

# PIREPS

A bi-monthly newsletter for Nebraska pilots and Aviation Enthusiasts



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

## PIREPS

### Feb/Mar 2012

Volume 63, Issue 1

#### Governor

Dave Heineman

#### Director

Ronnie Mitchell

#### Aeronautics

#### Commission Chair

Doug Vap

#### Commission

#### Members

Dorothy Anderson

Gerry Adams

Mike Cook

Ken Risk

#### Editor

Zach Miller

Email: Zach.Miller@Nebraska.gov

Telephone: 402-471-7951

#### Editorial Staff

Robin Edwards	Associate
Deb Hernandez	Associate
Jan Keller	Associate
Dave Lehnert	Associate
Barry Scheinost	Associate
Soni Stone	Associate

#### Aviation Education Coordinator

David Morris

Official Publication of the  
Nebraska Department of Aeronautics,  
PO Box 82088 Lincoln, NE 68501  
Phone 402-471-2371  
or www.aero.state.ne.us

Passages appearing in quotation marks or otherwise credited to specific sources are presented as the viewpoints of the respective writers and do not necessarily reflect the opinion of the Nebraska Department of Aeronautics.

Permission is granted to use or reprint any material appearing in this issue.

When no byline is listed for an article, the editor is the author. Please give writing credit to the editor/author. Photos may have been digitally altered.

To get a free subscription to PIREPS call Soni at 402-471-7952 or email:

[Soni.Stone@nebraska.gov](mailto:Soni.Stone@nebraska.gov)

Circulation: 3586

*PIREPS is now available online via e-mail. You may sign up by simply providing your e-mail address to [Zach.Miller@Nebraska.gov](mailto:Zach.Miller@Nebraska.gov). Please indicate your preference: To receive only e-mail copy of PIREPS, or to receive both e-mail and paper copy.*

## Ben Kuroki and Gary Trego Hall of Fame Inductees

By Sandi Decker

Ben Kuroki, a Japanese American, was born in the Gothenburg/Cozad area in 1917 but was raised near Hershey. After the bombing of Pearl Harbor, Ben volunteered to join the American Army but was turned down because of his heritage. He was later allowed to join the newly formed Army Air Corps, which thrilled Kuroki because he had been taking flying lessons before the war. He wanted to fly aerial warfare against Japan he knew he would never be the pilot; he hoped to be a gunner.

Kuroki found his biggest enemy was racial prejudice. The military could not see beyond his Japanese heritage, but fortunately his crew members did. They even named two of their planes for him and walked en masse with him so that someone would not mistake him for the enemy. Kuroki was fighting two battles; one against America's enemies and the other against



Ben Kuroki



Gary M. Trego

racial bigotry.

During World War II, he flew as a top gunner on B-24's in Europe and North Africa. Twenty-five missions meant a ticket home but Kuroki signed up for an additional five missions. He took part in one of the deadliest single air combat missions in the war, the low-level raid on the Ploesti oil refineries in Romania. After his thirty missions, he was sent back to the States to recruit Nisei men from the Japanese internment camps to join the 442nd Regiment, which became the most decorated American Army unit during the war.

After that brief assignment, Kuroki requested and was granted the assignment he always wanted. He was cleared by Secretary of War, Henry Stimson, to fly as an aerial gunner in B-29's over Japan. He became the only Japanese-American aviator to fly missions directly against Japan and the first

Japanese-American war hero. By the end of the war, Kuroki had completed twenty-eight air missions

Continued on Page 4, Right Column



# Aviation Happenings

By Ronnie Mitchell

LB352 impacts Nebraska airport zoning and is proceeding through our State Legislature's political process with its first reading on the Senate floor January 17th. LB352 amends section 3-301 of the Airport Zoning Act, and defines and provides dimensions of zones for airport hazard areas. It also defines the approach zone for visual airports and airports with an instrument approach and aligns this definition with FAA TERPS criteria used to build instrument approaches. With the increase in tall structures in the state, this legislation is designed to increase safety of aircraft operations into and out of our system of airports. Your support of LB352 will help protect these precious assets which have been improved over the years by both Federal and State grants. LB352 has two more readings (and Unicameral voting) prior to becoming law. Please go to <http://www.nebraskalegislature.gov>. In the right corner type in LB352.

