

# PIREPS

A Bi-monthly Newsletter for Nebraska Pilots and Aviation Enthusiasts



'Encourage and Facilitate the Development and Use of Aviation in Nebraska'

## PIREPS

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## 66th Annual NATA Convention

By Rob Markise

Kearney was an ideal and central location for NATA's (Nebraska Aviation Trades Association) convention on Feb 24th. The convention was host to a three-day recertification event for aerial applicators called Professional Aerial Applicators Support System (PAASS), and was presented by Gaylon Stamps and Eric Klindt. Aerial applicators from Nebraska and surrounding states, came to the convention to learn of opportunities that will keep them informed of important procedures and issues affecting their knowledge, profession and the aerial application industry.

Eighty-one exhibitors representing forty businesses were present, promoting their products and educating over 161 members. Some were there to recertify their pesticide license, for a three year renewal. In Nebraska, pesticide applicator licensing is administered by the Nebraska Department of Agriculture, Animal and Plant Health Protection. In the public interest, the state agency regulates the labeling, distribution, storage, transportation, use, application and disposal of pesticides in Nebraska for the protection of human health and the environment.



L to R: Gaylon Stamps and Eric Klindt

In the last 16 years, goals have remained the same for the PAASS program. Some of these goals are to be vigilant in safety, improve security, reduce accidents in agriculture aviation and reduce drift incidents. These goals were divided into modules and presented throughout the convention.

In Nebraska, during 2013, there was one accident and zero fatalities in ag-aviation. This is absolutely phenomenal, considering the nature of their business. Hand flying, long hours and flying a few feet above ground level are just a few of their challenges. Despite the safety record, the presenters talked about recent agriculture accidents in surrounding states and accident prevention. One recent accident pointed to the aerodynamic forces upon the airplane, after the pilot elects to "dump the load" for the interest of safety. There are many aspects to learn from this accident. Aerial applicators were encouraged to practice dumping techniques with water to be proficient. Imagine the aerodynamic forces upon an airplane and its performance if an aircraft were to dump 800 gallons (6400 pounds or more) in a matter of seconds.

Aerial applicators apply product that have drift control properties added to the chemical. This is to allow penetration that is needed on its intended target by getting the product to the lower, middle and top of the crop canopy. Penetration is achieved by the oily properties of its make-up. The use of a drift control product, such as Downdraft, maximizes yield opportunities

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# The Vernal Equinox

By Ronnie Mitchell

Ah, spring! The season brings increasing daylight, warming temperatures, and the rebirth of flora and fauna. The word equinox is derived from the Latin words meaning "equal night" and occurred on March 20th. Days and nights were approximately equal everywhere.

Thoughts of flying during these gently warming spring days come to mind. But now is the time to be extra careful about how you preflight the aircraft and get those three takeoffs and landings to become current. In other words, think safety and you will do well.

Other things also come to mind, like the pilot shortage caused by increased criteria for right seat (First Officer) pilots of scheduled air carriers. ALPA (Air Line Pilots Association) believes it may have more to do with a shortage of pay and benefits for pilots in the regional airline industry. ALPA states the "average starting salary for new first officers in the regional airline industry is only \$22,400." Another regional airline starts their FO's at \$16,500 per year. It's difficult to get pilots to work for those wages.

The Aircraft Owners and Pilots Association (AOPA) released on March 12th a helpful new tool that will steer members through the critical steps of starting a flying club. Download "AOPA's Guide to Starting a Flying Club" which identifies the most important aspects to consider when bringing a club from inception to full operation. Operating an aircraft can be expensive while sharing costs with others can make it affordable.

Does the Vernal Equinox have something to do with flying? Only that warmer weather brings pilots and aircraft back together after a long, chilling winter in Nebraska. Have fun and I will see you at the next fly-in breakfast. Congratulations to our newest pilots.

