

May 2009

# CONNECTIONS

BARKLEY REGIONAL AIRPORT AUTHORITY

## C-47 To Be On Display Next Week



“We have loved the Paducah region for years and so want to show off this piece of history to its citizens,” Dan Scott, owner of the plane.

Barkley Regional Airport and Midwest Aviation are sponsoring an airplane exhibit that will feature a historic C-47 airplane. The general public and students in area schools are invited to attend the event at no charge.

Dates for the show are May 14, 15, and 16 from 10:00 A.M. - 6:00 P.M. each day.

The site of the show is Midwest Aviation, which is the general aviation side of Barkley Regional. Teachers can contact Midwest Aviation at 744-8686 to make reservations for their classes to

view the plane plus take a tour of the planes housed at Midwest. Midwest will also explain its Discovery Flight program. The viewing and tour will take one hour.

### **By Dan Scott, Owner**

The C-47 was first built in 1941 as the military version of the DC-3. Originally designed in 1930 by Douglas as the DC-1, it was the beginning of commercial aviation. This was the first ship that the airlines could hope to make money as it was able to carry 27 passengers.

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At the onset of WWII the government saw the need for an airplane that could carry 35 paratroopers and cargo. The C-47 can carry more weight than the DC-3, because it is made of steel flooring, heavier landing gear, desert cowling, and larger entrance doors. It is able to transport three jeeps, or artillery pieces and other heavy equipment. It's able to carry 33,900 pounds compared to the DC-3 at 25,346 lbs.

It has the capabilities of having floats or skis for landing in water or snow. It has a longer exhaust pipe so that the flames from the exhaust are diminished for night flying. It has formation lights on top and bottom of the fuselage and on the wings. It has a moveable search light under her belly to shine on the ground and a drift meter to locate where items dropped would be touching on the ground. It has a dome so the navigator could use the sexton to shoot the stars for navigation. It is well equipped with radios of high and low frequencies. The plane is able to flash the navigation lights and send Morse Code to other ships traveling in formation. It also has black-out curtains to help conceal it during night flying. When dropping paratroopers, a door is removed from the passenger entrance door and stored inside until the troopers jump. It has two cables, one for the cargo and the other called hook up cable for the jump cords to be fastened to.



This airship S/N 4463, came off the line on November 18, 1941, number 27 of the 57 made in the first group of C-47's. It is now the oldest true C-47 still flying in its original configuration. Everything is still like it was when it was delivered to the Army.

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Early in 1942, 41-18401 left the USA and was flown to North Africa by Pan American Airways. It flew in North Africa, Italy, and over Burma (known as the Hump) China. After the war was over the French Air Force took her into their command and used her in Vietnam. Twelve years later she joined the Israeli Air Force where she served until 1998.

In 2000, she was flown to Edmonton, Canada, a 52-hour flight, with the help of reserve fuel tanks in her fuselage.

Dan Scott, former Ozark pilot, bought her in Edmonton, Canada, and

flew her to St. Louis on July 7 and 8, 2001. It took three years to get her licensed to fly under Part 91 of the FAA rules. She had only 18,500 flying hours, 59 hours on the left engine, 157 on the right. Scott's team had to transcribe all the records back into English as they were kept in Hebrew.

This ship can fly to 24,000 feet, cruises at 165 mph and burns 100 gallons of 100-octane low lead gas per hour. Four tanks hold 804 gallons of fuel and 29 gallons of oil in each engine tank. It is powered by two 1200 horsepower Pratt & Whitney 1830-92 14- cylinder twin row air-cooled engines. It is 17 feet high, has a length of 64 feet 9 inches and has a wingspan of 95 feet 6 inches.

There were over 15,000 C-47's built but less than 250 are still flying. It is known as: C-47, DC-3, Gooney Bird, Sky Train and Dakota. It is best known for its hours and hours of safe flight. General Eisenhower said it was one of the reasons the US was able to win the war.

# Weathering Falling Limbs And Dollars

By Richard Roof

January's ice storm and the effects of the year-long recession have had a profound impact on Barkley Regional's passenger volumes. It has been a double-whammy that will take a lengthy recovery time.

