

# PIREPS

A bi-monthly newsletter for Nebraska pilots and Aviation Enthusiasts



Encourage and Facilitate the Development and Use of Aviation in Nebraska

## PIREPS Apr/May 2012

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## NATA Convention

By Jess Banks

The Nebraska Aviation Trades Association (NATA) held its 64th annual convention February 13-15 in Grand Island and it was a doozy! Just imagine having nearly 100 aerial applicators in one building and all the stories that were told. Of course it wasn't just for socializing! They came together for a triannual recertification with eight hours of training on a variety of topics from their national organization and the NE Dept. of Agriculture.

In 1996, the Professional Aerial Applicators' Support System (PAASS) was implemented. It's a program that educates pilots on key safety and drift minimization issues. The primary PAASS Program goals are to reduce the number of aviation accidents and drift incidents associated with the aerial application of fertilizers and crop protection products. In the mid 1970s there were 500 applicator accidents and 50 fatalities per year while today with the PAASS program there were 90 total accidents with 7 fatalities. Only three aerial applicator accidents



Eric Klindt & Doug Thiel

occurred in Nebraska in 2011 and none were fatal; a dramatic decrease. Presenters for the PAASS program were Eric Klindt and Doug Thiel.



Sgt. Jim Stover

Many wives of aerial applicators are business managers for their husbands and several of them attended the convention but had their own agenda. On day one the ladies went to Prairie Winds Art Center for a presentation on color trends, styles and such. In the afternoon Sgt. Jim Stover

(Defensive Tactics Instructor from the NE State Patrol Academy) presented a self defense program titled "Let's Kick Some Butt!" After watching a few of the ladies practice their moves, I decided he was a great



Applicator's Wives Enjoying "Mardi Gras" Party

instructor! Next the ladies had a "Welcome Mardi Gras" party with some of the accouterments of Mardi Gras on their heads and around their necks. They were definitely having a great time.



Front: L to R: Brian Wilcox, John Thomas  
Back: Tom May, Scott DeLong

Meanwhile, back at the men's program, new officers were elected for the next year. They are: Brian Wilcox (President), John Thomas (VP), Scott DeLong (Treasurer), and Tom May (Secretary). They will serve until the next convention in 2014,

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## Spring Is In The Air

By Ronnie Mitchell

My weatherman friend tells me we are in a "La Niña" pattern and that temperatures may be higher than normal, as has been the case during our mild winter this year. According to NOAA, "There is a wild card, though. The erratic Arctic Oscillation can generate strong shifts in the climate patterns that could overwhelm or amplify La Niña's typical impacts." On Sunday, March 18, two tornadoes touched down in the North Platte area overturning 30 railcars at the Union Pacific switching yard and doing substantial damage to cars parked in the area; Some homes were also damaged.



**Ronnie Mitchell**  
Director, NE Dept of  
Aeronautics

Why do I bring up the topic of weather? Abnormally high temperatures this time of year portend early thunderstorms accompanied with dangerous winds, updrafts and downdrafts. Get too close to a thunderstorm and other factors come to mind like icing, hail, and severe turbulence. So exercise good judgment and keep a close watch on the weather for your spring flying. Take a little more time and go around the weather, or perhaps go to your alternate early, or just return to your departure airport and give it a try the next day in better weather. Don't let "I've got to fly today" get you into trouble.

Our Department's Flight Operations and Aviation Services Manager, David Morris, will be conducting an Aviation Art Awards Program at the Air National Guard's Conference Center this April 21st at 1pm. This is an annual event where young artists from Nebraska are recognized for their contribution to aviation art. Over forty boys and girls will be recognized at the ceremony and it is open to anyone interested in attending.

Have a great spring and we'll visit again next issue.

## The Open Canopy of Quotes

-Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both. -Anonymous-

-You define a good flight by negatives: you didn't get hijacked, you didn't crash, you didn't throw up, you weren't late, you weren't nauseated by the food. So you're grateful. -Anonymous-

-The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline baggage. -Anonymous-

## R T Made Easy

By Scott Stuart

I am from the government and I am here to help you. Actually, I am NOT from the government, but hopefully I am here to help you!

