



**YOUR VOICE FOR UTAH GENERAL AVIATION**



*UGAA newsletter VOL. IV issue 1 Jan. 08*

*editor rl morelli nonisrm6@comcastnet*

**DINNER MEETING...**

**FEB. 6 7:00 PM**

**ADULTS \$9.69 + DRINK**

**DOES NOT INCLUDE TAX + 15% GRATUITY**

**PLEASE PAY AT THE DOOR**

**GOLDEN CORRAL**

*665 E. FORT UNION BLVD.*

*SENIORS \$8.69 DRINK INCLUDED*

**GUEST SPEAKER**

**LT. COL. HARRY ODLE JR.  
USAF RETIRED**

**THUNDERBOLT PILOT  
EUROPEAN THEATER**

**WWII**



**BIO INSIDE**



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*This year the UGAA is planning several outings for our members. To begin with, our winter dinner meeting will be in February. This is always a good meeting with high attendance. Our guest speaker is a P-47 pilot who I'm certain will share many experiences from his service to our nation. Then there is the annual fly-in to Smiley Creek in southern Idaho over the Father's Day weekend. Anyone who has experienced the Smiley Creek fly-in will tell you they had a good time. This particular grass strip should be accessible to anybody with an airplane. Although the altitude is high, the strip is long enough and well maintained by the state of Idaho. The camping is clean (on grass) and the facilities are well kept. For those who would rather dine out, there is a restaurant within walking distance of the airport. Last year, we were able to secure the airport courtesy van and take a day trip to a group of hot springs on the Salmon River where the swimming was excellent. We will also have a BBQ in June and a northern Idaho / Montana fly-in in the July / August time frame. We will finish the year with our annual September meeting. This year, we will be voting on our associations' officers. It should be a good year and one in which we will all have numerous opportunities to join our fellow members in great airplane activities.*

*When the legislature meets at the end of January, we should see proposed House legislation that will deal with our aircraft property taxes. Several members of the UGAA have been working with other aircraft oriented organizations this year to help craft this legislation that will provide the funding we need in the state to maintain our airports and keep them open. The Utah Airport Operators Association, the Back Country Pilots, the UGAA and others have been working on this for months. We would appreciate the support of our members to insure that this bill passes both houses and is signed into law. We will keep you informed via e-mail when the time comes to contact your house and senate representative to voice your support for the bill.*

*There have been a number of aircraft accidents in Utah over the recent past and in each case the mishap was probably preventable. The line between a safe flight and one that turns into tragedy is often quite thin. Rarely is the aircraft at fault which leaves only the pilot to blame. I would like to encourage every pilot to work to maintain proficiency and professionalism every time he / she enters the cockpit. If the decision to fly safely is truly in the hands of the pilot and every pilot makes wise decisions on every flight, accidents should be very preventable. I once heard someone make the following statement: "just because an action is legal doesn't necessarily make it smart". I believe that when we are not truly proficient in IFR or night flight or if we ignore marginal weather or do some other thing that moves us closer to that "thin line", we are only inviting disaster. If we choose to fly an airplane in hard IFR that is legal but has no secondary or backup systems, the failure of any one system could lead directly to a mishap. The bottom line is this, if we want to gamble, let's go to Las Vegas. If our decisions are poor and we loose in Las Vegas, money is our only lose.*

*Fly Safe,  
Dave Haymond  
President, UGAA*

## **ASSOCIATION OFFICERS**

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## **CALENDAR**

**FEB. 6... DINNER MEETING**

**FEB. 20... AOPA TOWN MEETING  
7:30 PM, HILTON HOTEL,  
255 SO. W. TEMPLE, SLC**

**JUN. 15... SMILEY CREEK, UGAA FLY-IN  
(FATHER'S DAY WEEKEND)**

**LAST SUN. OF THE MONTH  
BREAKFAST...0800-1100  
DAVE COAT'S AIR CENTER OF SALT LAKE  
ARPT. #2, DONATIONS APPRECIATED.**

## *Here We Go Again! A No Cost Flying Adventure, But What An Adventure!*

*By  
Wayne Leydsman  
Former USCG Aviator  
CFI  
FAA Safety Team Representative*

*It was vivid, very vivid!*

*The flight had started in the dark hours of the early morning. The weather was very cold and brisk at departure, with a thick dark overcast above. All seemed routine for this IFR flight. However, things started going wrong. Not much of a problem at first, a little ice, but then more and more. Requests for higher altitude were approved. Still in the icy soup. The pinkish gray cloud began to turn lighter as the morning sun rose. Droning on, the ice still slowly built. No deice or boots. Over some pretty rough high country below, and now the plane began to slow and altitude was dropping. The pucker factor was now getting higher, as the plane sunk lower and lower. Contacted Center. I'm in trouble now, declared an Emergency, requested turn to lower terrain, however the Comm was now breaking up and unreadable. Now, I was well below MEA and going lower.*

*The now light gray icy cold clouds got lighter, then suddenly, broke out into the clear. The sun filled blue sky and billowy clouds were ahead and above. But in an instant I knew I had a split decision to make as I flew past a snowmobiler only about 70 feet below. I could see him suddenly stop, as I flew over, perhaps sensing the plane above was in trouble. Ahead were mountains all around. I had a split second decision to make. Belly land on the frozen snow covered mountain lake below, or attempt to pull the plane into a climb with iced wings over a ridge 30 degrees to the right. My hand went for the throttles and pulled.*

*I woke up in a sweat. It was a vivid dream! In living color! Wow, that was a very, very vivid dream!*

*As I sat on the edge of my bed, I pondered the many lessons of this dream. Could this be a premonition of the future? Or just an airplane pilot's nightmare? Well, it was one of those dreams that seemed all too real.*