The Aircraft Owners and Pilots Association (AOPA) have created full-time regional representatives in an effort to strengthen relationships with state and local governments. Our former longtime AOPA regional representative, Bill Hamilton, is doing some consultant work with AOPA and enjoying other aviation pursuits with his dear wife, Penny. We will miss you Bill and Penny. Jasmina Platt (our new full time AOPA Regional Representative) from Houston, TX, has been in contact with me and provided letters and phone calls to our state Senators supporting LB352. Thank you, Jasmina, and we look forward to a long and rewarding relationship with our new AOPA Regional Representative.

The 20th annual Nebraska Aviation Symposium is now over and it was a resounding success. Thanks to all who planned and participated in this January aviation event.

## The Open Canopy of Quotes

These aren't aviation related, but, I thought they were pretty good!

-Never buy a car you can't push. -Anonymous-

-Some mistakes are too much fun to make only once. -Anonymous-

-Always read stuff that will make you look good if you die in the middle of it. -Anonymous-

-Never put both feet in your mouth at the same time, because then you won't have a leg to stand on. -Anonymous-



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

# Nightmares

By Scott Stuart

Shhh! Don't tell my AME or the FAA that I still have nightmares at age 64! Then again, the two I have once or twice a year are probably the same ones you do.

I am a senior at UNL. I have not been to class all semester. I have a final exam to take and I have no clue even where to go to take it! My wife has a similar dream now and again; others I have quizzed about it say, yes, they too have it! Truth, now....how about you? Isn't it great to then wake up and realize it was all a bad dream!



**Scott Stuart**

One nightmare I have yet to realize, and I hope I never will, is the airplane accident. Honestly, as I type I cannot imagine anything worse. What a sick feeling in the gut a pilot must have when he/she realizes "it" is over and they are going down out of control. We can surely mitigate against such an event with simple currency and recurrent training. If you have been, or are, a regular reader of my stuff, you know I take a BFR/ICC every spring. And you know I really don't like doing it! For one thing, it really messes up my sleep the night before the checkride! But mainly it displays to me that I am not the hotshot I would like to think I am! Then again, it has kept me out of the weeds for 46 years, too! Well worth it!

Learning the easy way, training, may be unpleasant, worrisome, and sleep depriving, but one thing it is not, is a nightmare. To the contrary, by keeping up with your local CFI/CFII and training, that bad dream typed about above is highly unlikely to happen. Skip the rest of this paragraph if you don't have a strong stomach..I am guessing that when flyers lose it, they either puke/heave, wet their pants or whatever is worse due to fear. For what? Not wanting to get a gentle reminder from the flight instructor? So, as spring and the better weather flying season begins anew, go knock the rust off with qualified help. One less nightmare to deal with is a good thing!

Oh, you ask what my #2 recurring bad dream is? I get called back into the Navy and I don't have the correct insignias for my rank/uniform (I was promoted just before discharge and never bought new bars)! I get to wake up from that one, too, as I would hate to have to report to the ship as a JG again!

Confidence is available to us all in the form of an hour or two aloft with Mr. Not-so-nice guy in the right seat. Admit it, we can, (I know I can) all use a little brushing up more often than we are willing to admit? Cheap compared to not waking up from "the" nightmare.

Train like you fly, and fly like you train. And, thanks for listening!

Gear down and locked?



# Now 78 Years of Living

By Tom Gribble



Tom Gribble

I've had another birthday since last I wrote. And, I had promised you would finally find me flying in the next PIREPS.