Amazing what fun a guy can have over coffee at the local FBO. Today I met a flyer from "out west" who was worried/bewildered/frightened/put off (no, not by me; at least I hope not) by the issue of talking on the radio to ATC in our planes.

What fun we had, yakking it up; and small world, too. He and I knew many of the same folks, and it bridged a 200 mile gap in seconds. The bad news was that he recognized me from Pireps! So, I asked him what sort of story he might want to see in print that might help him and others who do not frequent LNK and OMA along with other terminal areas. Here comes!

I clearly recall many moons ago my fear of busting a Class B airspace, or Class C, for that matter. LNK and OMA are Class C aren't they? But having done it now, not busting but using the system, it is a piece of cake. And if I have done my job, ditto for you! Write this down!

Coming to LNK VFR? 25-30 miles west of town listen to "our" ATIS (Automatic Terminal Information System). Then, call approach control, 124.00, saying: "LNK approach this is cessa 12345 25 west inbound to LNK with information India," or whatever the ATIS calls itself at that moment. They will then give you a discreet transponder code and likely ask you to ident, and give your altitude. You do as they ask, and presto! You are in the system. To facilitate traffic, they might ask you to fly a certain heading. You respond: "Cessna 12345 fly heading 130." Just regurgitate what they say, and if you don't get it the first time, ask for it again. I do, and believe me, neither you nor they want a miscommunication, so they are happy to repeat/help. If I am heading to a "strange" airport, I typically might include that it is my first visit to Timbuktu and need/request special attention. You can do that, right? Shortly after that, about 10 miles from the airport, they will tell you to contact our tower on 118.50. Simple, call them and say you are now ten west. They will then clear you to land on Rwy "X" or make you #2 behind the Cherokee or whatever. That is all there is to it!

After you land they will tell you to turn off on a certain taxiway and contact ground control on 121.9. Ask for taxi progressive if you are not sure just how to get to the FBO and ground will "hold your hand" all the way to the ramp. After 46 years and over 6000 hours, I still use this in larger airports. Better safe than sorry.

So, this got a bit long and maybe wordy, but if you follow it, it is a piece of cake coming to LNK or OMA, though OMA has dif-



**Scott Stuart**

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# The Super Three

by Tom Gribble

Some readers have questioned my assertion there were initially only four civilian Super DC-3 aircraft. Here's a brief history.



Tom Gribble

None were built from scratch. All were conversions of civilian DC-3 (four examples) and Navy R4D (101 examples) aircraft.

Douglas cut the tail off the DC-3/R4D, removed the outer wing panels, and cut the fuselage just ahead of the wing. A plug was inserted in the fuselage making it 67 feet 8 inches long, compared to 64 feet, 5¼ inches for a standard DC-3.

A completely new tail section, looking for all the world like an overgrown Cessna 185 tail, replaced the original. The tail span was increased from 26 feet 8 inches to 38 feet.

New outer wing panels were installed at the attachment angles just outboard of the engine nacelles. Civil DC-3's had a wingspan of 95 feet while C-47/R4D aircraft had 95¾ foot wingspans. The Super Three has a 90 foot wingspan.

The first two Supers were Douglas demonstrators, one with Wright engines, the other with two-row, 14 cylinder Pratt and Whitney R-2000 engines rated at 1,450 H.P.

Powering the production Super Three was a pair of 1,475 horsepower Wright R-1820 single-row, nine cylinder Cyclone engines. I find no another aircraft using this particular version of that engine, though many aircraft used other versions of the R-1820.

The R-2000 was apparently used in only two production airplanes; the Douglas DC-4/C-54/R5D and the DeHavilland of Canada DHC-4 Caribou.

Standard DC-3/DST aircraft were produced with both Wright R-1820 "Cyclone" and Pratt & Whitney R-1830 "Twin Wasp" engines ranging from 1,000 to 1,200 Horsepower. All C-47/R4D (except the R4D-8/C-117D) aircraft had various versions of the 1,200 H.P. P&W R-1830.

