

# PIREPS

A Bi-monthly Newsletter for Nebraska Pilots and Aviation Enthusiasts



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

## PIREPS

June/July 2014

Volume 65, Issue 3

### Governor

Dave Heineman

### Director

Ronnie Mitchell

### Aeronautics

### Commission Chair

Terri Wachter

### Commission Members

Dorothy Anderson

Mike Cook

Diana Smith

Doug Vap

### Editor

Rob Markise

Email: [Rob.Markise@Nebraska.gov](mailto:Rob.Markise@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](http://www.aero.state.ne.us)

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

Circulation: 3565

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## International Aviation Art Contest 2014 Awards Program

By David Morris

Today, helicopters fly rural accident victims to far away hospitals; organs are packed in ice and flown, in the nick of time, to save dying patients; pilots use planes and helicopters to fight large fires; and relief agencies transport food and water to starving and thirsty people around the globe. Flight has given us the ability to help those who could never be helped before. This year's theme, "Flying Saves Lives," gave our youth the opportunity to grab their favorite art supplies and create a poster that captures their thoughts of celebrating "Flying Saves Lives." This special edition of PIREPS highlights these talented youngsters, parents, teachers and mentors.

The Nebraska Air National Guard, located near the Lincoln Airport, was host to the Aviation Art Contest 2014 awards ceremony on Saturday, April 5, where the coveted, engraved trophies and other awards were presented. At the top of the program was Adam White, a comedian/magician from the Lincoln area, who had the magical ability to keep everyone on the edge of their seat.

Beginning with Category I Junior (Age 6-9) was Natalie McNamara of Papillion, winning 3rd place with her demonstration of helicopters performing rescue missions. Followed by Lauren Gieselmann of Omaha capturing 2nd place with her image of a helicopter engaged in forest fire rescue. The top honor of 1st place went to Abigail Beaton of Omaha with her colorful poster of a helicopter rescuing animals.

In Category II Intermediate (Age 10-13), Christine Joyce of Omaha earned 3rd place with her version of helicopters, fixed wing aircraft and hot air balloons involved in various rescue duties, followed by Matt Cullen of Omaha winning 2nd place with his view of rescue at sea by aircraft. And Joseph Oberlies of Omaha securing 1st place with his visions of fixed wing aircraft involved in forest fire suppression.

Completing the art contest was the Category III Senior (Age 14-17) winners. Winning 3rd place was Claire DeCoster of Papillion with her colorful poster of fixed wing aircraft and helicopters involved in rescue missions. Followed by Ben Ervin of Omaha securing 2nd place with his thoughts of a military helicopter performing life-saving duties. And wrapping up the ceremony, claiming 1st place honors, was Haley Workman of Humboldt, with her interpretation of fixed wing aircraft involved in humanitarian rescue missions.

We, at the Department of Aeronautics, want to send a special "congratulations" to all the contestants. Your work was outstanding and this made for tough decisions by the judging committee. To the parents, teachers and mentors, the Department wants to say "thank you" for all the time, hard work and support you

have put into this program. And, to our friends at the Nebraska Air National Guard, along with all our sponsors, we want to again send a special "thanks so very much." Without your continual generous support, this program simply would not exist.



Static Display Aircraft for Art Awards Ceremony



# Number Crunching!

By Ronnie Mitchell

Recently, I watched a video of the Aviation Subcommittee Hearing on Air Service to Small and Rural Communities. Perhaps you know that seven cities in NE receive Essential Air Service (EAS) subsidies: Grand Island, Kearney, North Platte, McCook, Scottsbluff, Chadron and Alliance. All are served by Great Lakes Airlines, except for Grand Island, which has American Airlines.

Mr. Bryan Bedford of Republic Airways testified they had hired 450 qualified pilots but needed 500. There were many other pilots who met the FAA requirements but didn't meet Republic Airways standards. A GAO report stated there were mixed indications of a pilot shortage. ALPA, the Airline Pilots Association, stated there isn't a pilot shortage but there is a pay and benefits shortage.

Many factors play into the perceived pilot "shortage" including the new FAA requirement of 1500 hours and an Air Transport rating for those in the right seat. Eventually this will all get sorted out but in the meantime, many EAS flights in NE have been cancelled, causing much angst among our rural fliers.

Beginning in 2010, the FAA began a national review of the general aviation airports resulting in two reports, "General Aviation Airports: A National Asset," issued in May 2012, and "ASSET 2," issued in March 2014. As a result of these studies, 281 general aviation airports remain unclassified, which means after October 1, they will not be eligible for federal funding (except for emergency repairs) for airport improvement projects. Twelve airports in NE were unclassified; however, due to the diligence of our department's engineering staff, five of those airports were reclassified "Basic" and remain eligible for FAA funding.

Some good news is a House Bill which provides full funding for AIP and dedicated funding for contract towers. We will have to see what the Senate provides. Have a great flying season and I hope to see you at one of our many fly-in breakfasts and the State Fly-in at York on June 6th.