*Several days prior to this dream, I had attended a Wing's Aviation Safety seminar at Westminster College in Salt Lake presented by a pilot who had several aviation related survival experiences. He had presented potential situations where a pilot and his passen-*

## **SAFETY CON'T**

*gers could have the best chance of survival in the event of an emergency landing. Statistics were given of average times to locate a downed aircraft and the average expected survival times. Those statistics were sobering. An uninjured person's average survival time is about 72 hours, where an injured person is only about 24 hours. About 90% were not adequately dressed for the crash site conditions. Average time of location can be as high as 80 hours with no flight plan, and with a VFR flight plan almost 40 hours! IFR is about 3 hours. The statistics could be vastly improved with proper forethought and preparation by having proper clothing and an appropriate survival kit. For those of you who had attended, it was an excellent, and an informative presentation.*

*After the presenter's survival experiences, he had decided to learn more about survival and the need for being better prepared with a suitable survival kit or survival vest. He also discussed the 406 Mhz (PLB) Personal Locator Beacon with GPS location capability, and other equipment to help set up a basic shelter and fire starting equipment. As many of you know, the satellites used to locate downed aircraft with the 121.5 Mhz (ELT's) Emergency Locator Transmitters, will be phased out within several years. As yet, there is no mandate to reequip our aircraft to the more powerful and precise 406 Mhz type emergency beacons, to match the new search and rescue satellite system. These units are now becoming more and more common with boaters, hikers and adventurers, because of their ability to send a unique owner signature signal. Many rescues have been made with these beacons. While these units are available to the aviation industry, they are still costly, and it is hoped the costs will lower, as more manufacturers produce them.*

*Weight is always a consideration for our aircraft survival kits. Many items can be routinely obtained at camper supply stores. Once you put a kit together, don't forget your signal mirror. As a former Coast Guard pilot, and CAP pilot, the mirror was, and is one of the best daytime signaling devices. Another thing, a kit in the back of the plane may not do any good if you can't get at it. Perhaps, having a basic vest, like the military uses, or a fishing vest with basic survival equipment can be worn or placed over the pilot seat, with a larger kit stowed in the back. Again, your survival kit should be checked frequently and modified for the season or worst expected conditions.*

*Always remember the rule "Fly the Airplane!" If you are faced with going down, fly the plane into the crash or emergency landing. Maintaining control for as long as you can.*

*Now, back to my dream. Several thoughts came to my mind. First, that split second decision, as hard as it was, was to pull the power, and take the plane in under 'controlled' conditions, instead of attempting a climb over the ridge with ice on the plane and have a high probability of stalling out and not surviving. (I awoke from my dream at the point I pulled power, so I really didn't know the outcome of the dream.) I also knew there were people near with snowmobiles. Rescue or assistance would be quick. In reality, I hope you or I are never faced with this situation, but if something similar happens, use your brain, which is your best survival tool and, 'Be Prepared,' with some knowledge and forethought. We don't live in a perfect world. 'Stuff' does happen. And when it does don't let 'Denial' delay any life saving decisions. You are in Command. Fly Safely!*

## PAT'S CORNER

*January; 2008*

*Happy New Year to the membership of UGAA.! Have you ever had one of those days when your flight isn't going as smooth as you had planned? I'm not referring to the ride, but to the series of minor errors you've been making (at least the ones you're aware of). I'm assuming you take pride in having earned your pilot license. Tasks such as flight planning, pre-flight, using checks lists, maintaining assigned heading and altitude, using proper radio communication skills, etc. are all important to a safe flight. My message to you is short and simple: Stay Alert!*

*I'd like to share with you a lesson that applies to every pilot regardless of the type aircraft you fly, the license you hold or hours logged. Over the past few weeks, new RNAV Arrival and Departure Procedures (turbo-jet aircraft only) went into effect at KSLC. In a matter of days, there was a rash of altitude "busts". Crews flying jet aircraft tend to be more experienced and less likely to "bust" published procedures but the fact is, they're human and subject to making mistakes. All of us are. Stay Alert! Don't allow yourself to become complacent with any phase of your duties as pilot-in-command just because you've done it so many times.*

*Those of you who saw the original Star Wars movie may remember the scene where Luke Skywalker, aboard the Millennium Falcon, is excited about having shot down an enemy aircraft. Han Solo's response: "That's great kid, but don't get cocky!"*

*May 2008 be a safe and enjoyable year for all of us. Stay proficient, have fun and always remain alert while flying.....Don't Get Cocky!*

*Safe Flying,*

*Pat*

*ed's note.. Pat Morley is Director of Utah Division of Aeronautics*

### **COL. ODLE'S BRIEF BIO.**

**ENLISTED IN THE ARMY AIR FORCES 1942**

**SERVED UNTIL 1945**

**FLEW 106 COMBAT MISSIONS IN THE P-47 THUNDERBOLT IN THE MEDITERRANEAN THEATRE.**

**RECEIVED THE FOLLOWING MEDALS: DFC, 5 AIR MEDALS, VICTORY MEDAL EUROPEAN THEATRE.**

**CERTIFICATE OF VALOR READS IN PART, " CAPT. HARRY ODLE JR. HAS GAL- LANTLY AND REPEATEDLY CARRIED THE OFFENSIVE AGAINST HEAVY OPPOSI- TION TO THE HEART OF THE ENEMY AND HAS, BY HIS UNFALTERING COUR- AGE, EARNED THE GRATITUDE AND PRAISE OF HIS FELLOW COUNTRYMEN, AS WELL AS HIS COMMANDER"**