## Private Pilot

Robin Mulder – Lincoln	Michael O'Daniel Jr – Bennington
Eric Plautz – Bellevue	Tim Schmidt – Holdrege
Jeffrey Stotts – Omaha	Nathan Agner – Papillion
Dale Agner – Papillion	David Walsh – North Platte

## Instrument Rating

Clinton Ostrander – Goehner	Wade Hill – Ogallala
Ryan Becker – Omaha	Daniel Manning – Norfolk
Mark Elman – Omaha	Elwin Callahan – Bellevue

## Single-engine Commercial

Benjamin Reher – Omaha	Trey O'Daniel – Bennington
Dalton Leu – Columbus	

## Multi-engine Commercial

Gregory Smith – Omaha	Shawn Reeves – Waverly
Samuel Brooks – Omaha	

## Instrument Flight Instructor

Gregory Smith – Omaha	Joseph Butt – Lincoln
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**Ronnie Mitchell**  
Director, NE Dept. of  
Aeronautics

# Aerobatic Pilots Understand Stalls

By David Moll

What lit my fire to write this article occurred after reading the latest Sport Aviation magazine's safety report for homebuilt aircraft. The second highest cause of pilot error accidents is the stall/spin scenario, with more than half of them fatal. This is disappointing, because stalls are so easy to understand and prevent.

In 2009, Colgan Air 3407 crashed while on the approach to the Buffalo, N.Y. airport. It



**David Moll**

was a terrible crash that killed everybody onboard. The cause was a classic stall, aggravated by a pilot who overrode the system specifically designed to prevent stalls. Congress decided to get involved, and in 2010 passed HR5900. In Section 208, it states training is required to recover from a stall, as well as recovery from an upset in a given make, model and series of aircraft. In 2012, the FAA issued Advisory Circular 120-109 which doesn't address full stall recovery at this point (and will in the future), but does address training centers to work more on unexpected stall warnings such as shaker and pusher activation.

Let me put this shaker/pusher lingo into language any pilot will understand. In a Cessna 172, your first indication of an impending stall is the stall warning. This warning is normally an annoying shrill that, just as in Pavlov's dog of classical conditioning, forces you to remember to lower the nose. This reduces the angle of attack so the airplane doesn't stall. Most corporate jets don't use the warning horn like the 172 does, but instead use a "Shaker" that activates somewhere around 7% above a stall and actually shakes the yoke to get your attention. Some jets also use a "Pusher" that forces the yoke forward with up to 80 lbs of push to lower the nose just before the airplane actually stalls. Regardless of what system is used, the goal is to prevent the airplane from stalling by reducing the angle of attack.

As for the upset training the NTSB mentions, I've never been an advocate of upset training in a simulator. Simulators will only duplicate what the airplane will do if it's stalled, but since full motion simulators cannot roll upside down, they cannot duplicate what you will do hanging from your seat belt upside down and wide eyed because you've never been there before.

If the NTSB and the FAA would suggest an aerobatic course, we'd all be a lot safer, because aerobatic pilots truly understand stalls.



## Flat Broke

By Scott Stuart

There sure is a lot of truth to the saying, "Use it or Lose it." Just like a doctor, I practice a lot! I constantly stress the message, "fly like you train and train like you fly." Rust forms in short order, on the human skill set perhaps more quickly than our cylinders. Take a look at the curve of memory loss and you will see that we forget as much as 80% of what we learn in just 7 days.

Perhaps you wonder where I am going with this message. I am past rusty, and heading into the need for an overhaul. My plane is flat broke.

Actually, the flat part, the G-1000 works just fine. It's the electrical system that is the problem. It isn't like the electrical system is state-of-the-art. Rather, it's the same stuff we've had for my 48 years of flying.

The #1 alternator has been failing, going off-line. It will reset in a minute or two, then fail again. Beechcraft sent a new alternator, and that did not solve the problem. Then came a new voltage regulator; no joy there, either. The Beech field rep got personally involved at the service center. Off came the alternator again, and sent to a shop for overhaul. Back it came, on it went, and off went the alternator again, and again, and again. I called Beech, told them to come and get the plane! They checked everything under the hood. It was a contagious problem in which 13 others had the same infection. It turns out that the problem was with the alternator manufacturer. Thus, a new "broken" alternator didn't fix the problem. Beech had to shut down the line for 2 months to find, solve and fix the problem.

Since the fix, I have had the chance to fly about 15 hours and many approaches. Feeling somewhat "salty", once again. However, I am heading to FlightSafety in late March for refresher training. I figure, if I get to nag you about training, then I should hold up my end of the bargain. Go have some fun in the sun, embrace the joy of flight and make a flight instructor's day. Knock the rust off from the winters darkness. Perhaps by the time you get this, I will be out there with you doing just that. Let's remember: How does one get to Carnegie Hall? Practice, practice, practice!

Gear down and locked?