Congratulations to Thomas Dalton II from Malcolm for earning his private pilot license.



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

# AOPA Safety Seminar

By Rob Markise

A free pilot safety seminar in Bellevue brought over 100 pilots on March 26th. Pilots ranging from students, airline pilots and instructors were able to take advantage of the learning opportunities from accidents and obtain credit for the WINGS safety program. The seminar was hosted by the FAA FAAST team leader, Dan Petersen, of Lincoln FSDO, and Bruce Belgum from the Aircraft Owners and Pilots Association (AOPA) Air Safety Institute.

In 2013, Nebraska had 10 accidents with 6 fatalities. This year's safety seminar featured an in-depth look at accident investigation by analyzing the scene, listening to witnesses, interviews of family/friends and looking at all view points of 3 nationwide accidents. A turbine Cessna 210, a Lancair and a homebuilt helicopter were analyzed in the 2-hour seminar. All three accidents were caused by different factors but all had a common theme.

Accidents usually don't happen because of one factor. There are usually many mistakes or factors that "break the chain," leading to these unfortunate events. Doing our homework, being prepared and doing our due diligence in every aspect of safety is essential. It takes an average of 178 seconds for a VFR pilot to survive in IMC conditions. But yet, pilots continue to fall victim. Out of all the "VFR to IMC" accidents, 83% are fatal and 30% of those are instrument rated pilots. For more information on future seminars, please visit [www.faasafety.gov](http://www.faasafety.gov).

# NO and NO and NO

By Lee Svoboda

The first "no" answers the question, has the Nebraska weather been nice since my return from Arizona? Again, after my return to the "Great Life," I have experienced snow, cold, rain and thunderstorms with high winds of 80 mph. Just today, I finally finished cutting down and cleaning up fallen branches from the storm on May 11th.



**Lee Svoboda**

The others "no's" refer to the answers I often get from applicants when I ask certain questions. As I review their logbook for eligibility, I make sure they have the required night flight time and the required number of night landings. Then, I ask the question, "Have you ever made a night landing without a landing light, intentional or unintentionally?" Guess what the answer more often than not turns out to be? Instructors, during one of your night training lessons, subject your student to a landing without the landing light. We all know that if you do much night time flying, there is going to be a time when that landing light will not work. Those fine filaments in the landing light bulb take a terrible beating during touch and go landings. Even if all the landings are silky smooth, landing lights may not always work. For example, I left Beatrice one night in a Piper Chieftain, which has two landing lights on the nose wheel. A short time later when I arrived at the Millard Airport in Omaha, neither of the landing lights would work. Circuit breakers were all in, so guess what? I made a no-landing-light landing. A good one, I might add. Investigation revealed that one bulb had burned out and a wire had come off of the other one. Now I know there are several of you pilots that have upgraded your landing lights to the new LED technology, but as you can see, burn-out is not the only reason that the light may not work, and LED's do not last forever. Pilots, doing your first no-landing-light night landing with an instructor sitting beside you is a lot less stressful than having the experience by yourself or with loved ones aboard.

Have you ever made a "no-flap" landing? Again, many times the answer is "NO." Okay, you guys training in airplanes without flaps, I know the answer is "always;" however, there are not too many of you left. Now when I learned to fly, prior to solo, the only time I put the flaps down on that old Cessna 150 was during preflight. My instructor believed that a normal landing was done with the flaps in the up position. The only time we used any extended flaps was for short and soft field operations. But over the years, with the FAA influence, we found that a normal landing is done with full flaps. Now we have gone full circle. But sometimes the flaps will not extend. Now I am not picking on you instructors using aircraft with electric or hydraulic flaps; I have been in a Piper Arrow, which has mechanical flaps, and they would not stay in an extended position. So instructors, again, it is better if your students experience a no-flap landing with you sitting beside them, than on their own.

Bottom line, I cannot change the weather; but you instructors can help me out on the "NO's" from your applicants. FLY SAFE.



# Airport Promotion

By Robert Mann

I am a retired shop teacher and my classes were electives. In order to keep my job I had to promote my classes to get higher enrollment numbers every year. Aviation and airports are faced with the same dilemma these days, and it is my opinion that we all need to sell our airports to the public.

The folks at Gothenburg Airport decided to put on a few events this year that would attract the local residents to the airport. Local taxes fund the airport and they do not receive any Federal assistance.

One of the local banks sponsor an annual Easter egg hunt, and our timing was perfect, as they were looking for something new. They were all smiles when we suggested dropping the prize filled plastic eggs from airplanes. There were 3,500 eggs and we elected to drop 300 with four airplanes. The fifth airplane brought in the Easter Bunny to start the festivities.