The Pratt got as high as 1,350 horsepower during World War Two and was then dropped in favor of the R-2000. The R-2000 was to my knowledge used on only two aircraft; the Douglas DC-4/C-54/R5D and the DeHavilland of Canada Caribou.

The only production aircraft to use the 1,350 H.P. version of the R-1830, the -94, was the Navy's Consolidated Vultee PB4Y-2, a stretched B-24 with a tall single (versus twin) vertical tail fin. However, a great many corporate DC-3's were converted to the dash 94, as were Frontier Airlines and FAA "Flight Check" DC-3's.

The Wright was built into the 1960's (by Pratt & Whitney of Canada) for use in the U.S. Navy's T-28 and Grumman S2F and its derivatives. It got as high as 1,525 horsepower with water-

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# Good Decisions

By Lee Svoboda

Well, I finally returned from Arizona so I could enjoy some of the great weather you have been enjoying this last winter and spring. However, I will also be enjoying the thunderstorms, winds, and possibly tornados as well. Poor risk management on my part, because there is very little of that in Gilbert, AZ.



Lee Svoboda

I know I have discussed Risk Management in the past, but it seems along with scenario-based training, single-pilot resource management, aeronautical decision making, task management, situational awareness, and automation management, a new area of training and testing has arrived. Yep, some of it is here and it can be seen in the matrix found in the rear of the Instrument Practical Test Standard. And of course more will be coming down in the form of training and testing standards. As an examiner, I am attempting to apply these testing techniques while evaluating applicants. Stick and rudder skills must still be taught and evaluated, but additionally it seems we now have to mentally train and evaluate our future pilots.

Risk management is just a part of the mind maze we have to train and evaluate. And of course before you can manage or mitigate risk, you must be able identify it and know if your actions will increase or lessen the risk.

Let's say you are cruising along in your single engine airplane westbound at 6500 feet and you notice that your oil temperature has gone up beyond the red line and the oil pressure is dropping. Since you are a good pilot, you know exactly where you are and the Garmin tells you that the nearest airport is 50 nautical miles away. You could try for the airport or land on the fairly smooth field right below. However, there is risk with either option.

Let's say you worked all day and the boss calls at about 7PM asking if you could make a meeting in a town 433 nautical miles away early the next morning. Wanting to please the boss, you say sure, knowing the company airplane was ready to go. However, when the weather was checked, you find there is a 50% chance for thunderstorms enroute and at your estimated time of arrival the weather is forecast to be at minimums for the approach and the forecast winds dictate a circle to land. Any risk here? Yep, there sure is a bunch of risk. We have a tired pilot making a night flight with bad weather enroute and at destination. Maybe it is time to displease the boss and save a life, or maybe explain the facts of flying to the boss. If that does not work, a new job could be in order.

Now, let's look at an example as it applies to multiengine operations. You are planning a departure from a 1500-foot runway with no obstacles. After considering density altitude, weight of the

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## Military Gala

By Nebraska Airfest's Adreille Harvey

To honor the dedication and commitment of America's finest military members and veterans and to launch the fundraising campaign, Nebraska Airfest, Inc. hosted a Military Gala on August 12, 2011. The event schedule replicated a traditional military ceremony with the Civil Air Patrol posting the colors and dedicating a remembrance for Prisoners of War, Missing in Action and Killed in Action. Captain David G. Hilliges, Air Force Retired, served as Master of Ceremonies. Lieutenant Commander Michael Moreno, Chaplain Corps, U.S. Navy Reserve, led the attendees in a prayer of thanksgiving. The highlight of the evening was a presentation by Colonel Harlon Hain, Air Force Retired. Colonel Hain discussed the creation and development of



the Lockheed SR71 "Blackbird" and shared his numerous experiences as a pilot of the phenomenal aircraft. Attendees discovered the cruising speed of the aircraft allowed a pilot to travel across Nebraska in thirteen minutes; the turning radius of the SR71 was eighty miles; and the aircraft was constructed of titanium, silver, gold and other precious metals. The evening concluded with a silent auction and a dance hosted by Lynn Dvorak. Nebraska Airfest, Inc. is grateful to the numerous volunteers who made this event a success including Mr. Chris Amundson, Mrs. Doris Kingsbury, Ms Terri Wachter, Ms Sharon Sanford, Mr. and Mrs. Steve Bierhaus, Mr. Jeremy Bailiff, Mr. Kyle Kumm, Ms Adriele Harvey and Ms Ashley Einspahr.

