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NEBRASKA

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Great
Destinations

DEPARTMENT OF AERONAUTICS

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PIREPS

Apr - May 2017

Volume 68, Issue 2

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Official Publication of the
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Circulation: 3320

69th Annual NATA Convention

Some Photos and Portions of Article Courtesy of Judy McDowell, NATA Executive Secretary

This was the 13th year I've attended the Nebraska Aviation Trades Association (NATA) Convention and it just gets better each time thanks to the work of Judy McDowell and the NATA board. Over 180 aerial applicators in Nebraska are represented by NATA and they are major contributors to the agricultural output of this state.

Unmanned aerial vehicles (UAV) will be used more and more in agriculture as stated by the lead off speaker (Monday, Feb. 20) Dr. Wayne Woldt from UNL's School of Natural Resources. Dr. Woldt updated us on the rules and regulations concerning UAVs, which seem to change almost overnight. The best place to look for updates would be the FAA's website at: <https://www.faa.gov/uas/>.

Tuesday began with the Professional Aerial Applicators' Support System (PAASS). Topics included: Agricultural Aviation's Airfield Watch, Human Factors in Agricultural Aviation- "Risk Management in Ag Aviation," Environmental Professionalism "Using Adjuvants with Aerial Application," and Hangar AG Flying- "Topics of interest to Ag Operators." Presenters for PAASS were Brain Rau and Craig Bair. Perhaps the biggest change for aerial applicators is the increased use of larger and faster aircraft. Ten years ago, airspeeds over crops averaged around 120mph, now with 500 gallon, 600 gallon, or even larger tank capacities on the aircraft, speeds are running around 160mph. With increased speeds, things happen much quicker, with shorter reaction times for the pilots.



Brian Rau and Craig Bair



Brent Stewart

During the lunch break, Brent Stewart was awarded "2016 Airman of the Year," while Alan Corr was made a NATA Honorary Member due to his long time role of assisting aerial applicators getting the best spray patterns from their aircraft. Luncheon entertainment consisted of a phenomenal YouTube group called the "Peterson Farm Bros" from central Kansas. All three brothers attend or attended the Kansas State University where one majored in Agricultural Communications and Journalism. He got the YouTube video started where they tell their story advocating for agriculture. They did a fantastic job of promoting agriculture and entertained us all with their style. You may wish to visit YouTube and look for "Peterson Farm Bros" videos.



Alan Corr

Recertification continued on Wednesday with Tamra Jackson, UNL Extension Plant Pathologist, updating us on Corn Disease and Bacterial Leaf Streak. Lowell Sandall was next, speaking on "Meeting the Challenges of Continually Evolving Weed Populations." Dr. Stevan Knezevic spoke on "Weed Resistance and New Herbicide Tolerant Crops" and issues with Dicamba Drift, followed by Alan Corr and his discussion of "Spray Pattern Efficiency and Uniformity and Right of Way." Tim Creger, NE Dept. of Agriculture, provided an informative "Pesticide Regulatory Update."

The Ladies of NATA were not to be outdone and had their own program, even building an aircraft.





Spring is Here

By Ronnie Mitchell

Just a few days into spring and we've been having snow in the northern part of the state. Snow storms in early spring are not unusual in Nebraska but then thunderstorms aren't either. Please read Dan Petersen's article about thunderstorms and how to safely avoid them.

As I write this, our legislative body is in the 51st day of the 90-day session, and they certainly have difficult decisions concerning lowered revenue projections and our state budget for the coming biennium. Governor Ricketts did provide a balanced budget to the legislature without raising taxes.

LB339, the legislation to create a Department of Transportation by joining Roads and Aeronautics together has been introduced as a Transportation and Telecommunications priority bill and is now on General File in the legislature.

President Trump has presented his budget to the US legislature and there are two items I wish to bring to your attention. The first item (eliminate Essential Air Service) will have a dramatic impact on our airports who receive Essential Air Service subsidies allowing scheduled passenger air carrier services to a major hub. The affected airports are Grand Island, Kearney, North Platte, McCook, Scottsbluff, Chadron, and Alliance, and each airport has a little different situation. Grand Island has EAS subsidized flights to Dallas-Ft. Worth with nearly full airplanes each way. Alliance, McCook, Chadron, Scottsbluff, North Platte, and Kearney would have little or no connection to Denver International Airport without the EAS subsidy. Additionally, Scottsbluff, North Platte, Kearney, and Grand Island, receive a yearly \$1 million grant from the FAA Central Region for Airport Improvement Projects (AIP) if they have 10,000 passenger boardings a year. This money would not be available without EAS.