I estimated the crowd at 1,000 to 1,500, including parents and excited children. Luckily, the weather was perfect and everyone had a wonderful time, including those of us who put on the event. Nine youngsters were lucky to find a ticket for a free airplane ride in their plastic eggs, which will be provided by local pilots. Overall, it was successful, and the local bank is planning a similar event for next year.



We are planning to host a fly-in pancake breakfast for June 21st. And...as soon as Santa Claus sets a date that he can be away from the North Pole in December, we are sending a plane and pilot to bring him in for an afternoon with the youngsters.

Not only do events like these promote good will towards the airport, they also plant the seed for future pilots. General aviation needs both.

# Grey in the Mustache

By David Moll

One of my former Chief Pilots told me, "Half your career in aviation, you are too young and inexperienced." He added, "The other half of your career, you are too old and probably have more experience than the person who is interviewing you."

What is the magic date you need to stop flying professionally, or stop flying at all? Congress in H.R. 4343 set a mandatory retirement age of 65 for airline pilots. Age 65 isn't an age your skills instantly go to pot, but is simply an age set as a standard for airlines. Far too often, it permeates down to public perception of pilots. Sadly, we've all heard non-aviation newscasters say something to the effect of – the 66 year old pilot never filed a flight plan – indirectly hinting his age along with the lack of a flight plan apparently caused the problem. However, we see a lot of these same former airline pilots competing in aerobatic competitions because they still love to fly. And I can guarantee you, flying any aerobatic sequence is far more strenuous than being number 10 in line at Newark awaiting take off.

Let's look at the positive actions from positive people. Harry Barr still flies air shows and aerobatic competition in his late 70's. I gave an instrument proficiency check to a retired airline pilot in a Cherokee 140 (no flight director or autopilot) and when he was given an altitude assignment he never deviated more than 20 feet. I gave a flight review to a former military pilot, who I believe is in his 80's, and still does the prettiest aileron rolls in a Christen Eagle. Debby Rihn-Harvey is 62 and has qualified for the U.S. Unlimited Aerobatic team for the last 23 consecutive years, competing at the world level.

Grey-haired corporate pilots, aerobatic pilots or sport pilots bring years of experience in what works and what doesn't, while young pilots bring raw enthusiasm. There can't be a better combination in any other business or sport. The collegiate program of the International Aerobatic Club is a perfect example of this same practice, working well.

Sure there are far too many examples of when people don't know when to quit flying or even driving, and sometimes being a best friend can help make that point before the FAA or a coroner does. My point is it's not your age, but your enthusiasm for this business and the desire to keep your skills up, staying healthy and accurate self-assessment.

Continued next column

Lastly, in my years of experience, I've found that CEO's love grey in the mustache because it means experience and the maturity to keep the flight safe regardless of a bully in the back demanding the crew complies with his "get home itis." However, some see this same grey mustache as a short term employee, from whom the company will not get their investment. But in the end, are all investments money-based?

# FAAST Team

By Rob Markise

FAAST team volunteer Arlene Steier put together a tour of the Omaha Control Tower on March 20th. Attendees had the opportunity to get a first-hand look at daily controller operations. Perry Grell, Omaha Air Traffic Control Manager; Tim Ryan, Omaha Approach/Departure Supervisor; and Dan Petersen, FAA FAST team manager, spoke to the participants. The tour was informative and interesting as it addressed safe operations in controlled airspace. The prevention of runway incursions was the focal point of the presentation. Pilots were able to learn valuable lessons from the mistakes of others. Most of these nationwide events were detailed with audio and video simulation.

The Omaha Control Tower is staffed to provide services for each phase of operations. There is a controller for flight data/clearance, ground, tower and a tower manager. In some cases, consolidation can be done during off-peak operations. If there is consolidation, controllers are unable to give "line-up and wait" clearances.

The tower cab can hold only small groups, so tours are limited in size and book up fast. The tours have been "sold-out" for the last several years due to their popularity.



Far Right, Dan Petersen

In addition, Dan Petersen presented a pilot safety seminar at the Council Bluffs Airport on April 26th in conjunction with a fly-in/chili feed. The program addressed "Aeronautical Decision Making (ADM) and What went wrong? (Recent accidents in the Nebraska area.)" "One common goal that all pilots strive for is safety," says Peterson. The three essential skills that need to be polished to stay safe are basic airmanship, aeronautical knowledge and aeronautical decision-making.

Attending FAAST team activities will improve your aeronautical knowledge. It will also help you in your decision-making by learning the mistakes that others have made. To top it off, credit is given to pilots that participate in the WINGS program for both activities. Visit [www.faasafety.gov](http://www.faasafety.gov) for future seminars and activities.

# Flying Conestogas

By Rob Markise

On May 9th, 55 aviation enthusiasts enjoyed the annual aviation banquet held at Aunt Mary's Restaurant/ event center in Beatrice for its 62nd anniversary. The prime rib was delightful and the aviation stories (not on the menu) were for dessert. The master of ceremonies, Randy Prellwitz, entertained the crowd with his stand-up comedy and one-liner jokes.