Scott Stuart

## Link in the Chain

By Lee Svoboda

When you read this PIREPS, I will be back in Nebraska enjoying the lovely spring weather with you. Hopefully the high winds and early thunderstorms will not be upon us yet.

You know I have been pushing to make sure that you teach your students about aeronautical decision making, risk management and pilot resource management. A self-assessment, such as a PAVE (personal, aircraft, environment and external pressures) checklist, is meant to be used during the preflight planning stage of a flight. These factors



Lee Svoboda

should be identified, and the pilot should decide on what his or her personal minimums for flight should be based upon. Those are very important elements of pilot training, and we must continue to use those elements to make pilots more mentally involved for safe flight. Bad decision-making has contributed to many accidents. However, accident investigations have revealed that the bad decision-making was often just one link in the chain of events that led to accidents. A big link in the chain of events that led to accidents was the lack of basic flying skills.

A recent heavy-iron accident revealed that, when the automation failed, the pilot was ill equipped to manually fly the aircraft to a safe landing. Basic things like, if you lift the nose and do not add power, the airspeed decays and the aircraft will stall. WOW, I believe Orville and Wilbur proved that point and it is still with us today. If the autopilot levels the aircraft from a descent and thrust is not added, the aircraft may stall. If you are low on final, just lifting the nose may not result in making the runway safely.

There are new practical test standards coming down the road and it will be interesting to see what the FAA will be emphasizing. Some early indications reveal there will be a bit more attention to basic stick and rudder skills. After all, those are the items that an examiner can objectively evaluate. And what are we teaching and evaluating? I believe it is flying skills.

Bottom line: teach them the basic stick and rudder skills, and then work those mental safety items. It is an integrated program.

For you cerebral instructors, can you identify the three accidents I alluded to in paragraph three above? If you can, my E-mail is pa32r@aol.com



## Beginnings

By Jerry Tobias

"Would you like to take the controls?" Leonard Koenig's question from the left seat of his sleek Comanche 250 both shocked and thrilled me. "Yes, sir," I replied without hesitation. So, right then, somewhere over Rice County, Kansas, I momentarily flew an airplane for the first time in my life! And, although that Flying Farmers' "Penny-a-Pound" fund-raiser flight was over fifty years ago, I remember it like it was yesterday.

I also vividly remember my other rare airplane rides during my youth. My first one had been with my mother's cousin in his clipped-wing Cub in Ventura, California. It had been just a short trip around the traffic pattern...but, it was a flight! And, there was another Flying Farmers' flight in Howard Aiken's Tri-Pacer. My father – a WWII Navy Hellcat pilot – sat in the right front seat, while my brother and I rode in the back. We even flew over our farm that day.

My most significant early flight was the five-dollar Cessna introductory flight that I took during my senior year of college. (Yes, things were considerably less expensive back then!) I will never forget those thirty minutes in that magnificent little Cessna 150. It was a beautiful Texas fall day in 1966. There was a high overcast, and the air was cool and clear. George Vose, who led the flight school at Denton's Hartlee Field, was the consummate instructor. He explained, demonstrated, and then let me try everything except the approach and landing. And, although I will never know how I would have responded if it had been hot and turbulent, on that particular day the flight conditions were absolutely perfect. As a result, I was completely and irreversibly hooked, and I began taking flying lessons as soon as time and money allowed.

It often doesn't take much to spark a young person's interest in aviation. In my case, my awe of my dad's background and those four flights were all that was needed.

Always seize the opportunities you have to introduce other generations to aviation. Let a few young people watch you repair an engine or avionics, walk them around your airport, show them your airplane, take them for even a short flight, let them observe a simulator ride, or talk to their classes...Just do whatever you can, whenever you can. I guarantee you that your efforts will impact each person: some for just the moment, of course, but some – perhaps – for a lifetime!



Jerry Tobias

## Conventional

By Dick Trail

Pilots refer to them as "tail-draggers." Others call them tailwheel aircraft or conventional gear. No matter the name, these aircraft require/demand, a little more finesse on takeoff and landing than the majority of today's aircraft with tricycle landing gear.

This old guy earned his CFI rating fifty years ago on a windy day, flying a Cessna 140-- conventional gear. It has been an interesting ride, piloting and instructing in a myriad of tail wheel aircraft ranging from a smallish Cul-



Dick Trail

ver Cadet up to the "grand lady" the venerable DC-3.