April 21, 1960: "First Flight," thirty minutes in a 85 horsepower Aeronca 7AC Champion. April 23, 1960: thirty minutes doing "Radio and XC" in a 230 H.P. Cessna 180. April 26, 1960: one hour of "Climbs and Turns" in a 145 H.P. Aeronca 15AC Sedan. April 27, 1960: one hour

doing "Tkfs & Ldgs" in the Sedan. April 29, 1960: one hour of "Basic Instruments" in the Sedan.

By May 6, 1960 I had a total of six hours and 15 minutes in three different aircraft types, including today's 45 minutes of "S-Turns."

Of the five Journeymen and one Chief in the ATCS I worked in, all but myself and another youngster were pilots. So, I asked those four if it was normal for a Flight Instructor to have a booze breath while working with pre-solo students. They all seemed to agree that it was probably not the best way to go.

This instructor's Springtime routine was to spray wheat fields from dawn until the wind came up, then go to town to check his mail. And to sip a few in a local bar. Then he would come back to the field and work with his students. Or student. So I, then his only student, quit. Other than he, the nearest CFI was 90 miles away.

On October 14, 1962 four of us in the soon-to-be-closed Philip Flight Service Station (the new name for the old Air Traffic Communication Station) transferred to the new, not-yet-opened, Hibbing, Minnesota FSS. On March 27, 1963 I started over, this time in a Cessna 120 with a sober CFI.

Soloed on April 27, 1963; Private on July 13, 1963; Commercial on January 30, 1965; Instrument July 24, 1965; CFI Airplane & Instrument May 1966; resigned July 16, 1966 and went to work full-time flight instructing. A month later, to the day, hired on as a co-pilot with North Western Refining Company.

While working the evening shift at Hibbing FSS the previous spring, the Chief Pilot at Refining, as the locals called it, spent a few hours in the station waiting for late arriving passengers. I put a fresh pot of coffee on, offered him a cup, then hit him up for a job.

He asked me how much time I had. I said 500 hours. (I actually had about 350.) He said their insurance required 1,500 hours for co-pilots. In spite of that, he called me in early August and had me fly a Baron (with one of his PIC's in the right seat) from St. Paul to Chicago O'Hare and back.

Then he offered me a job. He had changed the insurance policy

Continued on Page 5, Lower Left Column

# Risk

By Lee Svoboda

Wow, what a mild winter so far in Nebraska. However, I am sure the farmers are asking, "where is the moisture?" As an old farm boy, I understand the part that winter snow and rain play in the sub soil moisture for the summer and that is especially important to the dry land farmers. Oh by the way, the winter has been nice in Gilbert, AZ, as well.



Lee Svoboda

Enough of the small talk: Let's get to a maneuver that must be performed during every practical test except during the instrument test; However, an examiner could possibly include it in the area of Maneuvering by Reference to Instruments. That maneuver is STEEP TURNS. It is a performance maneuver and some of us love them and some of us hate them because there are so many ways that we can screw them up.

During practical tests I get a chance to observe all the common errors, and I do mean all the errors. Since this maneuver is a change in direction, it requires a clearance of the area prior to initiation. Failure to perform collision avoidance procedures is cause for failure for any maneuver. Steep turns have specific criteria for degree of bank, airspeed, altitude, and roll out heading. The criteria vary depending on the practical test being taken. However, the errors seem to be the same. After failure to clear, the next error I see is that the applicant does not pick a good visual or instrument reference when starting the maneuver. Why is this important? How do you meet the roll out criteria if you do not know where you started the maneuver? The next problem I see is reluctance to reach the required degree of bank. In most cases, it is 45 or 50 degrees plus or minus five degrees. Instructors, make sure your students get there. Next, lack of altitude control comes into the picture. In most cases the criteria is plus or minus 100 feet. And believe it or not, climbing during the maneuver is not the biggest problem. Loss of altitude often gets my attention, especially if the applicant tries to correct by applying only back-pressure on the yoke. If a loss of altitude is getting close to the limits, what most examiners are looking for is for the applicant to reduce the bank, get the nose up, and then get back to the proper bank angle. Airspeed control takes a beating, especially if the test is being taken in a Cessna 150. Since entry airspeed should normally be maneuver airspeed, there may or may not be enough thrust available to maintain that airspeed in a Cessna 150 in a 50-degree bank. However, if the test is being taken in a Piper Arrow, then it may not require full power to keep the airspeed within the criteria. The next common error is the reversal of direction after 360 degrees of the turn. Missing the 360-point and altitude gain during the reversal often occur. The reversal does

