



Salt Lake City  
Department of Airports

# GENERAL AVIATION NEWS

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## **AIRPORT WATCH... LOCK UP AND LOOK OUT**

AOPA has partnered with the Transportation Security Administration (TSA) and has developed a nationwide Airport Watch Program that uses the more than 600,000 U.S. pilots as eyes and ears for observing and reporting suspicious activity. The Airport Watch Program includes posting warning signs at GA airports, informational literature, and a training video to teach pilots and airport employees how to enhance security at their airports.

### **Lock Up... security begins with your aircraft.**

- Utilize aircraft door locks at all times when the aircraft is unattended.
- Consider the use of auxiliary locks to further protect aircraft from unauthorized use.
- Consistently lock hangar doors and remain with security gates until they are securely closed.
- Familiarize yourself with and practice existing airport security procedures.
- Properly secure ignition keys separate from aircraft.

### **Look Out... never assume someone else has reported.**

- Anyone trying to access an aircraft through stealth or force.
- Anyone who misuses aviation lingo... or seems too eager to use the lingo.
- Out-of-the-ordinary videotaping of aircraft, hangars, or aviation facilities.
- Anyone obviously unfamiliar with aviation procedures trying to check out an aircraft or gain access to the flight-line.
- Persons or groups avoiding engagement and apparently determined to keep to themselves.
- Anyone you don't know who appears to be loitering, with no specific reason for being there.
- Dangerous or unusual cargo loads... explosives, chemicals, openly displayed weapons being loaded into aircraft.
- Anything that just strikes you as "wrong"... listen to your "gut instinct", and then follow-through by reporting. Pay special attention to the person's height, weight, clothing and other identifiable traits.

When in doubt, check with the airport staff, call the local or airport police, or call 1-866-GA-Secure (866-427-3287).

For further security information visit the AOPA website; <http://www.aopa.org/Advocacy/Security-and-Borders/Airport-Watch-Security/Security>

## **A SHORT HISTORY OF THE UTAH AIR GUARD**

Initially part of the United States Army, the Utah Air National Guard was constituted as a component of the Utah National Guard on 18 November 1946. A year and two months later it was formally designated the Utah Air National Guard when, the United States Air Force was formed as a separate branch of the military after World War II on September 18, 1947 under the National Security Act of 1947.

The US Army had created the Army Air Corps as the first antecedent of the USAF in 1907, which through a succession of changes of organization, titles, and missions advanced toward eventual separation 40 years later. The Air Corps became the Army Air Forces in June 1941 providing the air arm a greater autonomy in which to expand more efficiently, and to provide a structure for the additional command echelons required by a vastly increased WW II era military force. Although other nations already had separate air forces independent of the army or navy (such as the British Royal Air Force and the German Luftwaffe), the USAAF remained a part of the United States Army until 1947.

Initially, the Utah Air Guard's beginnings seemed less than hopeful... only 20 officers and 36 airmen were present for the federal recognition muster. It was hardly a beginning to inspire confidence in the future of the UANG.

Two months before that muster an ad had appeared in the *Salt Lake Tribune*, "Experienced fighter pilots" it had asked for, saying they were "wanted for newly established Utah Air National Guard unit." With 350 men authorized for that initial organization, a membership of 56 did not seem like much on which to build significant plans.

Within four months of that initial muster, membership in the four Utah Air Guard units had increased nearly fourfold. The four units included the 191<sup>st</sup> Fighter Squadron (flying twenty one P-51D Northrop Mustangs); a utility flight detachment (flying two AT-6 North American Texan trainers, two C-47 Douglas Skytrain/Dakota ((sometimes known as the Gooney Bird)) transports, and an L-5 Stinson Sentinel liaison plane); a weather station unit; and a detachment of the 244<sup>th</sup> Air Service Group (which provided airbase services and support.)

Annual Training (summer camp) 1947 was held at Salt Lake City Municipal Airport and attendees were required to stay in the WW II barracks buildings on the base. Those dedicated and strong men who attended that inaugural camp, coupled with those who joined soon thereafter, worked together so well that the 191<sup>st</sup> successfully completed an operational effectiveness evaluation (ORE) within months.

