

The Ludvick Flight Report

Spring 2013



After the call on the radio went silent, there was a pause from the group. Could this really be happening? All of the training we have had so far could not have prepared us for this. Close to a mile due west from camp was an aircraft that had crash landed with seven on board, and we were their help. As calmly as we could manage, we created a plan, delegated roles and were off within minutes. Through the brush, screaming was heard, and we knew what would have to be done. The crew will need to stabilize those close to death, calm and remedy those in pain, then evacuating by hand the patients through the rugged mountainous terrain to the helicopter landing zone. The clearing was coming in sight and the wreckage could be seen through the trees. Now in the clearing the muffled cries became clear and eerie, and the bodies could be seen scattered amongst the wreckage. The man screaming had a piece of sheet metal through his leg, and the pilot was conscious but paralyzed still in the cockpit. Others had broken bones sticking out of their body, and covered in burns. Some were screaming in pain while a few were just unconscious. Take a deep breath; it's time to go to work.

As odd as that sounds coming from a flight student, every part was true. Ok, the accident WAS staged and no one was really hurt, but the rest is accurate. I will discuss this later, but first to the update. First of all, a lot has happened since the last letter, including that I officially became a pilot! Through lots of studying, and struggling with bad weather, I finished all my tests and flights, and am now a private pilot! After a short winter break, class started back up with a couple months of maintenance seminars. We took advantage of the poor winter weather to brush up on maintenance skills.

We also visited Mission Aviation Fellowship's headquarters to learn about MAF and other mission organizations. This trip was enlightening and also exciting as Trish and I are beginning to realize our opportunity to serve overseas is approaching more quickly than we imagined. The trip was also an important step because finding the right organization is more important to us than where we will serve. Additionally, we have had the opportunity to spend time with a few families who have been-there-done-that, and we are beginning to learn a lot about what we are getting ourselves into. Although we are excited about what the future holds, we could also use prayer for wisdom to discern which organization fits us best and when to take the next step.

Now, back to the story at the beginning. I recently completed a week long survival training course and a three day program called Wilderness Advance First Aid or Wafa. Although it might seem strange to include this training in flight school, in the future it could become practical and even save lives. Throughout the training, we were put in real life emergency situations to help us learn to cope with the pulse spiking, brain dumping, adrenaline filled situations, AND be able to save lives in the process. The story at the beginning

was just the introduction to a two-hour process to stabilize and evacuate all the people from the wreckage. Talk about exhausting! Although I hope to never use what I have learned, it was a great experience and I loved every minute of it.



In February we started flight training again and I am into the most enjoyable part of my training so far: transitions! This is the part of the training where I learn how to fly and become endorsed in several different types of aircraft (Top picture shows all three transition aircraft). It is not as intense as the fall semester, and is much more enjoyable. So far I have completed the complex endorsement and have almost finished the tailwheel endorsement (see back for details). Just recently, I took a four hour cross country in the 185, my favorite airplane at Moody. We landed on two grass airstrips, one along Priest Lake in Idaho, and the other a half a mile away from the Canadian border. We then flew through gorgeous mountain ranges to Glacier in Montana. It was breathtaking to say the least, and makes me even more excited to fly overseas! I am truly blessed.

For those of you who are curious about what I (Trish) have been up to during all this, honestly, there isn't much to tell. It was hard to spend the holidays so far from home, but we had a few visitors, which made it a bit easier. Since Alex has started school again he has had no small number of twelve-hour school days with homework to do after. That has not been easy to say the least but I have kept busy working, cooking, cleaning, and just keeping things together around here. I have also taken up a few projects including a valiant attempt to learn how to knit, though the verdict is still out on the success of that endeavor. Needless to say I feel very domestic these days. Overall God has been providing for us in amazing ways and we are so blessed with the encouragement of friends that it would be hard to complain much.

Overall we are doing great and are growing even more excited for what God has called us to do. We would ask that you would continue to keep us in your prayers and thoughts as we go through this training to become God's tools overseas. We would love to hear from you and if you had any questions, feel free to shoot them our way. Thank you for reading our letter and we look forward to hearing from you!

~ Alex & Trish Ludvick ~



Moody Aviation's Aircraft Fleet

Cessna 172-R Skyhawk

The Cessna 172-R Skyhawk is a basic trainer aircraft. I used this for my training to receive my private certificate and will continue using it throughout the training, especially in instrument certification training. The smaller engine and lighter airframe makes this a very economical airplane to fly and easy to handle.



Cessna 182-R Skylane

This aircraft was used for my complex endorsement. An aircraft that is considered complex has: a controllable pitch propeller, movable flaps, and retractable landing gear. With its big 235 HP carbureted engine, and retractable landing gear, it slickly cruises through the air with ease.



Cessna 206G Stationair

This aircraft is commonly used overseas because of the ability to land and take off on short landing strips with a high payload. It is a mission aviation work horse. I will be flying this to receive my high performance endorsement, which is for a plane with 200 or more horsepower.

Cessna 185 Skywagon

This aircraft is noticeably different from the other airplanes because it has a tailwheel instead of a nosewheel. Tailwheels are how all the older airplanes were designed and are used a lot in mountain flying where a short takeoff/landing and small turn radius on the ground is needed. It is a great back country flyer and an all around classic airplane. By far my favorite plane in the fleet and a blast to fly. In this training I will receive my tailwheel endorsement.



This is Jonathan Schmidt, my transitions flight instructor at Cavanaugh Bay in Idaho.