"A careful pilot will always conduct a routine inspection before flight."

The routine flight inspection should include at least: (1) propeller, (2) engine, (3) landing gear, (4) wings and fuselage, (5) control surfaces and controls, (6) weight of baggage and passengers, AND (7) the medical and mental state of the pilot.

To ignore himself in pre-flight planning would be as senseless as failing to inspect the reliability of the control surfaces or vital parts of the airplane.

A pilot can determine his fitness to fly in several ways. First, he can take regular medical examinations; second, by regularly taking stock of his physical and mental conditions immediately before flight.

Although regular examinations are required of all pilots, some interim medical condition may arise. When this occurs the pilot is urged to consult his Aviation Medical Examiner.

The second phase—taking stock of one's self—is what the pilot must do before each flight. This is very important and should be the deciding factor as to whether a pilot should fly or not.

Points to consider are:
1. Mental state
2. Fatigue
3. Use of alcohol
4. Use of drugs

Each of these factors affects the pilot's alertness and his ability to make correct decisions and rapid reactions. A poor mental state caused by the pressure of business, financial worries and family problems tends to affect the pilot's reactions in flight and has been a contributing factor in recently reported accidents.

Fatigue, particularly as a result of insufficient rest and loss of sleep, generally slows reactions, causes foolish errors due to inattention. If fatigue is marked prior to a flight, DON'T FLY.

To prevent fatigue effects during long flights, keep mentally active by making ground checks, radio-navigation plotting, etc.

Use of Alcohol. Do not fly under the influence of alcohol. An excellent rule is to allow 24 hours between the last drink and take off time. Even small amounts of alcohol in the system can adversely affect judgment and decision-making abilities. Likewise, do not fly with a hangover or a "masked hangover"—one whose symptoms are suppressed by aspirin or other medication.

Use of Drugs. Avoid self-medication. Even simple home remedies and drugs such as cold tablets, cough mixtures, laxatives, and other drugs may seriously impair judgment. The safe rule is to obtain from the use of drugs while flying except as directed by your Aviation Medical Examiner.

Drugs to be avoided when flying because they have been associated with recent aircraft accidents are:
1. Antihistamines which are widely prescribed for hay fever and other allergies.
2. Tranquilizers which are used for nervous conditions, hypertension and other conditions.

(Continued on Back Cover)
FAA ITINERARY

One or more inspectors will be at the following airports on dates specified for the purpose of administering written examinations for all grades of airmen certificates. All applicants must present the required evidence of eligibility for the type of certificate desired. No practical examinations, flight tests, or aircraft inspections will be given except by prior appointment.

Notice: Applicants for written examinations are requested to appear by 9:30 A.M. to insure adequate time for taking the test. For re-examination, applicant must present report of previous examination, Form ACA-518A. Inspectors will be at itinerary points shown until 11:00 A.M. If no applicants have appeared or arranged for appointments by that time, the inspector may proceed to the next assignment.

Written examinations given daily except Saturdays, Sundays and Holidays at District Office headquarters.

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<th>City</th>
<th>August</th>
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<td>North Platte</td>
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<td>Sioux City, la.</td>
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Notice: The General Aviation District Office, Lincoln, Nebraska, will be open for normal business, including written examinations on the 3rd Saturday of each month until further notice.

Private Pilot written examinations may also be taken at the Flight Service Stations located at Grand Island, North Platte, Imperial, Sidney, Scottsbluff and Chadron. These examinations are given by appointment only.

*General Aviation District Offices are open Monday through Friday, except holidays, from 8:00 A.M. to 4:30 P.M. Saturday service, for other than written examinations, will be provided only by prior appointment.

From the Director’s Desk

At the June meeting of the Commission for the Department of Aeronautics, the following airport construction was approved for fiscal year 1965. The following figures refer to the total project, federal and state participation. The balance of the project will come from local funds.

Projects approved July 1, 1964-June 30, 1965:

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<th>Airport</th>
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<td>Alliance</td>
<td>$6,500</td>
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$802,500 $381,000 $210,750 $210,750

One new airport is proposed at Millard, the Fremont project includes a new administration building, while the balance of the allocations are in the upgrading of present airports.

In the other action, the Commission has voted to dispose of 2 state-owned Bonanzas, one an F Model, the other an H Model, consolidate the use of the aircraft with one new S Model Bonanza.