I'm a bit suspicious that maybe we flight instructors haven't been adequately preparing our students moving into tail dragging aircraft. In a recent time frame, I have had occasion to pick up and deliver to new owners a Stinson and a Maule, each of which had a tailwheel that had become unsteerable with the rudder. Direction control was only possible using brakes. Something about using brakes on a takeoff roll, just doesn't seem right. Sadly, a pair of pilots in an Aeronca Champ recently took off, rolled over and crashed. The first person to the fatal scene found the rudder lock still engaged. Taxi out, run up, and commence the takeoff roll, steering by brakes alone. Gee! There must have been a hint of something not right there.

Let's examine the "why" of handling conventional gear aircraft on the takeoff roll. First, the pitch attitude is extremely high, which makes p-factor (left turning tendency) strong. Pilots flying high-powered, tail-wheel aircraft like the P-51 or any big spray plane, can't apply full power until they get the tail up to a level flight attitude, because there is not enough aerodynamic rudder power to counter the p-effect. Add in some left turning gyro effect when the tail is raised, on a bad day a cross-wind from the left, and our intrepid aviator has a handful of airplane.

Okay, put all that aerodynamic step-by-step knowledge in the back of your mind and lets just go fly. I tell my students, "Keep that bug spot on the windshield lined up on a point straight ahead on the horizon. Don't let it waiver! Heels on the floor, feet off the brakes, stick back to glue the tail wheel on the ground for steering. Add power. When you get aerodynamic rudder authority, raise the tail. Now it behaves just like a tri-gear aircraft so when it is ready, fly it off the ground." Landing

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# Omaha Pilot Makes History

By Tom Winter

Picture a young man from Nebraska in World War I flying a Sopwith Camel. Yes, it happened, and it gets better. Picture this: the take-off is going to be from a 40-foot platform. The platform is built on a barge. The barge itself is being towed into the wind by a British destroyer. The destroyer is steaming along in the North Sea. The steam is up and the destroyer is accelerating to its flat out speed of 30 knots.

In fact, so is the entire task force: four cruisers, 13 destroyers, and several torpedo boats. Other destroyers with you are also towing barges, but the other barges are laden with seaplanes. Your plane, a naval version of the Camel with the more powerful Bentley engine (Your plane? Well, yes: may as well put yourself in our young Nebraskan's shoes!) is the only plane in the fleet on wheels, and the only one that can take off without first being off-loaded into the water by a crane.



Tom Winter

And the sea is calm: the seaplanes wouldn't be able to take off anyway.

And why are we doing this? Because Zeppelins, too high for seaplanes to reach, and too far at sea for landplanes to get to, have been shadowing and reporting on the Royal Navy in the south sector of the North Sea. Today, one such Zeppelin has come into view, aloft at 10,000 feet. You are going to go up after it!

It's 8:20 a.m., August 11, 1918. You mount your Sopwith. You have done this only once before, and it was an experiment, a successful one. This time, it's a mission. One of your crewmen gives you a prop, the rest of your crew holds the plane for your run-up. On your signal, they release and you are up in the air after just a half dozen feet. We are flying a Sopwith, up after a Zeppelin!



Why is this news for Nebraska? Because our young man, whose adventure I am inviting you to share is, Stuart D. Culley, born here, and raised at 4906 Underwood Avenue, Dundee, now a neighborhood of Omaha. His father, Walter J. Culley, was British; his mother was from Canada. He had a brother, Thurlow S. Culley, who apparently ended up in California, where he had a son and a daughter, Thurlow Jr. and Carolyn. Eventually Walter J. Culley returned to England, taking Stuart with him. Stuart, at age 21, was accepted into the Royal Naval Air Service, RNAS. At the time of our story, the

RNAS had been melded into the Royal Air Force, and Stuart D. Culley has the rank of Sub Lieutenant.

The Zeppelin, L-53, has spotted us, and is climbing up and away, in a climbing turn toward home. As we climb, we see the Zeppelin is very slow to appear larger, but we are gaining. The book value ceiling for our Sopwith 2F1 is 17,500 feet. We have achieved 18,000 feet; the controls are all but useless, and the Zeppelin is still 700 feet straight above. We stand the F21 Sopwith on its tail and fire our incendiary bullets from both machine guns. One jams almost immediately, but the other Lewis gun fires until we start falling out of the sky.