Randy Prellwitz and Leta Powell Drake

The keynote speaker was Leta Powell Drake. She is remembered for her 50 year TV career as Kalamity Kate, host and producer of the long-running children's TV show, Cartoon Corral, and Host of the channel 10/11 morning show. Drake hosted and produced over 10,000 TV shows and served as program director of KOLN, KGIN-TV and the Nebraska Public Television Network. Drake is a private pilot and

flew in the All Women's Transcontinental Air Race (Powder Puff Derby) four times. She placed twice in the top 10 and had the opportunity to fly in the back seat of one of the Blue Angel's aircraft.



## TEAMWORK

By Jerry Tobias

Every aviation activity involves teams of people, and it often takes the collective efforts of these teams to produce the solutions needed in difficult situations.

I was cautiously inching our Air Force C-123K toward the active runway at Phnom Penh, Cambodia, when our left wing suddenly dropped downward. Our left main tire had been punctured on the unimproved, rock-surfaced taxiway. And, of course, there were no tires or maintenance personnel anywhere in Cambodia. Our airlift control center in Saigon told me via HF radio that they would send another C-123 with the men and equipment necessary to change the tire, but that it would not arrive until well after dark.



Jerry Tobias

That was a serious problem, because the Phnom Penh airport simply disappeared at night. Due to the numerous rebel forces in the area, the control tower was closed and the runway lights, beacon and navigation aids were all turned off after dark. And, at dusk that night - right on cue - the airport became eerily lifeless and quiet. The heavily armed Cambodian guards that were then posted around our airplane got our attention, as did the tracer bullets that later began to crisscross the pitch-black airport.

We devised a plan for our rescue aircraft's arrival while we waited, which I discussed with them as soon as they got within UHF radio range. The only airport location cue available to them would be the rotating beacon on the top of the tail of our airplane. If they would fly toward our beacon at traffic pattern altitude with only their tail beacon on (small arms fire was a concern), I would direct their downwind, base and final turns towards the runway by observing their position through the overhead hatch on our C-123.

In spite of the limited visual perspective offered by their single beacon, and thanks to the pilot's incredible airmanship, our rescuers landed safely in Phnom Penh's "black hole." And then, once the lengthy tire change was completed, we both finally departed the early morning darkness of Phnom Penh and headed for Saigon.

This night rescue was successful due to the extraordinary efforts of dozens of "teammates" in two countries. Likewise, Nebraska aviation's daily successes are attributable to many team members (maintenance technicians, schedulers, flight crews, line personnel, CFI's, managers, state and local aviation officials, the FAA... just to name a few) whose contributions routinely lead to remarkable solutions to significant challenges. Sincere thanks to you all!

## Great Fireworks

By Dick Trail

Summertime in Nebraska means thunderstorms. For general aviation the hazards abound. Gusty surface winds, violent up/down drafts, blinding rain and the big one, hail. Seldom mentioned, but an "exciting" event is to be struck by lightning!

Summer of 1969, I was leading a three-ship cell of KC-135 tankers (same aircraft as the Nebraska Air Guard) out of Okinawa. A half hour before sunrise, we were climbing through a cloud layer littered with small Pacific thunderstorms. My navigator, with his head in the radar scope, just announced, "Turn to heading 250 and in ten miles we will be past the last radar return."



Dick Trail

Just then, an unbelievable flash of light and instant thunder was upon us. The bolt of lightning hit the nose right in front of our windshield. I reached up and turned on the cockpit thunderstorm lights to see something other than floating spots before my eyes. The navigator thought his cathode radar tube had blown up. Our boom operator, sitting about six feet behind my pilot seat, told of watching a basketball-size bundle of brightness float through the wind screen, wander past the cockpit, through the open door to the cargo deck, and wander leisurely back to exit through the far aft bulkhead. Ball lightning--google it!

Our wonderful Boeing soldiered solidly with the autopilot engaged. Nary a bump. The radios all worked, the radar swept merrily. No damage at all, other than frayed nerves. Jitters ignored, we completed our mission by refueling bomb laden B-52D's on their way to punish North Vietnamese foes.

Several other times my aircraft have been struck by lightning, with the worst damage a couple of pin holes at the top of the vertical stabilizer. It doesn't always work that way, as I've seen a B-52 with burn streaks on its white belly, which disabled the radar and all the radios. I know a 707 airliner and two KC-135's each had lightning strikes on a wing tip, which ignited jet fuel vapors blowing some 20 feet off the end of a wing. In each case, the crews successfully landed the damaged bird. No word on passengers' thoughts seeing the flash, hearing the thunder and then feeling the airplane fly solidly on. Lucky—"Thank you Lord."