Fly Safely,

Jim Sandstedt

COMING EVENTS

Sept. 18, 19 & 20—Elko Air Races—Anywhere to Elko, Nevada
Sept. 19 & 20—Norfolk Aviation Days—Karl Stefan Airfield
Oct. 4—Central City—Airport Dedication

AERONAUTICS COMMISSION MEMBERS

Charles H. Beatty  ...........................................Director
John T. Harris, Sr.  ...........................................
C. H. Fliesbach
Joss Quinn  ..................................................
Howard C. Larson

James R. Sandstedt ...........................................Airport Engineer
Walter J. Kreuscher ...........................................Chief, Flight Standards
James C. Pope ................................................Chief, Flight Standards
Gordon F. Gosman ............................................Agriculture Aviation Representative
Richard A. Pace ..............................................Chief, Navigational Aids

Vol. 18 No. 7 August, 1964
CLOSE YOUR FLIGHT PLAN

Thousands of dollars in needless expense is borne by the Federal Government each year due to failure of some pilots to close or cancel their flight plans. Section 91.83 (a) of the Federal Aviation Regulations requires that when a flight plan has been filed, the pilot in command, upon canceling or completing the flight under the flight plan, shall notify the nearest FAA Flight Service Station or ATC Facility. This section applies to IFR as well as VFR flights. However, practically all instances of noncompliance involve pilots on VFR flight plans.

ACTION TAKEN WHEN A FLIGHT PLAN IS NOT CANCELED OR CLOSED. When a pilot on VFR flight plan has not filed an arrival report or canceled his flight plan within one half hour (fifteen minutes if the aircraft is a jet) after his estimated time of arrival, the aircraft is considered overdue. This triggers the following actions:

A. An information Request (INREQ) is sent by the destination station to all stations along the proposed flight route and to the departure station. Each of these stations checks with all airports within its Flight Plan area which can be contacted by local telephone or government circuits. In addition a preliminary alert is furnished to the appropriate Search and Rescue Coordination Center (SARCC).

B. If the replies to the INREQ are negative and the aircraft has not been located within one and one half hours after the estimated time of arrival, an Alert Notice (ALNOT) is issued. The ALNOT initiates an extended communications search for information throughout the area within the flight range of the Aircraft, not checked during the INREQ, and where it is reasonably possible the aircraft may have landed. All stations are authorized to use commercial communications facilities as necessary, during the ALNOT search. This becomes costly when multiplied by the number of stations involved in the search. In addition, the ALNOT is broadcast by each station, requesting search assistance from flights traversing the search area.

C. If the aircraft still has not been located one hour after the ALNOT is issued, responsibility for further search is transferred to the SARCC, who then conducts the actual air and surface searches using planes and pilots of military units and the Civil Air Patrol as well as personnel of law enforcement agencies, etc. Each hour that the search continues entails costly outlay of men and equipment.

The complex procedures described above were developed to provide all possible assistance to pilots who are actually in difficulty. When they must be implemented due to failure of a pilot, through carelessness or inattention to close or cancel his flight plan as required, the many man-hours and large amount of money expended are wasted. Pilots should be reminded that violation of Section 91.83 of the Federal Aviation Regulations may result in the instigation of enforcement proceedings.

All pilots should remember that they are solely responsible for closing or canceling their flight plans. This requirement applies to stopovers en-route as well as at the destination. The procedure is not difficult since the Flight Service Station is as close as the aircraft radio or a telephone. Extra attention to this matter will better enable Search and Rescue procedures to be utilized for the purpose for which they were developed—to help the pilot in distress—and will also effect a considerable monetary saving to the government.

GOOD FLIGHT PLAN PRACTICES

Pilots are urged to open and close their Flight Plans directly with the Flight Service Station which is responsible for this function.

AIRPORTS WITH CONTROL TOWERS

When inbound to an airport a good practice for the pilot to follow is to contact the Flight Service Station and cancel his Flight Plan just prior to entering the Control Zone, then contact the Tower for landing instructions.

When departing an airport with a Control Tower, the pilot should change to the enroute frequency immediately after leaving the tower frequency and advise the Flight Service Station of his departure time and request them to open his Flight Plan which he had previously filed with them.