Continued on Page 4, Upper Left Column



### Continued From Page 3, Risk

require situational awareness and good control application if the criteria are not to be exceeded. Roll out after the two 360s is also a problem sometimes.

There it is: steep turns are fun and you get the extra G force if properly performed. Proper performance just requires a clearing turn, proper entry speed, good entry reference, correct degree of bank, proper back pressure to maintain altitude, correct power application to maintain airspeed, reversal, and roll out after two 360s.

### MANAGE YOUR RISK.

### Continued From Front Page, Hall of Fame

in the Pacific theater of war. With a total of 58 missions, he greatly surpassed the average air crew member's, which was only ten to twenty-five.

But Kuroki's war was not over. He decided his 59th mission was to eliminate racial bigotry and to promote American patriotism. Almost all of his numerous speeches over the years have begun or ended with "I am the luckiest dude on this planet, because I was born in America and Nebraska."



Ben Kuroki and his Wife

Kuroki served as an aviator in three theaters of war and four American Air Forces. During this time, he received three Distinguished Flying Crosses, an Air Medal with three Oak Leaf Clusters and the Distinguished Service Medal. He has been invited to the White House on four occasions between 2006-2008. At one of these visits he received a Presidential Citation.

Cal Stewart (now deceased), a former crew member, and his son, Scott, wrote and published a small booklet entitled *The Most Honorable Son, Ben Kuroki, WWII Gunner - 4 Air Forces: 8th, 12th, 9th, 20th*, to tell Kuroki's story. Ben has been honored several times by the Nebraska State Historical Society and Nebraska's Governors. He was also the subject of a PBS documentary called *Most Honorable Son*. In November of 2010, Kuroki was invited back to Washington D.C. for the 13th annual American Veterans Center Conference where he received the Audie Murphy Award. Now at the age of 94, Ben Kuroki has been inducted into the Nebraska Aviation Hall of Fame.

Gary M. Trego was born in North Platte, Nebraska on August 11, 1937. After serving in the U.S. Navy and attending the University of Nebraska - Lincoln, he returned to work on the family ranch in Sutherland, NE in the early 60's. He enjoyed ranching

but had an additional desire — to fly. He convinced his father that he could perform all his ranch duties and run an aviation business on the side. Trego built a sod strip on the family ranch and obtained a Part 135 charter certificate. Trego Charter Service was born.

In 1966, Trego and his wife, Terry, established Trego Aviation, Inc. in Ogallala, NE, owning and operating the FBO. Trego held a Part 135 charter certificate and served as chief pilot. In 1968, he moved his flying career



Gary Trego and his wife Terry

to North Platte, where he became president of Lee Bird Flying Service. In 1970, Trego became the owner of the FBO in North Platte and re-established it as Trego Aviation, Inc. Once again, he held a Part 135 charter certificate and was chief pilot and Director of Operations. The Tregos have remained owners ever since.

In 1994, their daughter Traci and son-in-law, Vince Dugan, became co-owners and the name was changed to Trego/Dugan Aviation, Inc. In the late 90's Trego received a type rating in the Citation 500 series of private jets. In 2003, Trego-Dugan Jet Management, LLC, was created and a charter base was established at Chicago Executive Airport. At the same time, Trego/Dugan Aviation, Inc. formed a subsidiary and purchased the assets of Grand Island Aviation, becoming the FBO in Grand Island, NE. In 2009, Trego/Dugan expanded into airline ground handling, performing counter and baggage services. As of November 2011, the Trego/Dugan family of companies operates the FBOs in North Platte and Grand Island, conducts airline ground handling for two airlines in five states and has six private jets on its Part 135 charter certificate.