If flying a turbo-prop, such as a Cessna Caravan, there is a mandatory engine teardown since the current through the engine can cause bearing damage. It is the same as when a turbo prop spray plane has a strike with an electrical wire. Recips probably have the same problem but I've never seen any direction on that one.

My advice: It is better to be good than lucky! Avoid all cumulonimbus by at least 20 miles and live to fly again on a pretty day.



# Young Eagles

By Tom Winter

Lots of jobs, I've had in my three-score years and ten, but one job I kept at for 13 years, and it didn't pay me a dime. Young Eagles Coordinator. Best job I ever had. Back in 1999, I took it on for EAA 569. THAT was it.

I decided early on ("you can observe a lot by watching," Yogi Berra says) that I did not want to just line up a host FBO and then have an open event where there was a general call for pilots and a general invitation to the public: I saw that if more public showed up than you could happily fly, there were, to put it mildly, friends you didn't make—including the FBO! And then there was an open event where we actually had more pilots than Young Eagles to fly. Well, at least the camaraderie of the pilots at leisure still made it a day well spent! But at either end of the two many/too few scale, you learn it would be good to know in advance how many kids you are going to fly! Another thing experience taught: No rain dates. If the event is weathered out and you need to use the rain date, it basically means a short-notice reorganizing of the entire event. Bad for coordinator nerves!



Tom Winter

So I switched to closed events with no rain date. If I learned of an organization with a youth program (Junior ROTC, for instance), I talked to them, and if they could see that our youth program would serve their youth program, we flew them: they brought the kids; we picked a date, I gave the Tower a heads up, lined up the host FBO and then I went to work lining up the pilots.

In the early days, the Air National Guard lined up underprivileged kids for the Young Eagle pilots to fly. General Mark Musick, now retired, told me they looked on it as "down-the-road recruiting." And the Air Force Association helped, also with the thought of down-the-road recruiting. And down-the-road recruiting it certainly is — any number of today's pilots started as Young Eagles.

The host for the ones where the Nebraska Air Guard brought in the kids was in Duncan's north hangar; then Capital Aviation became the usual host; and most recently, Silverhawk. All have been most hospitable and eager to assist. Capital laid in donuts, or sometimes pizza, for the pilots and kids. Given the space in the Duncan hangar, I brought in tether-control models for the kids to fly while they awaited their flight. These were carved foam scale models, and realistic: add power, the model climbs. Let up, the model descends.

The beauty of it was calm summer evenings. I often picked a starting time of 6:30 for the pilots and a tad later for the youth. By then the afternoon breezes had calmed down, and by the time the last Cessna 172 or Piper Warrior, or yes, a Cessna 150 was down, we had an airport sunset to admire, and a ramp and FBO sparkling with airplanes and happy people. Lucky: I never had a July evening let me down. Like the song, "they can't take that away from me," these Young Eagle memories I'll take with me to my last breath, and perhaps the kids will keep these memories, too.

It was always fun hearing parents and the Young Eagles, thank the pilots. Often, I heard the pilots reply, "We love to do it." Personally, when the wheels leave the ground and I watch my shadow getting farther from the airstrip as I climb, I feel that the thrill never fades, and sharing the

joy of flight is in itself, a joy.

As a pilot, I never liked flying to a fly-in breakfast where there was also a Young Eagles event going on. So, any event I coordinated was a stand-alone deal. Oshkosh liked it, because it simplified the insurance. I liked it because it simplified the pattern!

Not all pilots in the chapter flew Young Eagles. I learned quickly, calling around the chapter, who my flying heroes were, who would fly Young Eagles again and again. Jeff Clauson flew more than anyone in my early years, and so, too, John Zimmer, and Wally Peterson, one at a time in his Cub or in his 150 — all three now gone, but they are gratefully and fondly remembered. Don Shoemaker gave the kids a unique experience in his Camair, that twin Navion. Larry Glabe was a regular. Phil Jossi has moved away, but till then was so dedicated to Young Eagle flying that when his own plane was in annual, he rented a 172 so he could fly the kids. In my more recent years, my Young Eagle flying heroes have been John Cox, Glen Witte, Tom Trumble, and the late John Cox Sr. Tom Trumble has now flown far more than anyone in the chapter, even surpassing Jeff Clauson's numbers. Heroes? Yes indeed! If you want to win someone's heart, tell a Young Eagles Coordinator Yes, I'll be there and fly the kids!



Tom Trumble with 3 of the 740 Young Eagles he has flown

For years, Tom Trumble lined up a Young Eagles Flight for the fourth grade at St. Patrick's School. When I learned that a Chapter can have more than one Young Eagles Coordinator, I had him join me as Chapter Coordinator — after all, in a volunteer organization, if you do it, you are it! Christi Higgins, a sparkplug for EAA in many ways, is the current Young Eagle Coordinator for the Lincoln EAA Chapter. It pleases me very much that I served as her AOPA Mentor pilot.