The Military Gala was the inaugural event for the Nebraska Airfest and 2012 State Fly-In scheduled for June 16 -17, 2012 at Norfolk Regional Airport. Dramatic aerobatic performances, educational seminars, flying competitions and numerous aviation displays will awe and inspire people of all ages. Check out the complete list of events at [www.NebraskaAirfest.com](http://www.NebraskaAirfest.com).

## Flying Conastogas Banquet

When U.S. Airways Flight 1549 crash-landed onto the Hudson River in New York last year, Doreen Welsh thought that her life was over. She was working the BACK of the plane! Doreen had been working as a flight attendant for 38 years and says that she's had some close calls in her career, but none like what was to become known as the "Miracle on the Hudson."



Doreen Welsh

There were 150 passengers, the pilot, co-pilot and three flight attendants, including 58-year-old Welsh, on board when the plane went down in the Hudson.

About a minute after take-off it felt like the plane hit something. Experts say that something was birds, which took out both of the engines.

Doreen thought they were just going to circle around and land because that had happened to her many times in the past. Instead, as she fastened her safety belt, she heard the three words for which she had trained for 38 years, but words she thought she would never hear in her entire career, "BRACE FOR IMPACT!" Doreen had 90 seconds until impact! 90 seconds in which she knew

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## Legacy Nav aids Still Relevant for Nebraska Pilots

By Kim Stevens at State Aviation Journal

As the FAA looks to NextGen and the decommissioning of legacy nav aids, the Nebraska Department of Aeronautics (NDA) Nav aids Division, continues to maintain NDBs and VORs because the state's pilots continue to rely on them.

"We continue to receive input that there are still a sizable number of active pilots who have not upgraded their aircraft and are using NDBs," said Marcella (Marcy) Meyer, Chief of Na-



Marcy Meyer

Photo taken by: Kim Stevens at State Aviation Journal



voids for NDA. "They simply prefer to fly using the tried and true techniques which they have been accustomed to for years."

NDA's Nav aids Division, located on the Kearney Municipal Airport in Kearney, Nebraska, currently maintains 26 NDB's and will continue to support those NDB's as long as they feel they have a need. "We have been able to secure some spare equipment and are still able to purchase the majority of the items needed for maintenance and repairs," said Meyer. The Division's ability to repair items down to the component level has been extremely valuable in this area, combined with the ability of their technicians to troubleshoot and complete those repairs in an efficient manner.

Established in 1955, ten years after the Nebraska Department of Aeronautics came into being, the Navigational Aids Division continues to be responsible for the engineering, installation, and maintenance of the state-owned navigational aids. These aids consist of VORs, DMEs, NDBs and AWOS IIIs. The division also leases low intensity runway lighting systems to qualifying airports. They are also a resource for runway and taxiway lighting problems.

Meyer and the staff maintain a great relationship with the aviation industry around the state. "Over the years I have spoken with personnel and pilots from nearly every airport in Nebraska and have strived to maintain an 'open door' policy," said Meyer. "I have learned valuable information from those individuals and the operations at their local airports while strengthening our relationships." Meyer said the Department of Aeronautics has provided her with some excellent mentors who have been invaluable in helping her get to a position of leadership within the Department of Aeronautics.

In its peak years, Nav aids employed a staff of nine. Meyer said this was during the time technicians were installing runway lighting systems and rotating beacons across the state. "Like many areas of business, we have downsized the number of employees at this division by nearly 50% and continue operating with maximum efficiency, while keeping our cost to a minimum," said Meyer. "This allows the local communities to stay within their budget."

The electronic navigational aids equipment is provided to airports on a cost-share basis. Each local airport provides shelters and utilities and reimburses the department for approximately one-half of the NDB maintenance costs and one-third of the VOR,

DME and AWOS maintenance costs.