Trego has over 13,000 hours of flight time in aircraft as varied as a Piper Cub and the Citation II business jet. His ratings include commercial, multi-engine, Airline Transport Pilot, CFI and CFII. He has received numerous aviation awards including the 1990 Nebraska Flight Instructor of the Year and the 1990 Flight Instructor of the Year—Central Region. Trego Aviation was the regional Piper Dealer of the Decade in the 1980's. Trego was appointed by the Governor of Nebraska as a Commissioner of the Nebraska Department of Aeronautics. He served on the Commission from 1990 to 2000 and as Chairman in 1993 and 1998.



## NACs Featured Speaker

Christa Fornarotto currently serves as the Federal Aviation Administration's Associate Administrator for Airports. She oversees a \$3.5 billion annual Federal airport grants program and passenger facility charge collections totaling \$2 billion. She also manages programs for national airport planning and development including safety standards, design and engineering, certification, environmental processing, and financing.



Christa Fornarotto

Previously, she was Deputy Assistant Secretary for Aviation and International Affairs at the U.S. Department of Transportation. In this capacity, Ms. Fornarotto served as the principal advisor to the Secretary on a broad portfolio of responsibilities covering domestic and international aviation, international trade, and other international cooperation and facilitation issues.

Before joining the Office of the Secretary of Transportation, Ms. Fornarotto served as the Legislative Director to Representative Jerry Costello (D-IL) and was professional staff on the House Aviation Subcommittee, which Mr. Costello chaired. She managed the legislative agenda and handled responsibilities related to the House Transportation and Infrastructure Committee.

Ms. Fornarotto received her B.A. from Franklin and Marshall College in Lancaster, Pennsylvania, and her MPP from the George Washington University.

**Editors note:** Article and picture are a reprint from [http://www.faa.gov/about/key\\_officials/fornarotto/index.cfm](http://www.faa.gov/about/key_officials/fornarotto/index.cfm)

Continued From Page 3, Now 78 Years

(with an increased premium) so as to cover co-pilots with only 500 hours. Two weeks later, now with a whopping 574 hours, all single-engine, in my logbook, I began my corporate co-pilot career.

The company had three airplanes; the B55 Baron, a new A90 King Air, and a Super DC-3. When I met the Chief Pilot that Spring the company had a G-18-S twin Beech, but had in the meantime traded it for the new King Air.

Our DC-3S was at that time one of only four civilian Super Three's. One was owned by Douglas Aircraft, the other three had been owned by U.S. Steel for many years. USS had recently modernized their fleet with turbine equipment and put the three Threes up for sale.

Before they were sold one made a gear-up landing. Our company bought one flying example plus the somewhat damaged one. It would be a source of spare parts for these then rare aircraft.

*To be continued.*

## FAA Medical System To Go Paperless

All applications for medical and student pilot certificates will be filed electronically instead of on paper by Oct. 1, the FAA said last week. In the January issue of the FAA Medical Bulletin (PDF), Federal Air Surgeon Dr. Fred Tilton said the paper system "allows for too many errors, leads to storage problems, and creates security risks." It also costs the FAA \$150,000 every year to print, store, distribute, and mail Form 8500-8. The electronic MedXPress system will eliminate those problems and expenses, and will make it possible to offer new services -- for example, Tilton said, pilots and AMEs will be able to track the status of applications online. EAA and AOPA raised concerns about the change.