L-53 Zeppelin

L-53 seems to fly majestically away, but moments later, it flares ablaze, making high fireworks visible for miles and miles. L-53 was one year and three days old, had dropped 11930 kilograms of bombs on England in four raids, and this had been its 19th and final reconnaissance mission.

We, in our Sopwith, regain control at about 15,000 feet and begin searching for the task force. We ditch right, alongside our destroyer, and are craned out of the drink, Sopwith and all.

Such was the joy at our success that the Commodore had us stand on the gun turret of the destroyer Redoubt and had the entire task force pass in review, their sailors cheering. Lieutenant Culley was awarded the DSO, stayed in the RAF, and served in World War II as Group Captain. His Sopwith you can see today, hanging on display in the Imperial War Museum. This was the birth of the shipborne fighter plane in action, and the first air victory for naval aviation.

This adventure story is based on these sources: An article by Walter Musciano in the December 1976 Model Airplane News, Robert Adwers' book "Rudder, Stick And Throttle," the website of the Imperial War Museum and some help from Linda Hein at the Nebraska State Historical Society.



Sopwith Camel



**Continued From Front Page, "66th Annual NATA Convention"**

with aerial fungicide applications.

The challenges in today's world are population and food supply. The United States farmers provide 20% of the world's food supply, and they do this with 10% of the world's farmland. Farmer's have to be efficient and make the most out of everything they have and strive for higher yields. Today's farmers are producing twice as much food as their parents did, using less land, energy and water with fewer emissions. In fact, the American corn farmer produces six times more corn now, with 20% less land compared to 1930. Today, one out of three U.S. farm acres is planted for export. The demand for food across the world is growing rapidly. For example, in the past decade, the consumption of soybeans has increased 48% and corn has increased 37%. The growth story continues with the anticipation of nine billion people worldwide by 2050. Think about it, food production alone needs to increase by 70%. That means we have to produce more food in the next 50 years than in the past 10,000 years combined. Yet, we continue to face the challenges of extreme weather, soil erosion, weed resistance and disease. So what do we have to do to match these demands? We have to produce more with less. We have to get the most out of every acre, and we can't do it without aerial applicators.

Jeff Halblaub, National Weather Service, gave a aviation-themed weather presentation. It was interesting to learn that weather balloons, an older technology, are still sent up twice a day at two different locations in Nebraska. Pilots, of all levels, will benefit from the addition of a Terminal Aerodrome Forecast (TAF) in Kearney starting in the next few months. Weather conditions play a vital role in aerial application from year to year and also contribute to 70% of delays/cancellations to all commercial flights. Five to ten years ago, the NWS had 75% accuracy within 12 hours. Now they are able to get the same accuracy within 48 hours. Jeff stated that, "We rarely get complaints when we are wrong and the weather is good."



**Brian Wilcox**

Each year, NATA presents its most distinguished award, Airman of the Year, to one of its members who has shown outstanding dedication and support to the agricultural aviation industry. The 2013 Airman of the Year award was presented to Brian Wilcox. Brian is the oldest of three children and grew up on a farm south of Tilden,

Nebraska. Brian and his wife, Mary, have two children, Ben and Brooke. His first solo flight was in March of 1996 and he earned his private pilot's license in July 1997. In 2004, Wilcox

Flying Service was created operating out of Neligh, Nebraska. Besides his volunteer efforts, Brian has offered many years of service to the agricultural aviation industry as a member of NAAA, a board member and officer of NATA and served as NATA President in 2012-13. Congratulations Brian!

An award from BASF (Operation Safe Sponsor) honored Alan Corr, the recipient of the Evans-Christopher Operations Safe Award at the NAAA Convention. Mr. Corr has been certified as an analyst since 2005; he has conducted numerous fly-ins in Nebraska including over 350 tests and 2,100 passes in the past 4 years.



**Alan Corr and Larry Schulze**

A, "Service to the Industry" award was presented to Dr. Larry Schulze, Mike Kamm, John Hay, Brian Wilcox and



**Service Award Winners L to R:  
Larry Schulze, Mike Kamm, John Hay, Brian Wilcox**

Alexi Brown. This award was given for the production of MET tower marking video.

The results of the 2014-15 Officer elections for NATA were

announced: President Tom May, Vice President Lanny Lambrecht, Secretary Luke Johnson and Treasurer Scott Delong. The Board of Directors were elected for 2014-15 and they are: Rob Aslesen, Allison Donner, Ryan Lihs and Casey Williams.