Today, much of the time is spent maintaining 19 state owned AWOS IIIs located throughout the state. Presently, the state utilizes two AWOS manufacturers who, according to Meyer, continue to improve their equipment in the area of reliability and in the time it takes to complete an installation. "We have several potential sites we are considering over the next few years," said Meyer. One of the challenges has been the changes in requirements for obtaining funding from the FAA for the installation of AWOSs. "In the early years, the justification for AWOS funding was dependent more upon the need for current weather reporting in a specific area where there may not have been weather data available," said Meyer. In recent years, an airport must meet certain traffic and cost ratio factors to qualify for FAA funding. "We work with the airports located in areas with a need for weather that can meet the criteria necessary to obtain FAA funding or can meet the funding requirements needed for state funding," said Meyer.

Also, the number of developed, nonprecision approaches to the smaller, rural airports which have seen a substantial increase in the past 10 years. The Department of Aeronautics, as a whole, has worked closely with those airports and the FAA in meeting the approach requirements, including land, runway construction, obstruction survey and obstacle removal. Those efforts have produced 106 vertically guided approaches at 53 of our public use airports.

Long respected nationwide in the industry, Meyer said they continue to get calls from other states. "Many are on the topics of our maintenance and repair procedures in the operation of the older equipment." Along with their many customers, division personnel have long been known for maintaining a positive relationship not only with the FAA but also with NOAA.

"That is an area we feel strongly about maintaining," said Meyer. The FAA has said that 80 percent of the 967 VORs in the NAS are past their service life, and replacement parts are becoming more difficult to obtain. The FAA plans to make the transition from the present National Airspace System to a performance-based navigation system that relies on GPS, by January 1, 2020. Nav aids plans to work with the FAA when this transition starts, maintaining a minimum operational network of VORs.

Meyer said that if the FAA were to approach them about taking over a VOR currently owned and maintained by the FAA, they would certainly take a close look at it. "Nav aids has done that several times over the years."

As an older generation of pilots gives way to the next generation, will the Nebraska Department of Aeronautics continue to maintain the legacy nav aids? For Meyer, that day hasn't come. Not yet anyway. Recently, during the 20th Annual Nebraska Aviation Symposium, Meyer spoke with a number of pilots that continue to use the NDBs & VORs and for now, they feel strongly about maintaining the reliability of those nav aids.



VOR

Photo taken by: Kim Stevens at State Aviation Journal



Continued From Front Page, NATA

when new officers will be elected.



**"Kalamity Kate" and Blown Piston Ring from a Race Engine**

During the lunch break, guest speaker Leta Powell Drake, recently inducted into the NE Broadcasters Assoc. Hall of Fame and most remembered as "Kalamity Kate," host and producer of the long running children's TV show, *Cartoon Corral*, regaled us with her story of participating in the Women's Powder Puff Derby four times and placing in the top ten in two of the races. She and her flight instructor and Duncan Aviation pilot, Bernie Powell, kept getting off course during one race and couldn't figure out why! They were using the magnetic compass with a metal ash tray sitting below the compass. After several trying days a mechanic determined the metal in the ash tray was causing the magnetic compass to be off 30 degrees! Problem solved, they went on placing in the upper ten finishers.

The "2011 Airman of the Year" Award was presented to Casey



**"Three Generations of Aerial Applicators" L to R: Bill, Casey and Tim Williams**

Williams. Accompanying him were his grandfather Bill Williams (1983 Airman of the Year) and his father Tim Williams (2000 Airman of the Year). Three generations of aerial applicators all together and doing well!

The PAASS recertification session continued into the afternoon with topics including FAA aircraft registration, hot fueling and chemical loading, Safety Management Systems, the Clean Water Act, and Meteorologic knowledge: temperature inversions and its effect on spray drift.

On Wednesday the first session dealt with General Standards Recertification, and was presented by Dr. Larry Schulze. Dr. Schulze always has an interesting "hook"



**Dr. Larry Schulze**

to keep the audience attention and this year it was "Home on the Range." You just had to see it to appreciate the time and effort expended on the presentation! This was an informative-teaching lecture concerning reading and interpreting label directions on Chaparral Herbicide.

