAINING, EXPERIENCE and KNOWLEDGE. Think of our professional air carrier pilots as examples. That demeanor and professional attitude, is what make airline travel so safe.

My instructor continued his discussion after a preflight briefing and we were heading out to our assigned T-28 on the flight line. "Yes, ATTENTION TO DETAIL is much more," he continued, "It will save your backside. Use your checklists. It is to develop a pattern of safety, awareness, and most of all, good HABITS! You are entrusted with valuable machines, resources, and most of all, PEOPLE'S LIVES. They depend on how you conduct the flight, even before you climb into the cockpit. With good habits, following regulations and established procedures, comes DISCIPLINE and GENUINE CONFIDENCE. You are prepared to make proper decisions, because you have STUDIED the DETAILS. Your mind is going through all the possibilities. You are thinking ahead of the aircraft! You have learned your aircraft, you know it intimately. You know what it and you can do, most of all, what it will not do."

SAFETY CONTINUED

That was a great flight, and one of the best instructors I had. In the initial part of my Navy flight training, I was cocky. I already had my civilian Commercial rating. My first instructor, also helped me by 'severely' humbling me. I was sloppy, lacked precision, by Navy standards. It took only a short time to break those poor habits that many of us in the civilian world, all too quickly develop.

Have the little things, like the lack of attention to details, 'false' overconfidence, complacency, or sloppiness crept into your flying? I remember some years back, during a chilly autumn when a pilot from California had flown to Utah with several passengers. The following morning it was very frosty. The plane had a coating of frost on the wings. As the lineman fueled the plane it was being loaded. He asked the owner where they were going and he noted the pilot seemed to not be concerned about that 'little layer of frost on the wings.' The lineman stated that the frost needed to be removed. The pilot said, "It OK, We are in a hurry and need to get to a meeting." The lineman persisted and said he would be happy to defrost or broom off the plane." The pilot said, "Look, I'll fly around the pattern once alone and blow off the frost and come back to get my passengers. The lineman was polite and said, "It's your airplane." The owner started his plane, did a run up, went down the runway while his passengers and the lineman looked on. The plane got airborne but soon it became apparent it wasn't climbing. The plane's wreckage was quickly found directly off the end of the runway. The pilot was injured and taken to the hospital. Needless to say, he didn't get to the meeting. He was warned and didn't take heed. Expensive lesson! I would say many factors were part of the 'chain of events' in this accident. At least he didn't take any passengers! So was this a lack of 'Attention to Details,' lack of knowledge- poor judgment, in a hurry, anti-authority, macho, invulnerable or all of the above? I hope you know the answers.

So folks, and fellow aviators, How many times have we jumped in our aircraft without a proper preflight, no planning, no use of check-lists, not checking on the weather, not checking the weight and balance, fuel load or checked for TFR's or NOTAMs or even filing a FLIGHT PLAN for flights outside of the immediate local area? Isn't that putting ourselves and our passengers at risk?

Budgeting the time is the answer. Carefully prepare for all aspects of the flight. Remember we don't live in a Perfect World, Stuff Happens. And remember, filing a flight plan indicates thought and ATTENTION to DETAILS. Don't let the small stuff get you down! It's called CYA! Don't forget to brush up on your training and make use of the Wing's Program.

Happy Flying.....Wayne

PROPOSED CHANGE TO UGAA BYLAWS

Article III, Section 2 of the UGAA Bylaws states in part:

"An annual meeting of members shall be held each year during the month of September."

Well, the reality is that September seems to be a busy time and as a result, our annual meetings the last few years have been moved to October. Therefore, the UGAA Board of Directors has recommended this sentence be amended to read:

"An annual meeting of members shall be held each year during the month of October unless otherwise designated by the President."

As per our Bylaws, this change will be brought to a vote at the upcoming Annual meeting in October.

LEFT SEAT CONTINUED

Salt Lake International

Formerly know as:

Basque Field 1911

Woodward Field 1920

Salt Lake City Municipal 1930 *First year for paved runway 1933*

Salt Lake Air Base - attached to KSLC (Army Air Corps training facility opened in 1943, now Utah Air National Guard Base)

Salt Lake International Airport 1968

Salt Lake Airport #II U42

Renamed:

South Valley Regional Airport

In addition, there have been several small private airports in operation throughout the valley over the years.

The bottom line is that it is important for Utah pilots and aircraft owners to get involved in these important issues. Remember, people that are not involved in the aviation community pay little attention to airplanes or airports. If we, as a group don't get involved, nobody else will!

Fly Safe,

Dave Haymond

President, UGAA

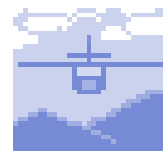
CALENDAR

**OCT. 9th...Fall GA
Annual BBQ. SVR U 42
(Airport #2)**

1:00 pm-3:00pm

OCT. 14th...UGAA meeting

**2nd Sat. each month
free breakfast. 8:00-10:00
am..... Leading Edge
Aviation. Logan Utah.
(LGU)**



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