AIRPORTS WITHOUT CONTROL TOWERS

When inbound to a non-controlled airport the pilot should cancel his Flight Plan with the Flight Service Station just prior to receiving Airport Advisories.

When departing an airport where there is no tower, the pilot should contact the Flight Service Station, advise them of his departure time and request they open his Flight Plan which he had previously filed with them, upon leaving the Traffic Pattern.

RADAR ADVISORIES FOR VFR FLIGHTS

Radar advisories for VFR flights are available at both the Lincoln AFB/Municipal Airport and Omaha Eppley Field.

Both offer radar service within 30 miles of the airport. Minimum reception altitudes at 30 miles are:

Lincoln—3000’MSL
Omaha—4000’MSL

Frequencies

Lincoln—Inbound, 124.8; Outbound, 119.8.
Omaha—Inbound, 120.1; Outbound, 124.5.

The service is there for the asking. Another set of eyes watching for additional traffic around busy airports is a tremendous safety factor and should be used. Try it the next time you fly into or out of either of these airports or any others that provide the service.

With the information they provide you—the pilot—you will be able to plan your pattern and approach much better and find yourself much more relaxed.
The USWB is proposing to change to the use of Greenwich Mean Time (Z) exclusively on the Service A teletype-writer system beginning about September 1, 1964.

This should prove to be very beneficial to all pilots. All IFR flights as well as all Airline and Military flights, presently use Z time during their flights.

The present mixture of Greenwich, Eastern, Central, Mountain and Pacific times in weather reports and forecasts communicated on Service A invites confusion and possible misinterpretation. A single time plane reference is imperative to the scheduling and control of any communication system, particularly in cases where two or more civil time zones are encompassed by the communications system, such as Nebraska. Add Daylight Saving Time to this and confusion reigns supreme, as pilots try and take this into account in translating his environmental actions on the ground to operational actions preparatory to and during flight.

The Wx Bureau strongly believes that a single base time, preferably GMT should be used and applied uniformly to all materials disseminated on Service A. The use of Z time corresponds directly with the time used by the FAA for the control of air traffic, the operation of all its teletypewriter circuits and the issuance of NOTAMS.

There are about 900 Service A drops used by Wx Bureau and Flight Service Stations personnel as their primary source of briefing information.

Thus you can see a definite need exists for having a single base time. The ultimate winners will be you who fly. Let's give this program our wholehearted support. "Just a reminder"

\[
\begin{align*}
\text{CST} + 6 &= \text{GMT} \\
\text{MST} + 7 &= \text{GMT}
\end{align*}
\]

The dates for this years Max Conrad Elko Air Race are Sept. 18, 19 & 20, 1964. The idea of the race is for pilots of small planes to file a flight plan, takeoff from the nearest airport anywhere in the U.S. or Canada and fly to the finish line at the Elko, Nevada Airport. All points of VFR flying must be observed for overall performance and efficiency.

There are a total of ten awards presented to the winners of the various divisions. The divisions are listed but not necessarily in the order of their importance.

1. Main Max Conrad Trophy
2. Second place Max Conrad Trophy
3. Most Economical Flight
4. Longest Flight
5. Fastest time—Single Engine
6. Fastest time—Twin Engine
7. Oldest Aircraft
8. Oldest Pilot
9. Nearest ETA
10. Mystery Award

Last year Nebraska was well represented by Mr. Paul Brusnaham of Lincoln, who captured prizes for both the most economical flight and for the longest flight.

**FAA FLIGHT TIPS**

And then there was silence

Here is the tag end of a radio conversation between an Air Traffic Control Center and the pilot of an aircraft which requested an IFR clearance while enroute. The pilot had been given a weather briefing which included information about thunderstorms along his intended flight path. The pilot DID NOT have an instrument rating. His aircraft was a modern high performance light aircraft.

To set the scene, the pilot is at 15,500’MSL on the 250 degree radial of Fresno VOR. We will commence the conversation with Oakland Center asking the pilot about his airspeed. Total time involved from here is about five minutes.

**OAK:** Eight Five Pop, what is your filed airspeed?

**85P:** Airspeed is now one two zero indicating ... and slowing ... encountering severe turbulence, 85 Pop ...

**OAK:** Eight Five Pop, Oakland Center, you may expect clearance via Victor 23 Victor 244 to Oakland Direct San Francisco, over ....