Next up was Paul Jasa, Extension Engineer at UNL, presenting "Selecting and Managing Cover Crops." You



**Paul Jasa**

can use cover crops numerous ways to preserve moisture, providing a second crop on the same ground, providing grazing pasture for cattle and to add nutrients back to the soil. Agriculture is big business in NE and farmers need Paul's expertise to help them get the most benefit from the land. His point was that aerial applicators could assist farmers by providing ideas to the farmer such as aerial seeding for cover crops.



**Verle Engel With 12 Foot Whip**

The FAA FAAS Team (composed of Chris Manthe and Verle Engel) gave presentations on aircraft safety and promoting flying high (500 feet) en route to/from the field they would be spraying. Verle incorporated his

hobby of different types of whips to accompany his presentation on preflight and checklists to make your flying safer. I had to admit when he "popped" that whip for the first time, all of us sat up at attention!

Alan Corr came on stage with his presentation concerning "fine tuning" the spray aircraft to get optimum patterns. He explained how it is done through pictures of planes spraying and discussion of droplet size (250 microns optimum, with 200 microns being human hair thickness). Alan is the expert when it comes to getting the most



**Alan Corr**

out of the spray patterns but prop wash is still the puzzle as it creates an unusual effect on the pattern.

The Pesticide Program Manager for the NE Dept. of Agriculture, Tim Creger, finished up the event with his presentation on a "Regulatory Update of State and Federal Pesticide laws and their enforcement". If you don't think these aerial applicators are regulated then you should



**Tim Creger**



have listened to this presentation. You really have to know what you are dealing with, and where and when, to use these chemicals to promote agriculture.

Due to space limitations, I've had to omit some of the event, but there is certainly enough here for you to get a feel as to what took place during the NATA convention. Judy McDowell, NATA Executive Secretary, did another superb job of orchestrating a great three-day event.

**Continued From Page 2, RT Made Easy**

ferent frequencies, and they begin with ATIS which is right on your sectional and is 120.4.

Fear not, you will be welcome at the "big" airports and in this case for sure, the government really is there to help you! Bring the Missus and the FBO will drop you right downtown at the local hotel, and from there you can walk 2-4 blocks to many eateries, galleries, the University, among other places. Welcome to our end of the state!

Class B is nearly identical, BUT, you MUST hear from ATC that you are cleared to enter the Class B airspace before so doing. Repeat: MUST, and if they do not clear you into the Class B right away, ask again, and again, until they do. If there is a delay clearing you, it is for traffic separation, and not because you are not welcome in the system!

Hope all this helps, and of course, is easily heard orally by your trusted CFI!

Gear down and locked?

**Continued From Page 3, Good Decisions**

aircraft, wind conditions, and runway you come up with a ground roll of 1050 feet. Hey, that leaves 450 feet to spare. However, when using those same conditions you compute an accelerate-stop distance of 1800 feet. Can you attempt the takeoff under those conditions? The answer could be yes depending up on what Part of the FARs you are operating under. Should you? Well it depends upon how much risk you want to take. If you attempt the takeoff under the above listed conditions and an engine fails at takeoff speed, you will probably get the tires dirty in the field off the end of the runway. Less density altitude and less weight would lessen the risk. Want to wait?

These are three examples of could and should. We as trainers and evaluators have to make sure that the trainee and applicant knows that it is a high-risk situation and if he/she elects to attempt the high risk operation what could possibly be the outcome.

**Continued From Page 3, Super Three**

methanol injection.

Of the first five Super DC-3's, Douglas initially kept two for itself as demonstrators and later kept the one with Pratts for company use. Three others were sold to Capital Airways in the early 1950's.

The U.S. Navy bought the Wright-powered demonstrator and ordered 100 more. The Navy's aircraft were initially labeled R4D-8, and later C-117. (The Navy's versions of the original DC-3/C-47 were R4D-1 through R4D-7.) Capital Airways did not use the Super Threes on its route system. Instead, the company operated them on lease to United States Steel as corporate aircraft. The crews,

though, were still airline pilots subject to CAA, airline, and union rules, which severely limited their service to the company.