Concluding, I add two notes: (1) add fun and sparkle to your flying: fly Young Eagles. (2) In my professor career, I told every class "Just being here, in the United States, you have won the lottery, but you have no idea how big the prize is. No other country on the planet makes it as possible for a civilian to be a pilot, own a plane, and fly!" This is true, and somehow or other, it is a closely guarded secret. The secret needs to get out. Fly Young Eagles!

## Kearney TAF

By Jeff Halblaub

The Kearney Regional Airport is the fourth-busiest airport in Nebraska and has regular commercial passenger service. Despite this, there is no airport-specific aviation forecast, or Terminal Aerodrome Forecast (TAF), available for Kearney. That will change on July 1st. After coordinating with the National Weather Service (NWS) in Hastings, Jim Lynaugh, the Kearney Airport Manager, officially requested initiation of a TAF for the Kearney Regional Airport. The NWS in Hastings will begin regular issuance of a TAF on July 1, 2014. This means that TAF's will be issued every six hours with amendments as necessary. However, TAF amendments will be restricted to wind, ceiling and visibility since the Automated Weather Observing System at the airport does not have a present-weather sensor. If you have any questions, please contact Jeff Halblaub, Aviation Program Manager at the Hastings NWS office, at 402-462-2127, or jeffrey.halblaub@noaa.gov.



# Reverse Engine Failure

By Chris Stokes

We always discuss, study and practice engine failures in multi-engine planes. Rarely does anyone mention a stuck throttle, which is strangely similar to a failed engine. It happened to me in July 2006 over Afghanistan.

About 45 minutes into my sortie over Eastern Afghanistan, my wingman and I were doing lazy circles over a convoy of 12 Humvees in our A-10 Warthogs. The convoy below had intel (intercepted cell phone activity) saying the Taliban were preparing an ambush which amped up the pressure. We were searching diligently for enemy with our targeting pods. For a change, it was a daytime sortie on a beautiful weather day. The throttles were set at a low fuel flow to maximize our endurance and had us flying at 180 knots, just over the speed of my 1961 Beech Debonair. Soon after we arrived overhead the convoy, I noticed my right throttle felt strange. The actual throttle would move full range, but the engine didn't respond. Not good. The engine was stuck at its power setting and the throttle was flopping around without any tension on it with a clicking, which ended up being a broken throttle cable.

Normally at home, in this situation a pilot would immediately declare an emergency and return to base. However, if we did that the guys below would have no cover, and I would have to circle overhead the field to burn down gas anyway so might as well do it at a place we could be of assistance! There is a checklist, and I read each item and complied with it. It really didn't say much, except it enlightened me to the fact that there was no way to normally shut off the engine with the throttle, so I would have to pull the fire handle to cut off fuel to the engine. Anyway, we had a job to do and our guys on the ground were about to get bounced.

We continued circling and providing cover for the convoy. The Humvees were driving south through a valley on a very narrow road with steep mountains on either side. We did a number of "show of force" low passes down the valley to let the Taliban know we were watching. Unless the Taliban were feeling overly suicidal, seeing the A-10s usually caused them to hold their fire. I wanted a little extra gas to cover the time it would take to talk to ATC, the supervisor of flying, run checklists, etc. After burning down to 5000 pounds of fuel remaining, I called "knock-it-off" which is fighter pilot terminology for "stop everything, I have a problem." My wingman "Borg" asked me what the problem was and I told him I had a broken throttle linkage, right throttle would not retard below 1400 pounds fuel flow, and the checklist was complete. We called the convoy and told them we were leaving due to an aircraft malfunction, and they thanked us and said they were through the high-threat area.

We turned our Hawgs west towards Bagram airfield; I began working the radios to get home. I declared an emergency with approach and explained the situation. As usual in Afghanistan there was radio jamming in the background which made communication difficult. On another frequency, the Borg told the A10 supervisor about the issue. I arrived overhead the field and began a left spiral down from 15000 feet down to the field at 4900 feet above sea level. With both throttles at idle, but one engine stuck in a high power setting, I opened the speed brakes and began slowing and descending. The effect of the engine stuck at high power was shocking at lower altitudes. When the failure occurred, I was at 15000-20000 feet. After descending to lower density altitude, the engine fuel controller set the thrust at nearly full power. I had to put in almost full rudder to counter the yaw. Similar to an engine failure but opposite. Just as you need to use counter-rudder when an engine has failed, you need counter-rudder when one engine is stuck in a high power setting. Fortunately, the A-10 has huge and effective speed brakes which would help to counter the extra thrust. As I rolled out onto about a 5 mile final, I realized for the first time, that the engine was at 78% fan speed at this lower altitude. Normally, full power fan speed on take off is 80.3%. Even with full rudder trim, I was applying a lot of rudder pressure and could feel it in my leg. There were two main issues in this situation. First, keeping the plane flying at slow airspeed in a highly abnormal configuration. Would the plane

do it? The other option would be to go around, shut down the engine in flight, then land single engine. This would open a whole new set of worms. A single engine approach and landing is normally not too big of a deal...Unless you have a full load of bombs on board! Also, I was at an airfield 5000 feet MSL and the temperature outside was over 100 degrees. This makes the density altitude over 9000 feet for the field, and I just don't think that our 1978 model A-10s, fully laden with bombs, could go around with any climb gradient at all. If anything went south, I would have to jettison the live weapons in order to go-around. They say the weapons won't go off without being armed, but I never wanted to test that theory.