**85P:** Roger ... I'm running into thunderstorms and having difficulty maintaining altitude. Up and down drafts as high as 2500 feet a minute ... I believe I'm in a little trouble with this turbulence ... If you'll stand by until I can get out of this ... wanta slow down as much as possible ... and increasing altitude and ... inadvertently now at sixteen thousand five hundred ...

**OAK:** Eight Five Pop, Oakland Center ... we have no IFR traffic in vicinity of Berenda if you think that's the area you are now in ... over ....

**85P:** Roger ... I'm going to slow down as much as possible and continue on a 250 degree radial ... Eight Five Pop ...

**OAK:** Eight Five Pop, Oakland Center, if possible a radial off the Fresno VOR would help ... over ....

**85P:** In trouble ... (Unintelligible) ... In trouble ....

**OAK:** Eight Five Pop ... how do you hear the Center ... over ....

**REMINDER**

We would like to remind everyone that the 1964 Annual Aviation Mechanic Safety Awards Program is now underway.

This program is part of a national effort to bring the attention of the public to the importance of the mechanic's role in aviation safety. If you know of an aircraft mechanic whom you believe deserves recognition, you should obtain a nomination entry blank from your local General Aviation District Office.
**TURBULENCE**

Rough air or turbulence is judged or measured pretty much according to the personal impressions of the pilot or passenger. To one, the condition would be described as “occasional light turbulence,” while another person in the same airplane might call it “pretty rough.” Since it is so much a matter of personal reaction, it is unlikely that a thoroughly reliable standard will be developed to describe varying degrees of turbulence or rought air. However, the following is offered as the official version with its application to given conditions being left to the judgment of the airplane occupant. At least when reporting turbulence in pilot reports (PIREPS) these standards may be useful as a guide and more meaningful to the next pilot who requests a report on turbulence.

**LIGHT**—A turbulent condition during which occupants may be required to use seat belts but objects in the aircraft remain at rest. (Air speed fluctuations 5-15 knots).

**MODERATE**—A turbulent condition in which occupants require seat belts and are occasionally thrown against the seat. Unsecured objects in the aircraft move about. (Air speed fluctuations 15-25 knots).

**SEVERE**—A turbulent condition in which the aircraft may be momentarily out of control. Occupants are thrown violently against seat belts and back into the seat. Unsecured objects in the aircraft are tossed about. (Air speed fluctuation—more than 25 knots).

**EXTREME**—A rarely encountered turbulent condition in which the aircraft is violently tossed about and is practically impossible to control. May cause structural damage to the aircraft. (Air speed fluctuations—a rapid fluctuation in excess of 25 knots).

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**FRONTIER AIRLINES**

FAL President, Lewis W. Dymond, announced that record breaking June earnings for Frontier Airlines exceeded those of any month in the carriers 18 year history.

J Convair, operating profit of $292,385 with net earnings of $120,907 after provisions for interest and taxes brought this year's first half total earnings to $454,825—compared to $402,815 for the first six months of 1963.

Dymond pointed out that this increase was most gratifying in view of the better than 9% decrease in subsidy payments per mile flown during this period and the large number of unsubsidized operations conducted in 1964 between Denver, Colorado and El Paso, Texas.

Initial operation of Frontier's new turbo prop powered Convair 580 aircraft was a factor in June's record breaking month. Operating cost per mile for the new jet powered 52 passenger Convair 580 was below that of the smaller piston powered 44 passenger Convair 540 aircraft and equal to that of the 21 passenger DC-3 aircraft exclusive of depreciation. The company is currently operating two of the newly designed Convair 580s with an additional two entering service before the end of this year. The company now has options for purchasing an additional 14 of the modern 52 passenger jet powered Convair 580s during the next 18 months.

Current plans call for Scottsbluff, North Platte, Grand Island, Lincoln and Omaha to be served by the new turbo prop aircraft this fall.

---

**NO MORE FOG??**

Recent tests at Salt Lake City, Utah, and Medford, Oregon have caused improvements in the local weather at these airports. In what is believed to be the first airline sponsored fog seeding operation for the benefit of scheduled flights, airlines have been able to operate more than 30 flights at these stations that otherwise would have been cancelled, overflown, or incurred extensive delays.