As a result, USS bought the three from Capital and hired its own corporate pilots. Steel (as USS was called by the corporate pilot fraternity, just as 3M - Minnesota Mining and Manufacturing - was called "Mining") kept the three Threes until the early 1960's, when they were replaced by turbo-prop Grumman Gulfstreams and Vickers Viscounts.

**Continued From Page 4, Flying Conestogas**

instinctively would be her last in this world. The world was in slow motion as the pilot had to land the plane on the frigid Hudson River.

The plane landed back first so it was a violent crash in the back where Doreen sat. The masks dropped, and things flew from the galley and the scene was surreal. That's when the plane began to take on water. The 38-year veteran of the skies was the only one injured although, due to an adrenaline rush, she wouldn't really realize her injury until the passengers were safely off of the plane.

Welsh's story is unique. She is NOT a professional speaker but her tale will have your audience in tears one minute and laughing out loud another. The takeaways of using your survival skills when you need them is applicable to any audience and will make this the most memorable presentation your group has ever seen. Doreen challenges audiences around the world by asking what you would do if you only had "90 Seconds To (make an) Impact?"

"It's a miracle," Welsh said. "The whole thing was a miracle, there is no doubt about that."

Doreen will be speaking in Beatrice on May 11 for the Flying Conestogas banquet. If you are interested in making a reservation, contact Diana at the Beatrice Airport, (402) 223-5349 and don't miss this fantastic and interesting speaker.

## FAA Medicals Going Online

Reprint from AvWeb

The FAA Thursday issued notice that it intends to discontinue the paper application form used to apply for FAA medical certification. The agency will on Oct. 1, 2012, switch to its online FAA Form 8500-8 application, otherwise known as "FAA MedXpress." That virtual form was introduced in 2007 and "has evolved considerably, streamlining FAA medical certification into a much more efficient and seamless process," says the FAA. Within that framing, the paper form many pilots are used to has been deemed redundant and obsolete, and it will be going away this fall.



Right now, you don't need to make any changes. If you'd like to get a jump on things, the online form is fully operational and ready for use, now; the paper forms go away on Oct. 1. If you haven't already tried the online form, that's the marker after which you (and the more than 400,000 other airmen the FAA says fill out one of these forms each year) will have to start using it. The FAA says the change was prompted by the complex and burdensome costs, logistics, and resources needed to revise, reprint and redistribute the forms worldwide. The agency believes doing that online is simply more efficient.