At Tuesday's awards luncheon, Damian Mason provided a comedy presentation. His high energy comedy routine drew laughter from all. The NATA crowd loved Damian's funny, ag-themed material and they respect his advocacy for the agricultural industry. Having been raised on a dairy farm and obtaining a degree in agriculture, Damian could find some common ground with everyone there.



**Comedian Damian Mason**

Dr. Larry Schulze gave his presentation on, "The Wild One". He stated, "It is imperative to become familiar with the products that we are using." The Nebraska Department of Agriculture registers over 11,000 labels of herbicide. One in particular that Dr. Schulze discussed was a product named Cimarron Max. Based on the active ingredients of this product, its label indicates that it should have a "Caution" label associated, due



to its toxicity. However, a “Danger” label has been issued, since the combination of active ingredients can cause corrosive eye damage. Aerial applicators are encouraged to double check labels of their chemicals for the interest of safety. They should also communicate with any person that needs to enter a recently sprayed field, for any reason. Some products have a restricted field entry interval of 48 hours. It was interesting to know that, despite the exposure to chemicals, applicators have a lower cancer rate than the general public.

The convention was a successful winter aviation event for Nebraska and its aerial applicators.



**NATA Convention Exhibitors**

**“Conventional, Continued From Page 4”**

is the same steps just applied in reverse! Piece of cake; yes, but if you learned to fly in a Cessna 150, it is strongly suggested you get an experienced tailwheel instructor to mentor you through your first few tries. Once airborne, it makes little difference which end of the airplane has the nose wheel but using tailwheel technique on take off and landing will make you a better pilot overall! At least, that is how I see it.

Editor’s Note: Dick Trail has volunteered to be a contributor to our PIREPS newsletter. His experience is quite extensive. In 1967, he won the MacKay Trophy. His experience includes being a Retired LtCol USAF, USAF Navigator and Command Pilot with about 250 hours navigator time. Soloed in a J-3 in August 1953 at McCook Municipal Airport. He has approximately 16,000 hours total time (5000 military, 11,000 civilian and 5,500 as civilian instructor.) ATP rated pilot and flight instructor, rated in singles, multi’s, and instrument aircraft. Type ratings: LR-Jet, B-377, B-707, B-720, N-265, DC-3 and first officer qualified in the CE550. Earned CFI in a Cessna 140 dating back to 1964 and has been an active instructor ever since. Dick currently averages about 450 hours a year.

# G.U.M.P.S.

By Rob Markise

Private pilot license... A license to learn. It takes many hours to build your experience to be a safe and competent pilot. Soon, the desire to fly faster aircraft becomes a necessity. To do so, endorsements are required for complex and high-performance aircraft. This involves ground and flight training on higher horsepower engines, constant-speed propellers, and the use of retractable landing gear. Thus, we are introduced to a new checklist; “GUMPS.”

What does this stand for? Many of you would recite: Gas: is on and proper tank; Undercarriage: down and locked (3 Green); Mixture: rich; Prop: forward; Seat-belts and Switches: on. This checklist is recited many times prior to landing, to ensure its completion. Many instructors encourage using this checklist a minimum of three times during the traffic pattern (downwind, base, and final). They all have their individual importance for a safe landing.

Gas: Many aircraft manufacturers built their fuel systems to enable the pilot to select which fuel tank to operate the engine on. Having the fuel selector on the fullest tank during landings, prevents an engine failure, close to the ground, due to fuel exhaustion.

Undercarriage: Many people have landed gear-up due to various distractions. Manufacturers have installed warning horns and other devices to prevent accidents. Despite these efforts, there are two pilot groups that exist; those who have and those who will. Don’t think that it can never happen to you.

Mixture: The aircraft engine’s mixture control is adjusted to maintain the proper fuel-to-air ratio for density and landing elevation. It may not necessarily be full-forward, but at a position to provide peak performance for a possible go-around.

Prop: For takeoff and go-arounds, a high rpm and low pitch is desired for peak performance. A pilot has the ability to adjust the control to make the best of any situation: a climb prop, cruise prop, and everything in between.

Seat belts/switches: The use of seat belts and a shoulder harness are required by the regulations. Switches would include miscellaneous items such as electric fuel pump, lights, or any other applicable switch recommended by your instructor or aircraft manufacturer.