Electrical outages at the airport curtailed scheduled airline operations for four and a half days. Even when flights resumed, passenger traffic remained very light until mid-February due to recovery distractions of both a personal and business nature. We estimate the ice storm and its lingering effects exerted downwards 15% of our normal passenger traffic for January and February.

The adverse effects of the recession began to be felt by local passengers in November, 2008. Of course, most airports have been reeling from passenger declines which continue to worsen.

The combination of these events caused Barkley's comparative year-ago passenger numbers to fall by 35% by early February. By the end of that month, effects of the ice storm had disappeared leaving the deepening recession as the primary cause for decreases in passenger numbers. By the end of April, however, Barkley's declining trend had substantially slowed and by a year-ago April comparison, passenger volume fell by 13.5%, a considerable improvement.

This number compares favorably with national trends where Chicago, Lexington, Nashville and St. Louis are down in the mid-teens. Louisville, Cincinnati and JFK



**Airport Manager Richard Roof keeps a close eye on passenger numbers.**

at New York are all down between 20% and 30%. Some major hub airports, such as Dallas, Detroit, Los Angeles and Memphis, are holding up with 7-11% declines while Atlanta is virtually even with year-ago numbers.

But on a regional basis, things have been even worse for the five communities surrounding us who require federally-subsidized air service. These include: Cape Girardeau, MO; Jackson, TN; Jonesboro, AR; Marion, IL; and Owensboro, KY. Currently, only Cape Girardeau and Marion enjoy essential air service, but at a level less than desired. Jonesboro, Jackson and Owensboro have been without any scheduled essential air service for over a year. Allegiant's twice-weekly MD-80 service between Owensboro and Stanford, FL is regarded by US DOT as similar to a public charter operation, not essential air service.

Fortunately, Barkley's air service pattern has been virtually unchanged in the past two years and this stability coupled with decreasing fare prices and a change to Delta Connection service bodes well for the airport as the nation begins a recovery from the recession.

## Choose Barkley First



Reaching vacation destinations is easy when you start at Barkley Regional Airport. A few of the 85 cities that are only one connection away include:

Baltimore/Washington  
Cancun, Mexico  
Charleston, South Carolina  
Chicago, Illinois  
Ft. Lauderdale, Florida  
Gulfport, Mississippi  
LaGuardia, New York  
Miami, Florida

New Orleans, Louisiana  
Orlando, Florida  
Panama City, Florida  
Philadelphia, Pennsylvania  
Phoenix, Arizona  
San Antonio, Texas  
Savannah, Georgia  
Tampa, Florida

## PAH Earns A Zero And Is Proud Of It

Barkley Regional Airport has received a perfect score of 0 on its annual FAA Certification Inspection.

The inspection report noted that all 93 requirements are in compliance. Some of those elements include runway/taxiway lighting, all airfield signage, pavement markings, personnel training, and manual updates. Barkley has 63 directional signs and uses 1,500 gallons of paint annually to update pavement markings.

Barkley Regional is a Class 1 airport with an FAA airport operating certificate that is required for commercial service. Paducah is one of 102 commercial airports in the southern region and is in the same class nationally as O'Hare, Kennedy, and Atlanta.

The inspection takes one and one-half days to complete. Many of the checks are conducted at night because of lighting requirements.



**American Quilt Show first place winner Mariya Waters from Australia arrived at the airport to the congratulations of fellow quilters, Paducah Ambassadors, and the media. Mariya's quilt is now on display at the National Quilt Museum.**

## Flight Numbers Change

Even though Delta and Northwest are merging, arriving and departing flights still have the NW designation but different numbers.

### Northwest Flight Numbers:

#### Departures

NW2782  
NW2752  
NW2870

#### Arrivals

NW2781  
NW3105  
NW2710

### New Northwest Flight Numbers:

#### Departures

Departures	Time
NW2798	6:30 A.M.
NW3044	11:40 A.M.
NW3046	4:50 P.M.

#### Arrivals

NW3045	10:51 A.M.
NW3047	4:06 P.M.
NW2710	8:36 P.M.

Passengers can continue to go on-line to book flights at [nwa.com](http://nwa.com) or use the Delta site at [delta.com](http://delta.com)

Visit [www.barkleyregional.com](http://www.barkleyregional.com) to find flight schedules, best fares, and airport news.

270-744-0521

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