The seeding operations were conducted at selected times by aircraft using dry ice pellets. Physical conversion of the supercooled fog particles to ice crystals causes the moisture to precipitate out and improve visibility to operating minimums or better.

In some instances results have been spectacular, with large holes opening up over the airports, while non-seeded areas remained in zero-zero conditions.

The French are also working on the fog problem. The Paris (ORLY) Airport developed a system of spraying the supercooled fog with liquid propane and successfully got rid of the fog a number of times. However, on one of these occasions, the fog dispersal operation resulted in a precipitation of ice crystals to a depth of about an inch over a 37,000 acre area around the airport. This, of course, cleared the fog, allowing aircraft operations, but the local communities billed the airport for the cost of the operation and a few motorists who skidded in the snow were most unhappy.

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**BE CHEERFUL**

Don't worry if your job is small And your rewards are few. Remember that the mighty oak Was once a nut like you.

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**FREE INSTRUCTOR'S HELP**

Flight and ground school instructors are the "forgotten men" of aviation. While teachers in other fields of instruction can turn to associations, special courses, social publications and other sources for help, aviation instructors have often been on their own ... learning by doing ... wondering if they're really current, if they're really teaching the right things in the right way.

The new Instructor's Bulletin, issued several times each year by Jeppesen & Co. fills a void in the area of ground and flight instruction. Already welcomed by thousands of instructors as a useful tool, these Instructor's Bulletins accomplish a number of purposes each issue.

A continuing series of professionally done articles on Pilot Training, written by Donald W. Layman, is indeed of value to the instructor. Mr. Layman has authored many publications in the aviation field, and has served as Manager of United Airlines' Technical Training Department, as well as serving as aviation training consultant to airlines and corporations. Layman's articles on Pilot Training are looked forward to, by flight and ground school instructors as a real help.

Also contained in each issue is a Safety Clinic, devoted to flight training accidents and their causes. Articles on latest FAA Regulations, as they relate to aviation instruction, are discussed in each issue. And, an Instructor's Clinic is included, where experiences and tips in the field of instruction can be published, so that all instructors can benefit from other instructors' ideas.

A postcard to Jeppesen & Co's Education Department at 2025 East 12th Avenue, Denver, Colorado 80207 enrolls you as a FREE subscriber to the Instructor's Bulletin. It's a worthwhile contribution to aviation progress, and fills a definite need in the area of pilot training.
WHAT'S NEW

DISTRIBUTOR WING

The Distributor Wing Airplane represents a break-through as far as application productivity is concerned according to Aerial Distributors, Inc. An auxiliary engine drives an axial flow fan through a belt speed-step-up. The fan pumps as much as 350 cubic ft/sec of air through a duct under the hopper from which dry material is fed by a pilot-controlled hydraulic motor driven rotary metering gate.

The air and dry materials are carried through internal wing ducts behind the main spar. The air and material are discharged chordwise through a variable slot, the opening of which is controlled by a slot adjusting flap. A spraying attachment can also be fitted on the aircraft with the suction line, strainer, and delivery line inside a streamlined housing on the bottom of the plane. The whole assembly can be detached when only dry materials are to be applied.

The turning radius and landing speed are reduced because of the boundary layer control effect of the ejected air. The momentum of the air being ejected from the flap slot provides sufficient thrust to produce a sink rate as little as 250 ft/min when the main engine is stopped, a feature which is of great value in the event of main engine failure.

PIPER CHEROKEE C

More speed—to 152 mph top—more quiet, more comfort, more available instrumentation—these are the major improvements found in the Cherokee C, latest model in the four-place, low wing, all-metal Piper Cherokee series. Extended prop shafts, new fiberglass cowling and a more efficient "cross-over" exhaust system add two miles per hour to top speed and cruise, boost take-off and climb performance. The new exhaust system, forward of the engine, contributes greatly to reduction in cabin noise level, as does the completely redesigned Palm Beach-style interior, now with an additional 2" of rear leg room. Baggage capacity for all models has been increased to 200 pounds. The instrument panel has been redesigned to provide room for complete IFR instrumentation, up to four radios with separate VOR/ILS and ADF indicators plus DME and Piper AutoControl II. The new Cherokee C is offered with a choice of three "ruggedized" Lycoming engines, 150, 160 or 180 hp. Suggested price for the Cherokee C is $10,990 for 150, $11,500 for the 160, and $12,900 for the 180, with six different optional radio and instrument packages offered.