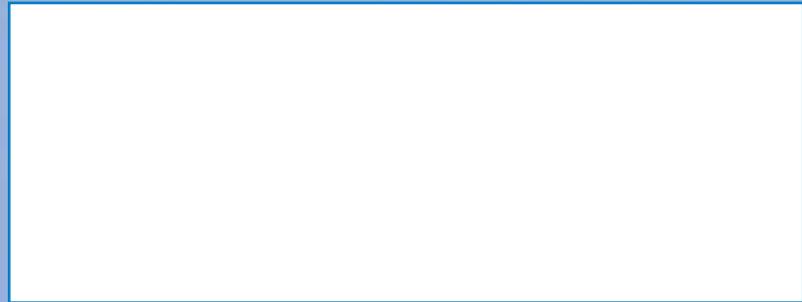
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# Events Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 0800-1000.
- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800-1000.
- **To report any tower with lights burned out contact**- [www.https://oeaaa.faa.gov](https://oeaaa.faa.gov). Go to light outage reporting- under "Information Resources." Or call 1-877-487-6867.
- **April 3**- Strategic Air and Space Museum. UNO Aviation Institute Durham distinguished guest lecture series is hosting Robert "Hoot" Gibson at 1730
- **April 14**- Council Bluffs (CBF). 0800-1200. Fly-in breakfast. Hosted by Collegiate Aviation Industry Professionals of UNO. For more information contact: Tad at (308) 340-2190 or the Council Bluffs Airport at (712) 323-2173.
- **April 21**- Aviation Art Contest award ceremony. 1300. Air National Guard building Lincoln.
- **April 29**- Arbor Day Fly In and Breakfast will be at the Nebraska City Municipal Airport from 8am to noon. If you have any questions, you can call or e-mail: (402-874-1200) hortgirl\_2002@yahoo.com.
- **May 6**- Annual Fly-In and Car Show at the Mid America Air and Transportation Museum, Sioux Gateway Airport(SUX). Pancakes 8-Noon, vender food 11 AM - 4 PM. Free pancakes for PIC. Taxi into museum parking lot with direction from Tower. Website: [www.midamericaairmuseum.org](http://www.midamericaairmuseum.org) . More Information: Rick Alter [ralter@cablone.net](mailto:ralter@cablone.net) or 712-490-0324
- **May 11**- Beatrice Airport Banquet, hosted by the Flying Conestogas, at 6:30pm featuring Doreen Welsh who was the flight attendant injured on Flight 1549 "Miracle On The Hudson". Tickets are \$30 and include a Windsor Loin, baked potato, salad and vegetable. More info: Diana 402-223-5349. Don't miss this fantastic and interesting speaker. **REGISTRATION IS A MUST!**
- **June 2**- Council Bluffs (CBF). Fly-in Breakfast. 0800-1100.
- **June 3**- Central City Airport, 07K, is having a Fly-In Breakfast to be on the first Sunday of June. All you can eat Pancakes-Sausage- Eggs-Coffee-Juice. FREE to fly-in. And only \$6.00 to drive-in. Starting at 6:30 till 11:00 AM. Served by St. Michaels Knights of Columbus Council #10386. Lunch from 11:30 AM until 2:00 PM. Parachute jumps at 8:00 And 10:00 AM. War birds and General aviation on display.
- **June 9**- EAR. Kearney Aviation Center (KAC) is holding a fly-in lunch (free to fly-ins) along with Young Eagle rides, hosted by EAA Chapter 1091. 0900-1400. For more information contact KAC at: 308-233-5800

- **June 15-16**- 0700-1000 at Holdrege (HDE) Airport. Young Eagle flights and aircraft displays, Aircraft awards, kid activities and vendors, many activities in conjunction with the Holdrege Swedish days festival. Contact Dan Powers 308-991-3641 [Dan@mixerfeeders.com](mailto:Dan@mixerfeeders.com)
- **June 16**- Beatrice airport. EAA Chapter 569 Young Eagle rides from 1000-1200. Fly-in lunch from 1100-1300. Free to fly-ins. For more information contact Diana at: 402-223-5349
- **June 16-17**- State Fly-in. Norfolk, (OFK). A host of activities are being planned, so don't miss out on the fun. For more information: 800-777-6159 or [www.nebraskaairfest.com](http://www.nebraskaairfest.com)
- **June 17**- Creighton (6K3) Annual Father's Day Fly-in/Drive-in Breakfast, 7-11am. Free to Fly-in's. Stop by on way to Nebr. State Fly-in in Norfolk. More info call Harvey 402-358-5541
- **June 24**- Pender , NE Annual Fly-In Breakfast 8:00 a.m. - Noon Pilots in command eat free. For more information contact 402-380-9882 (Paul Peters) E-mail: [ppeters@skywww.net](mailto:ppeters@skywww.net)
- **July 4**- Seward Airport. The show will start at 1100. Airport open for fly-ins but will close promptly at 11 a.m. and reopen immediately after the airshow. For more information contact Terri or Greg Whisler 402-643-2125
- **July 15**- Elgin: Koinzan Airfield (NE44) 21st annual Fly-In Breakfast with all you can eat pancakes, sausage, juice, coffee and good company. 7AM Till noon. Free to Fly-ins. Monitor 122.9 Come and see the 81 tower Laredo Ridge Wind Farm. For more information contact: Lynn at 402-843-5800.

## Arlene Steier Awarded

### FAAS Team Rep. of the Year

Congratulations to Arlene Steier for being awarded FASSTeam's Representative of the Year for both Iowa and Nebraska! The FAA is very lucky to have Arlene volunteer. She has made many contributions to the flying public.

Once again congratulations and thank you for your hard work.



Arlene Steier and Dan Petersen