His budget also separates Air Traffic Control (ATC) and its 14,000 controllers from the FAA. This idea has been strongly supported by Congressman Shuster, Chairman of the House Transportation & Infrastructure Committee. Many think this is a bad idea, as several questions arise. How do you transfer millions in government equipment to a private entity which has no funding oversight from Congress? Second, the board which oversees this new organization is primarily controlled by the major airlines, so where does general aviation (includes corporate aviation) fit? Third, how will it be funded? Many believe there will be user fees on all who use the ATC system. The Committee is saying general aviation will be exempt from user fees, but what happens when funding falls short? The Committee frequently compares the Canadian ATC system as a model for the US, but how much air traffic is there in Canada as compared to the US? We have the safest and most envied system of ATC in the world, in my opinion, the best.



Director Ronnie Mitchell

The Winds of March

By Lee Svoboda

It's the first week of March here in Arizona and the temperature is approaching 90°F. Getting too hot to even attend preseason baseball games. As I have been monitoring Nebraska weather I have seen several Red Alerts, which means high winds and possibly fire hazards. My yard in Elkhorn will be a mess when I return, with debris all over the place. However, I also know that pilot training time will be lost because of the high winds.



Lee Svoboda

Winds of ten knots or more are almost an everyday event in Nebraska. Sometimes the winds are right down the runway but often a direct crosswind is the resulting condition. A pilot flying in Nebraska must learn to handle windy conditions in order to safely fly year round. That learning must start with the initial flight instructor and be continued by any subsequent flight instructor. I'm not saying to take your primary students out in 40 knots of wind, but 25 knots might be okay. Advanced students could be exposed to 40 knots, maybe just to show them that in their decision making process, 40 knots of wind may not be for them.

I know instructors do not teach their students to just pass a practical test, but wind knowledge, judgment, and flying in winds of the day are evaluated. Check the ACS/PTS and you will find that winds are considered in aircraft parking, taxi, ground reference maneuvers, instrument approaches, holding patterns, cross country flight planning, and (of course) takeoffs and landings.

Personally, I do not tell an applicant to attempt the flight portion of a practical test regardless of the winds. To me their decision to fly or not to fly is a demonstration of their aeronautical decision-making. If an applicant elects to fly on a day they are not able to safely handle the winds and I have to intervene, a disapproval notice will be the result. As a very general rule of thumb, a private pilot applicant should be able to handle a 20-knot wind, a 10-knot crosswind, with a gust factor of 10 knots. Advanced applicants should be able to handle up to a wind comfort factor; demonstrated crosswind of the airplane or crosswind limitation and a comfort gust factor. The major term here is comfort factor. If you have a student that is not comfortable with certain wind levels, then you have two choices: either make them comfortable with training or make sure their decision-making keeps them within their comfort zone.

We have a joint responsibility to ensure the pilots you train and I test are mentally and physically capable of staying within their wind comfort zone. To do less is a failure on our part. Remember we are only a temporary stop in their flying experience, an experience that could mean flying heavy iron in all parts of the world. Let's make that temporary stop the best safety experience possible.



NeBAA Meeting

By Jerry Tobias

The Nebraska Business Aviation Association (NeBAA) exists to provide services for and promote the professional development of all involved with corporate aviation and other business aviation-related enterprises in Nebraska. NeBAA's regularly scheduled meetings endeavor to help keep members informed about safety, airport issues, new products, and other topics.



Jerry Tobias

As is often the case, the Feb. 16th meeting was sponsored by a business aircraft manufacturer. Gulfstream Aerospace provided the meal for the 80+ attendees and gave a product update presentation. Gulfstream also brought a new G550 to the meeting and positioned it next to the luncheon tables inside the Conagra hangar. That, as you might imagine, added much to the already great setting. And, proving once again that our aviation community is sometimes remarkably small, one of the G550 demo pilots was the son of retired Mutual of Omaha Chief Pilot Rod Kauber.

In addition to the Gulfstream presentation, NDA Director Ronnie Mitchell gave an update on the status of Nebraska LB339, the bill that will merge Nebraska's Departments of Roads and Aeronautics into one Department of Transportation (DOT). Airport construction updates were also given by representatives from Omaha, Lincoln, and Grand Island.

The featured speaker for the meeting was Greg Feith, a former Senior Air Safety Investigator with the National Transportation Safety Board. During his time at the NTSB, Greg worked some significant accidents, notably Pan Am Flight 103, American Airlines Flight 1420, Korean Air Flight 801, Swissair Flight 111, SilkAir Flight 185, and ValuJet Flight 592. Last year, he was also inducted into the Living Legends of Aviation, which – if you read the list of previous inductees – makes him part of a remarkable group!

The main theme of his presentation was that whether flying, fixing, or managing, safe operations involve the same three keys: Attitude, Discipline, and Motivation. Our skills and/or credentials, he said, do not replace any of these missing keys. He also reminded us that it wasn't long ago that "normal" thinking was to "accomplish the mission" at any cost, which was a dangerous mix of complacency, carelessness, and over-confidence that has hindered safety for decades. Greg warned us we must never attempt beyond our human or equipment capabilities, and profoundly ended his presentation punctuating that point with powerful (albeit horrific) ATC audio tapes of pilots who found themselves doing just that.