They demonstrated their skills and abilities so effectively that they were evaluated as being on a par with like combat-ready regular Air Force units. In less than a year, the Utah Air Guard had "come of age."

The Utah Air Guard was activated for 21 months during the Korean Conflict flying P-51 Mustangs in support of ground troops. Ten pilots flew over 100 missions and two Utah pilots were killed flying in Korea. Captain Cliff Jolley, flying an F-86 Sabrejet, shot down seven soviet-made MIG-15s and he became the first Air Guard "Ace" of the Korean Conflict

In the mid 1950s UANG pilots transitioned into jet fighters when the Guard received 30 F-86 North American Sabrejets. .

Utah Air Guard pilots continued to fly F-86 fighters until 1961 when the Guard received eight C-97 Boeing Stratofreighters, flying missions from the Mississippi River to Japan.

In 1968 transitioned to C-124 Douglas Globemaster transport aircraft and four years later in 1972 the unit replaced the Globemasters with eight KC-97L Boeing Stratotanker air-refueling airplanes which carried more than 14,900 gallons (102,000 pounds) of fuel to dispense aloft to thirsty enroute airplanes.

In the mid 1970s the 151<sup>st</sup> Air Refueling Wing was activated and the unit currently flies up-graded KC-135R Boeing (B 707) Stratotankers which carry more than 31,000 gallons (212,000 pounds) of fuel to dispense.

During the Vietnam War, Utah Air Guard crews flew 6,600 hours of support missions for US forces. In 1990-91, Utah Air National Guard crews were some of the first to volunteer to support Operation Desert Shield and Operation Desert Storm during the 1991 Gulf War. Utah Air National Guard's support of this operation continued well into 1991.

In 1999, many members were deployed to Europe in support of Operation Allied Force. Members have also supported US drug interdiction activities and have provided air refueling for tactical and transportation aircraft supporting military activities involving Bosnia and Iraq. The Utah Air National Guard has participated in several Air Expeditionary Force (AEF) missions, most recently at Anderson Air Force Base, Guam in the summer of 2007.

Since September 11, 2001 more than 3,500 Utah Air Guard Members have been activated and deployed for worldwide duty to include Operation Noble Eagle (supporting the Department of Homeland Security), Operation Enduring Freedom (in Afghanistan), and Operation Iraqi Freedom. At the request of the governor, they have also assisted during hurricanes Katrina and Rita and during multiple other national and international disasters.



UANG C-97 Stratofreighter over American Fork in Utah Valley 1966

## HELPFUL POINTS OF CONTACT

**For general aviation operations, facilities maintenance, SLCDA GA 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](mailto:steve.jackson@slcgov.com) .

**For hangar lease and repair questions:** Phil Bevan, Property Management Specialist at (801) 575-2957 or [phil.bevan@slcgov.com](mailto:phil.bevan@slcgov.com) .

**For aviation security questions call:** Dennis Berry 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](mailto:steve.jackson@slcgov.com)

## UPCOMING EVENTS AND NEWS

**Leading Edge Aviation** at South Valley Regional Airport (**KU42**), West Jordan and at Logan-Cache Airport (**KLGU**) hosts multiple events each month including breakfast fly-ins, dinners, and classes. For more information about Leading Edge events, visit: [www.leaviation.com](http://www.leaviation.com) .

For the monthly chapter meeting, on Friday, January 8<sup>th</sup>, 2016 at 6:30 p.m. **EAA 23** will meet at the Boeing Factory at the Salt Lake International Airport (**KSLC**) for a special presentation by Addison Pemberton, restorer of a Boeing Model 40C. The Ogden and Heber EAA Chapters will also attend.

Due to the January event at the Boeing Factory **EAA 23** will postpone its Annual Banquet to Friday, February 12<sup>th</sup>, 2016 at 6:30 p.m. at the Salt Lake Community College - Sandy Campus. Contact Shawn Crosgrove (801-381-4402) for additional information or visit; [www.eaa23.org](http://www.eaa23.org) .

## JANUARY FAA PILOT SEMINARS

Upcoming activity and FAA seminar information is available at: [www.faasafety.gov](http://www.faasafety.gov) under the "Activities, Courses & Seminars" tab or contact Rick Stednitz, FAA Safety Program Manager at (801) 257- 5073.

**Fly safe and secure this winter!**