Pilots who use a public computer at a library or a public wi-fi connection "could potentially compromise the security of medical information," AOPA said. The change also raises questions about how the application might be modified in the future. "The paper document, Form 8500-8, has been subject to approval by the Office of Management and Budget before any changes can be made, and it is not yet clear whether elimination of the paper document will affect that procedure," AOPA said. Sean Elliott, EAA's vice president of industry and regulatory affairs, said EAA's main concern is that a lack of education by the FAA for both pilots and AMEs "will lead to confusion." EAA also wants the FAA to ensure that AMEs who don't do a lot of medical exams each year are familiar with the online process, and to clarify at what point in time the online application becomes "official" and the applicant can no longer withdraw it. Tilton said the FAA will discuss the changes with pilots at safety meetings, at Sun 'n Fun and AirVenture, and at AME seminars. He also said the FAA plans to transition air traffic controllers to the MedXPress system in the future.

## Question Corner

Last issue the question was asked: What speed can you fly in class "C" airspace when the controller says "King Air 123 best forward speed until five mile final, cleared visual approach? I received a great answer from Tim Ryan, a controller at the Omaha TRACON.

1. Best forward airspeed is secret Air Traffic Lingo for "Hey I have someone right on your tail so could you please not slow down until you have to."

2. Fly the speed with which you feel comfortable, but do not go any slower than you are right now unless you tell the controller "hey I'm reducing to XXX Knots."

3. Maintain at least your current speed and slowly taper your speed near the 5 NM mark for a safe approach knowing your experience level.



## 2011 Airports of the Year

This year two airports were chosen for their outstanding contributions to their community along with striving to make their airport a safe and functional environment for all that use them. As always, there are two categories of this award. Part 139 airports, which are airports that have commercial airline service, and General Aviation airports.

Grand Island received the award for Part 139 airport. They were chosen for their persistence in showing the community around them

how much the airport improves economic growth within the city along with surrounding communities. Grand Island is always taking part in new ways to improve safety and have a well-maintained airport along with high expectations of its airport workers and tenants. Congratulations to Grand Island for being awarded



Hall County Airport Authority and Airport Manager

Airport of the Year!

Columbus Airport was awarded Airport of the Year for General Aviation this year. Airport manager Mark Cozad is in the process of implementing a new airport layout plan. Along with imple-



Airport Manager Mark Cozad and Jim Murphy, Airport Advisory Board Member

menting many preventative maintenance programs to keep safety the number one priority at the Columbus Airport. Columbus has also started holding fly-in events again, to promote their airport to surrounding communities along with people in the Columbus area.

Congratulations, Columbus, for becoming 2011 General Aviation Airport of the Year.

## LSA Sport Cruiser

By Zach Ossino

Council Bluffs now has a SportCruiser for rent, manufactured by Czech Sport Aircraft in the Czech Republic. It is a 2011 model with 90 hours on the airframe at



LSA SportCruiser in KCBF for rent

this point. Its airworthiness certificate is dated July of 2011, so the aircraft is less than a year old. Almost still has that new plane smell. The SportCruiser was first introduced in 2006 as a kit or fully manufactured aircraft. In 2010 Piper worked into an agreement to sell the SportCruiser as the PiperSport. Aircraft were sold under this name and there are cruisers with PiperSport painted on the sides. In January of 2011 the partnership was ended and Piper left the agreement. The SportCruiser is still available for sale today from the original company.

Some interesting facts about it: inside at shoulder height it is 46" across, larger than a C206; equipped with a Rotax912ULS it burns right around 4.8 gallons an hour; the flight controls are manipulated by a center stick, one for each seat; and the aircraft has electric trim for both the stabilator and ailerons.

The SportCruiser is the only LSA with aileron trim.

As Per LSA rules, max gross weight is 1320lbs, leaving a full fuel useful load of 500lbs.

The aircraft climbs at well over 1000 fpm on takeoff at a speed of 65kts. Takeoff ground roll is 350 feet, landing roll is 400ft.

In cruise, the aircraft will do about 115kts true. Two fuel tanks hold 15 gallons each. POH says a 616nm range.