The second concerning issue was landing too fast with extra thrust and potentially going off the end of the runway. Bagram Air base was built in the early 1980's by the Soviets. To defend the vast area, they created a vast mine field all the way around the base with red signs all around it that say "Mines." That was what I was worried about! The speed was easily controlled by the large speed brakes on the wingtips. I found the correct speed brake setting that held my speed with the extra thrust. I needed lots of opposite rudder and my leg was shaking by this time. As I passed over the approach end of the runway, I opened the speed brakes to full and the A-10 made a firm touchdown on about the 5th brick from the end. Now I was rolling down the runway with an engine at almost full power. Following the checklist, I reached up and pulled the fire handle for the right engine while frantically working to keep the Hawg on the runway with the extreme asymmetrical thrust. About 5 seconds later, the engine wound down and the rest of the roll out was normal. Fortunately, the critical hydraulic equipment for the A-10 is on the left system, I had normal antiskid braking and nose wheel steering. With the other A-10 and four Marine EA6B Prowlers circling above needing to land, I taxied clear of the runway and shut down. The next day the maintenance shop showed me the throttle cable which had failed. (See Picture)



Chris Stokes

# Wayne (KLCG) Fly-In

By Nancy Braden

July 12 (Saturday) and July 13 (Sunday), Wayne will be hosting a fly-in & annual "Chicken Show." Saturday: Omelet Feed from 7:30 am to 9:30 am. Fly-in's eat free. Introductory flights will be available. EAA #291 will be offering Young Eagle airplane rides. Sunday: Food from 10:00 am to 1:00pm. Fly-in's eat free. Car show from 9:00 am to 1:00 pm. Poker run for motorcycles and vehicles will start at 1:00 pm. Transportation to Chicken Show events from airport will be provided. For more information, please visit [www.chickenshow.com](http://www.chickenshow.com) or contact Nancy Braden at 402-375-1733.

# 2014 Aviation Art Winners

1st, 2nd and 3rd place for all divisions are displayed with their associated art on next page. We would like to congratulate the following Honorable Mentions: Morgan Peterson (Enders), Addison Gardner (Omaha), Kennedy Garcia (Broken Bow), Stephen Beaton (Omaha), Maia Classe (Omaha), Anna Schmidt (Plymouth), Rhiannon Cottam (Lincoln), Olivia Schwickerath (Lincoln), Wayde Lyons (Lincoln), Lexi Lyne (Lincoln), Ava Bettger (Omaha), Danny Gragg (Grand Island), Elijah Flodman (Grand Island), Jazzlyn Nava (Grand Island), Grace Hoover (Omaha), Dabatha Sanchez (Grand Island), Angel Pajoy (Grand Island), Christopher Lopez (Omaha), Madisen Randa (Verdigre), Makaya Ruzicka (Verdigre), Emily Pinkelman (Verdigre), Haylee Klawitter (Verdigre), Alex Hollmann (Verdigre) and Jon Shaw (Verdigre).