AIRESEARCH 311 ENGINES WILL POWER MOONEY MU-2

The Garrett AiResearch 331 turboprop engine has been selected for the Mooney MU-2 twin turboprop, executive airplane. The MU-2 is a seven place, pressurized cabin airplane which will fly at speeds to 325 miles-per-hour. Its short field take-off and landing characteristics make it ideally suited to business use. The Mooney MU-2 is scheduled for flight certification in 1964 with U.S. deliveries starting in 1965. A military version of the 331, the T-76, is also being evaluated by the Navy for the COIN or LARA, light armed reconnaissance aircraft.

The Garrett AiResearch engine is designed for simplified maintenance with low initial and operating costs. The 331 is of the fixed single shaft turbine design with integral reduction gear box. A two stage titanium, centrifugal compressor and a three stage axial turbine constitute the rotating group. The engine is rated at 605 equivalent shaft horsepower and 529 maximum continuous equivalent shaft horsepower.

Flight test engines will be shipped to Mitsubishi this summer. FAA certification for engines is planned for December 1964. The Mooney MU-2 priced at $300,000, is produced by Mitsubishi Heavy Industries in Japan. Mooney Aircraft, Inc. will assemble, market and service the airplane for the United States, Canada, and Mexico at its Kerrville, Texas plant. Sales are expected to reach 50 per year.

NEW NAVIGATIONAL BEACON MAY AID SMALL AIRPORTS

A low-cost navigational ground beacon was recently demonstrated in New York City by the International Telephone and Telegraph Corp.

Military, government and airline representatives were told by IT&T that the system can serve as many as 30 aircraft at the same time and should have particular application for small airports where low traffic volume makes installation of more sophisticated systems impractical.

The unit, providing continuous distance information, occupies less than a cubic foot of space, weighs only 30 lbs.
The Nebraska Flying Farmers were among the thousands of spectators attending the Aviation Days at Lincoln's Municipal Airport. The field's new improvements were surveyed along with the many exhibits and the nation's fastest jet airliners being built.

One of the favorites in the air show was a World War II P-51 Mustang fighter. Bob Hoover, public relations man for the Los Angeles Division of North American Aviation Corp., put the P-51 through its paces. Operating only few hundred feet above the runways, Hoover looped, rolled, dived and climbed the P-51, and then landed the slick yellow fighter on one wheel.

The Navy's Shooting Stars, a group of 15 sky divers, thrilled the crowd as they left their C-47 at 5,000 feet wearing gold colored overalls, trailing purple smoke from "bombs" attached to their jump boots.

Co-operative weather enabled flying farmers in 18 airplanes and many cars to enjoy a pot luck dinner with Curt and Mary Merrihew on June 7th. A short business meeting was held and group pictures were taken.

A letter from Queen Nellie states that Lloyd sacrificed his early morning slumber to replant corn so they could "drive" to the Lincoln Air Show, then they flew to the Wyoming Convention. Nellie has been real busy. Besides her queenly duties she is chairman for the bloodmobile canteen and has been on the election board.

Thirty flying farmers spent the weekend on June 27 and 28 at Halsey forest, with Dick Harders being the only one flying in to the Halsey airstrip. The 4-H camp provided us with cabins and meals for the weekend. After swimming and our steak-fry, games and dancing provided the evening's entertainment. The spelling game turned out to be more educational than I had planned, as Marge Lutgen learned that our regional director's name is McDONNELL not MCDONALD.

NEWS AROUND THE STATE

Milred Mracek wants to thank everyone for the gifts, flowers, cards and letters while in the hospital during the convention.

Bill and Hazel Couton stopped in to tell me that Jim and Jan Couton are the proud parents of a 7-lb., 13-oz. son, Jeffery Allen on June 14.

Then on the Eastern front, Elmer Wynegar has been in bed with the mumps. While in bed, Nina ventured across the room to shut the window when she slipped and fell and has been confined to a wheel chair.