The engine is designed to run on car gas, and we are currently running 91 octane car gas in it.

The aircraft has a standard six pack, one comm radio, a transponder, ELT, and Garmin Aera touchscreen GPS navigation unit.

Structural description:

Single engine, side-by-side, all metal, low-wing, fixed tricycle gear, castoring nosewheel, composite canopy design, electric flaps, electric pitch and aileron trim.

Advanced Air is offering training for Private and Sport Pilot certificates in the plane. Anyone with at least a Sport certificate can be checked out in the plane. Anyone with a current Private Certificate and Medical can operate the LSA without restriction. If no medical is held, Sport Pilot restrictions apply and can be found in FAR part 61.315.



## 2012 NAC in Kearney



This year's NAC symposium went off without a hitch! There were numerous notable speakers, one of which was former flight attendant, Doreen Welsh. As she would say; she is a very lucky lady with an incredible story to tell.

She happened to be the flight attendant sitting in the back of US Airways flight 1549 as it plunged into the Hudson river back in 2010.



Doreen Welsh

Her trip that day started out as any other trip would, introducing herself to the rest of the crew. Although there was one thing different about this day... Her son had called and said he had two tickets to the NFC Championship game, in which her beloved Steelers were playing that night and he wanted to take his Mom!

Once people started boarding the flight, all she could think about was what she was going

to wear to the game. She couldn't remember if she had a black and yellow coat that would be warm enough for the night ahead.

Once everyone was onboard and seated she started to read the passenger brief and then they were on their way. It seemed to her the take-off was just like any other before, until she heard a bang and the smell of smoke in the back of the aircraft. Her first thoughts were; now what? Are we going to turn around and land at LaGuardia? Am I going to miss the game?

But when Captain Sullenberger and First Officer Skiles did not make an announcement over the PA system, she realized there might be bigger things going on. Her 38 years of rigorous airline training kicked in and she knew exactly where her Personal Breathing Equipment (PBE) and life jacket were. She started going through the motions in her head on how to evacuate the passengers safely. Then, not 90 seconds later an announcement come over the PA: BRACE FOR IMPACT! She started thinking to herself..."How am I going to die all by myself." She looked at the passengers as they looked at each other, and thought again, "I can't even look into anybody's eyes before I die." All the while she heard a voice on the PA saying; "head down, brace for impact, head down, brace for impact." She then realized it was herself

saying those words.

Next, there was an incredible impact and the aircraft seemed to be stopped. She sprang into action, looking through the peep hole in the rear door. All she could see was water. She knew the door could not be opened...Just then a frantic passenger ran to the rear door and started yanking at the door to open it. Doreen grabbed the passenger and threw her into the seats ahead. She got to act on a flight attendant fantasy of making an unruly passenger mind her manners!

By now, the water had risen to her chest and the passengers didn't seem to be evacuating the aircraft. She started calling for passengers to climb over the seats to get to the over-wing exits. As this was happening a thought crossed her mind. If the water got over her head she did not want to get one last gulp of air. She would instead go under and make it come to an end.

She saw a passenger who seemed to be in shock and not moving toward the front of the aircraft. Another thought came to mind of her just bull rushing toward the closed exit and leaving the passenger behind. She did not leave the passenger behind, she grabbed him and pushed him toward the wing-exit.



Doreen Welsh telling her story

All of a sudden she got to the front of the aircraft and saw the other two flight attendants calmly guiding passengers out of the aircraft. What a relief! She looked down at her leg and noticed she had a huge gash with blood all over her pants. A jagged pole had gone right through her leg at impact, she had not even felt any pain until now.

As she exited the aircraft she saw all the passengers standing on the wings, some with their carry-on baggage and their coats on. She had only the torn and bloodied flight attendant uniform. By this time ferries had come over to the floating aircraft and were beginning to take passengers off of the life rafts and wings. This is when Doreen met her first Hero of the whole experience. A man in the ferry reached over and helped her onto the ferry. He instantly started to tend to her leg wound. He stayed with her until the ambulance arrived along with calling her son and informing him of the situation.