# Congratulations to the 2014 Aviation Art Contest Winners



**Joseph Timperley, Omaha**  
Special Award Recipient



**Lauren Gieselman, Omaha**  
2nd Place, Junior



**Abigail Beaton, Omaha**  
1st Place, Junior



**Natalie McNamara, Papillion**  
3rd Place, Junior



**Joseph Oberlies, Omaha**  
1st Place, Intermediate



**Matt Cullen, Omaha**  
2nd Place, Intermediate



**Claire DeCoster, Papillion, 3rd Place, Senior**



**Haley Workman, Humboldt**  
1st Place, Senior



**Christine Joyce, Omaha**  
3rd Place, Intermediate



**Ben Ervin, Omaha**  
2nd Place, Senior

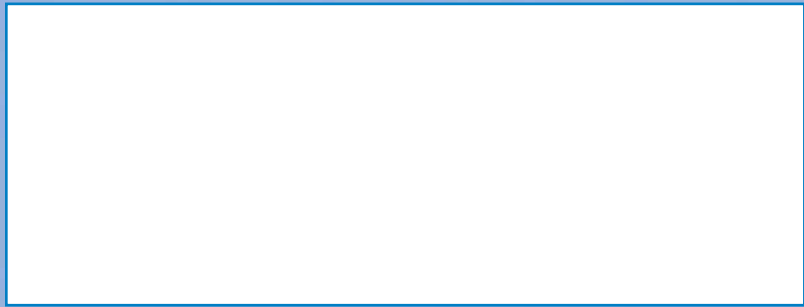
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## Events Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 8:00am to 10:00am.
- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 8:00am to 10:00am.
- **Seward Airport (SWT)**, Midwest Aerobatic Club has regular meeting on 3rd Saturday of the month.
- June 1-** Central City (07K), Fly-in. Breakfast from 7:00am to 11:30am and lunch from 11:30am to 2:00pm. Fly-ins eat free. For more information, call Don Shorney 308-946-3450.
- June 7-** State Fly-in at York Airport (JYR), Festivities start at 8:00am with a Fly-in breakfast and 1:00pm airshow. Activities include introductory flights, Young Eagle Rides, skydivers, formation flying, static display airplanes and helicopters. Airshow performers include Harry Barr, Doug Roth, and Rob Ator.
- June 12 thru 16-** Lincoln (LNK), Experience history with a B-17 flight and/or tours at Silverhawk Aviation. An unforgettable experience aboard one of fifteen remaining airworthy B-17s in the world – EAA's Aluminum Overcast. Stand in the footsteps of the bombardier, the navigator, and the waist gunner and relive history by experiencing this once-in-a-lifetime opportunity to fly in one of WWII's most vital and magnificent aircraft. It is a traveling museum and a connection to the past, the "greatest generation" who built and served heroically on these warbirds. Ground tours are \$10 for individuals and \$20 for family rate. Children under 8 and veterans are free. No need to be a pilot or military veteran to take advantage of purchasing a flight mission. Prices start at \$409 for advance purchases. There are 10 seats available on each flight and these are available on a first-come, first-served basis. Please call the tour directly at 920-371-2244 to secure a walk-up reservation.
- June 14-** Loup City (0F4) freq. 122.9. Fly-in Breakfast. Check out our new extended runways, turnarounds, Tarmac, taxi ways, pilot lounge, and credit card fuel pump, displays and activities. Fly-ins eat free. For more information, call Larry Reiter 308-383-0352.
- June 15th-** Creighton (6K3). Fly-in Breakfast hosted by EAA Chapter 804. Held in

conjunction with the annual Berry Pepper Celebration. Time 7:00 AM to 11:00 AM. For more information please call Harvey Sorenson 402-360-4235.

- June 19 thru 21-** Wayne (LCG), 2014 Ercoupe Owners Club National Fly-In.
- June 21-** Gothenburg (GTE), Fly-in breakfast from 8:00am to 10:30am. Pilots eat free. Come celebrate the first day of summer. Gothenburg- home of the finest grass runway in Nebraska.
- June 22-** Elgin (NE44), 23rd annual Fly-in breakfast hosted by EAA Chapter 804. Held in conjunction with Elgin's 125th celebration. All you can eat with lots of activities. 7:00am to Noon. Free to Fly-ins. Airport will close at 12:00 for 15 minute aerobatic demonstration by Brian Correll in his Pitts S-2S. For more information call Lynn Koinzan at 402-843-8115.
- June 28-** Aurora (AUH), Fly-in breakfast from 8:00am to 10:30am. Pilots eat free. Remote controlled aircraft demonstration. For more information contact Jerry Brown 402-694-3633.
- June 29-** Ainsworth (ANW), Fly-in breakfast from 8:00am to 12:00pm. Pilots eat free and others are only \$2.00. For more info contact Lance Schipporeit at (402) 387-1491.
- June 29-** Pender (OC4), Fly-in breakfast from 8:00am to 12:00pm. Pilots eat free. For more information contact Paul Peters 402-380-9882.
- July 11 thru 13-** Tarkio Airshow in Tarkio, Missouri.
- July 12 & 13-** Wayne (LCG), Fly-in breakfast & Chicken show. (See page 6, for details).
- July 13-** Norfolk (OFK), Fly-in breakfast from 7:00am to 10:00am. PIC eat free. Sponsored by EAA 918, for more information contact Bill Squire at 402-841-5567.
- July 19 & 20-** Defenders of Freedom Open House and Air Show will return to Offutt.
- August 22, 23 & 24-** Minden Airport (OV3), Nebraska Chapter Antique Aircraft Association at Pioneer Airport. Friday starts with noon meal and continues with evening "Cream Can" supper, Saturday morning breakfast (biscuits/gravy/eggs) and noon lunch(burgers/chips). Saturday evening, motel will host annual banquet/awards for fly-in. Sunday, informal gathering and departure for national fly-in at Blakesburg, IA. For more information contact Todd Harders at 308-380-5079 or e-mail flyingfield320@yahoo.com.
- August 31-** Genoa (97Y), Fly-in breakfast from 7:30am to 11:30am sponsored by Genoa Lions Club. Pilot and passengers eat free. For more information, contact Don Pearson at 402-948-0067.