You can forget many things as a pilot and will most likely get away with it. All items on the GUMPS checklist have their individual importance; but if you had to pick the most-important item, what would it be? It is Scott Stuart’s signature sign-off for each contribution to PIREPS. Gear down and locked? So here is your second GUMPS checklist: Gear-down and locked (3 green); Undercarriage-down and locked; Make sure your gear is down; Put your gear down; and Switch your gear handle to the down position.

Go to youtube.com and look up gear-up videos that happen to aviators at every level of experience. To prevent a gear-up accident, try using both checklists. Fly safe.

## PIREPS

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## Events Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 8:00am to 10:00.
- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 8:00am to 10:00am.
- **Seward Airport (SWT)**, Midwest Aerobatic Club has regular meeting on 3rd Saturday of the month.
- **April 26-** Council Bluffs Airport (CBF), FAAST Safety Meeting ADM and "What Went Wrong?" Presented by Dan Petersen, FAAST Program Manager at 1:00pm. Associated chili feed with UNO WIA/CAIP Organizations from 11:00am to 2:00pm.
- **May 9-** Annual airport party in Beatrice, sponsored by Flying Conestogas. RSVP by May 1st, featuring keynote speaker Leta Drake. For more information, call Diana Smith 402-223-5349.
- **May 31-** Strategic Air & Space Museum in Ashland is hosting an outdoor Fly-in helicopter day and indoor model aircraft airshow. Fly-ins are staggered to arrive starting at 10:00am with tours open to public and departing in afternoon.
- **May 31-** Scottsbluff (BFF), EAA Chapter 608 hosting "Airport Family Fun Day," in conjunction with "Sugar Valley Rally" antique car race. Fly-in breakfast starts at 7:00am and transitions to fly-in lunch ending at 2:00pm. Pilots eat breakfast free.
- **June 1-** Central City (07K), Fly-in. Breakfast from 7:00am to 11:30am and lunch from 11:30am to 2:00pm. Fly-ins eat free. For more information, call Don Shorney 308-946-3450.
- **June 7-** State Fly-In at York Airport (JYR), Festivities start at 8:00am with a Fly-in breakfast and 1:00pm airshow. Activities include introductory flights, Young Eagle Rides, skydivers, formation flying, static display airplanes and helicopters. Airshow performers include Harry Barr, Doug Roth, and Jessy Panzer.
- **June 12 thru 16-** Lincoln (LNK), Experience history with a B-17 flight and/



- or tours at Silverhawk Aviation. An unforgettable experience aboard one of fifteen remaining airworthy B-17s in the world – EAA's Aluminum Overcast. Stand in the footsteps of the bombardier, the navigator, and the waist gunner and relive history by experiencing this once-in-a-lifetime opportunity to fly in one of WWII's most vital and magnificent aircraft. It is a traveling museum and a connection to the past, the "greatest generation" who built and served heroically on these warbirds. Ground tours are \$10 for individuals and \$20 for family rate. Children under 8 and veterans are free. No need to be a pilot or military veteran to take advantage of purchasing a flight mission. Prices start at \$409 for advance purchases. There are 10 seats available on each flight and these are available on a first-come, first-served basis. Please call the tour directly at 920-371-2244 to secure a walk-up reservation.
- **June 19 thru 21-** Wayne (LCG), 2014 Ercoupe Owners Club National Fly-In.
  - **June 22-** Elgin (NE44), 23rd annual Fly-in breakfast at Koinzan Airfield in conjunction with city's Q-125 celebration. All you can eat with lots of activities. 7:00am to Noon. Free to Fly-ins. For more information call Lynn at 402-843-5800.
  - **June 28-** Aurora (AUH), Fly-in breakfast from 8:00am to 10:30am. Pilots eat free. Remote controlled aircraft demonstration. For more information contact Jerry Brown 402-694-3633.
  - **July 19 & 20-** Defenders of Freedom Open House and Air Show will return to Offutt AFB.
  - **August 22, 23 & 24-** Minden Airport (OV3), Nebraska Chapter Antique Aircraft Association at Pioneer Airport. Friday starts with noon meal and continues with evening "Cream Can" supper, Saturday morning breakfast (biscuits/gravy/eggs) and noon lunch(burgers/chips). Saturday evening, motel will host annual banquet/awards for fly-in. Sunday, informal gathering and departure for national fly-in at Blakesburg, IA. For more information contact Todd Harders at 308-380-5079 or e-mail flyingfield320@yahoo.com.