When she arrived at the hospital there were about 100 doctors ready to assist injured passengers. They were surprised to find that Doreen was the only person injured in the whole ordeal.

Doreen missed the NFC championship game but was able to go to the Super Bowl and watch her Steelers win the title!

US Airways flight 1549 was truly a "Miracle on the Hudson." It is hard to imagine how the aircraft did not break apart on impact and injure or kill hundreds of people. Doreen and the rest of the crew along with all the passengers have an incredible story to tell and it has forever changed their lives.

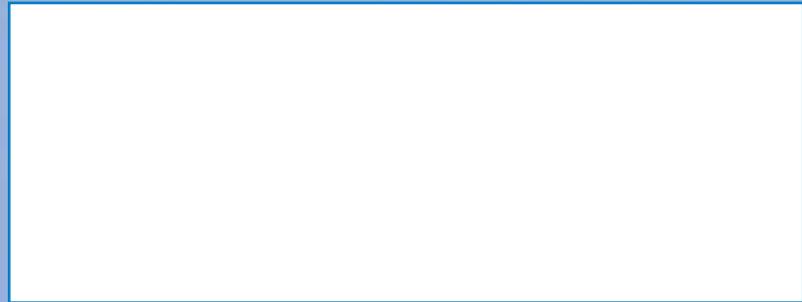
## PIREPS

Department of Aeronautics  
PO Box 82088  
Lincoln, NE 68501

Address Service Requested

Member National Association  
of State Aviation Officials

PSRT STD  
US POSTAGE  
PAID  
PERMIT 293  
LINCOLN, NE



## 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](http://www.https://oeaaa.faa.gov). Go to light outage reporting- under "Information Resources." Or call 1-877-487-6867.
- **May 27-** 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 Info: Rick Alter [ralter@cableone.net](mailto:ralter@cableone.net) or 712-490-0324
- **June 16-17-** State Fly-in. Norfolk, (OFK). For more information: 800-777-6159 or [www.nebraskaairfest.com](http://www.nebraskaairfest.com)

-Applications for the 2013 and 2014 Nebraska State Fly-In are due March 15, 2012. For information, please contact Diane Bartels, [DBSharpie@aol.com](mailto:DBSharpie@aol.com), 402-429-3342.

## 2011 OUTSTANDING PERFORMANCE AWARD

By Russ Gasper

Mr. Paul Plock of Burwell, Nebraska received the Nebraska Department of Aeronautics 2011 Outstanding Performance Award at the Nebraska Aviation Symposium in Kearney, Nebraska on January 26, 2012. The Nebraska Department of Aeronautics recognized Mr. Plock for truly going above and beyond the call of duty in providing community service as a volunteer in promoting the Burwell Municipal Airport as an asset to his community. Paul single-handedly navigated through a very difficult maze

known as the Federal Land Acquisition process. Mr. Plock, acting on behalf of the Burwell Airport Authority, took on the challenge to acquire 8 tracts of land from 4 landowners. The Nebraska Department of Aeronautics noted that Mr. Plock did an outstanding, timely and professional job in completing the task without hiring a land consultant. Paul accepted the responsibility for every task of the land acquisition process, he spent several hundreds of hours in meetings with the FAA, NDA, appraisers and landowners, all while working and operating his own personal business. The land project was completed earlier than anticipated, which allowed the airport's runway rehabilitation project to be funded one year ahead of schedule.

The Nebraska Department of Aeronautics indicated that in working with Paul, they observed an individual who is quiet, respectful, hard working, tireless, and puts the needs of others before his own. The Department was inspired by Paul's work ethic, attention to detail, attitude for never giving up, listening to what people have to say, and doing what is right and fair. Paul has been a member of the Burwell Airport Authority for over 20 years.



Paul Plock and his wife Judy