FLYING FARMER CALENDAR

August 29—New York World's Fair
Sept. 13—Mindem Fly-in
Sept. 25—Ak-Sar-Ben Redes—Queen's Night

Mrs. Jess Quinn has had her arm in a cast for several weeks .flier breaking it. Randy Pettinger will be on crutches for about 18 months due to a hip bone deficiency. A speedy recovery to all of you. I'm inclined to think it's less dangerous in the air!

Vic and Naomi Beebe have been on a trail ride at Maywood with 575 horses and riders from 4 surrounding states.

The Lawrence Sargents and Curtis went on a 2-weeks' vacation to the west coast with their pick-up and camper. Curtis received a new motor for his boat for eighth grade graduation.

Sid and Aggie Goodfellow are at the foot of the Teton mountains in Wyoming—enjoying a vacation! And to top it off they were chosen Safety Driver of the Day at Riverton, Wyo. and received free lodging, meals and gas.

FLASH FROM LINCOLN

Just received good news from our teens president, Linda Lutgen. Linda won the regional teen contest at the Talent show which was held in Columbia, Mo. She sang Five Foot Two and Moon River. This will now make her eligible to go down to Miami and compete against the other nine regions.

Sonda Lutgen is the Nebraska winner of the "Al Ward Flying Scholarship Contest," which is an essay on Aviation from 1910-1920. She will be eligible for the international award to be given at Miami also. Congratulations, girls!

NEw MEMBERS: Mr. and Mrs. Lauren Carstenson—Kearney, Nebr.

DICK and Darlene Harders
EMPLOYMENT

An estimated 50,000 private pilot license holders now have an opportunity to become airline pilots under a unique employment and training program announced by United Air Lines.

In seeking 1,000 flight officers, United is making the private pilot, aged 20 to 29 years, the main target in its extensive search for flight crew members to man the airline's expanding fleet of aircraft.

The company also announced that it had extended the upper age bracket to 35, for holders of commercial pilot licenses.

Private pilot license holders may now apply for student flight officer positions prior to obtaining the required commercial pilot license. Applicants must be U.S. or Canadian citizens, and hold a private license. Height requirements are 5 feet 7 inches to 6 feet 4 inches. Excellent physical condition is a prerequisite. Vision must rate 20/20 with glasses. A MINIMUM OF TWO YEARS COLLEGE IS REQUIRED.

Once selected, candidates will be assured employment with United Air Lines subject to obtaining a commercial license. United will allow the applicant up to one year to meet this qualification.

On obtaining his commercial license the applicant will be employed by United as a student flight officer at a starting salary of $350 per month, increased to $500 upon the successful completion of the first four weeks of training. The 21-week program will be carried out at the company's flight training center in Denver, Colorado.

United's training center has 150 instructors and the world's largest concentration of electronic flight simulators. Here the student will qualify for assignment to the line as a second officer.

The first four weeks of training are to qualify the student flight officer for an instrument rating. The next 13 weeks enable him to acquire a certificate required for second officer responsibilities and the final four weeks are devoted to pilot proficiency training. Second officer salary will approximate $735 per month for the second year of service increasing to $925 per month for the third year and $1,100 per month for the fifth year.

Interested applicants may obtain additional information from United Employment Office, UAL Operating Base, Stapleton Airfield, Denver, Colorado 80207.

WEATHER BUREAU PILOT BRIEFING LOG

(Continued from Front Cover)

The Weather Bureau wishes to explain their purpose of having a pilot identify his aircraft when he requests flight weather information from Weather Bureau Offices providing briefing services.

They have implemented a vigorous campaign to improve the quality of aviation services available to pilots. To achieve this improvement, they believe that an evaluation of these services from the pilot user's viewpoint is essential. To evaluate pilot-users views on aviation weather service they need to know the aircraft identification number and to log the associated briefing. They are then in a position to elicit comments from the pilot or to promptly investigate a service complaint.

An additional reason for requesting identification is to properly fulfill the Weather Bureau's obligation to provide weather support for aviation safety studies, investigations and proceedings.

One such facet is determining whether the flight obtained adequate weather information.

The procedure for maintaining a log of pilot weather briefings at all Weather Bureau Offices providing briefing services was implemented June 1, 1964 after a four-month test of this procedure at selected Weather Bureau Airport Stations.

The co-operation of all pilots is solicited to make this procedure fully effective.

PIREPS

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