This NeBAA meeting, once again, provided both valuable information and the opportunity to connect with others in the Nebraska aviation community. To find out more about NeBAA, future meeting schedules, etc., see NeBAA.org.

CRM via TT

By David Moll

So what is CRM via TT? Here's a hint: How many times have you tried to call one of your children with no answer, but if you text them, you immediately get a return text? My son has that perfected, while my daughter says that's how millennials communicate. Wow, for the last 20 years professional pilots have attended classes on how to have effective verbal communication.



David Moll

Therefore, do I have to text the other pilot to start effective Crew Resource Management? Are there any texting shortcuts on my smart phone with correct spelling to say the left engine is on fire, or is there an App you have to buy? Because if it were texted with slang language it would probably look something like this: ONNTA UR LF ENG BRNS IM NOT LOL. (Interpretation -- Oh No, Not This Again – Your Left Engine Burns – I'm Not Laughing Out Loud). Since I don't tweet, I had to look up what a hashtag (#) means. Now that I know, maybe a prior tweet on engine fires is out there somewhere and you can re-tweet it. To me, tweeting is what little birdies do at 4:30 am in the summer time telling me it's time to get up and make coffee.

Sure, I'm making fun of the slang texting and tweeting craze then relating it to Crew Resource Management. However, is this habit of being heads down typing texts, tweets or Facebook outside of the cockpit one of the underlying causes of pilots spending far too much time being heads down inside the cockpit? Maybe your standard operating procedures regarding the sterile cockpit rule should include technology distractions, because if you don't think bad habits transfer, here is a classic example: The National Business Aircraft Association noted one case where an Australian Airbus 320 crew forgot to put the gear down when the Captain's cell phone started ringing on final approach. Fortunately the error was caught in time, but at so low of an altitude the crew had to execute a go-around. When a ringing phone takes a higher priority over putting the landing gear down, you know it's a bad day. This is no different than people falling into water fountains when their undivided attention to a smart phone makes them look pretty un-smart.

Accuracy is a trait of being a good pilot, and not that you can type 80 words a minute with only your thumbs using shortcuts and slang. Think about this typing carelessness: one airline crew only inserted the letter "R" into their FMS flight plan route bringing up the wrong waypoint instead of typing out the full name of the waypoint, then not double checking this wrong waypoint wasn't even associated with their destination. Sadly the autopilot made a turn directly into a mountain. Your passengers expect you to be focused 100% of the time on their safety as well as yours.



Thunderstorms??

By Dan Petersen

Spring is here and we welcome warmer temperatures and nicer flying weather after a long winter. With the change in weather we must also deal with the threat of thunderstorms. Thunderstorms contain several hazards for the pilot such as strong winds, hail, heavy rain, lightning, icing, low visibility, wind shear, and, of course, turbulence.

A quick review: for thunderstorms to develop we need to have unstable air, moisture, and some sort of lifting action, whether it be from convection or from a cold front driving underneath warmer moist air. We also have three stages of a storm; the Building, where there are mainly updrafts, the Mature, that contain updrafts and downdrafts, and the Dissipating Stage with downdrafts. Any three of the stages can be rough and should be avoided, but the mature stage is the roughest.

Obviously, thunderstorms should always be avoided and this starts with a good weather briefing. I start the night before a trip and watch the weather channel then again in the morning of the trip as I'm getting ready. Then make sure you get an official weather briefing from an approved aviation source where your N-number is recorded, such as Flight Service or an approved vendor like DUATS. Personally, I prefer getting an internet briefing from one these vendors, because, like the saying goes, "a picture is worth a thousand words." I review the weather depiction chart to show areas of IFR and VFR weather, the surface Prognostic chart and the 500mb Prognostic chart, the Surface Analysis Chart, the AIRMET and SIGMET chart, the NEXRAD Radar, and the Satellite Chart. There are more, but these are my go-to-every-time charts for a quick and complete look at what is currently going on with weather and what is forecasted.

If the weather looks bad and there is no way to avoid it or if it is difficult to avoid, either delay your departure or cancel. Remember, takeoffs are optional, landings are mandatory. If you can go, stay alert and on top of the weather situation by getting updates from flight service or other inflight weather products that we have today. Remember, inflight weather radar, Stormscope, or satellite radar are to be used for thunderstorm avoidance and not penetration. Give storms a wide berth when flying. The Aeronautical Information Manual recommends avoiding intense storms by 20 miles.

I can't possibly cover all the hazards and how to avoid them, but there are great sources to review weather, such as the FAA's Weather Handbook and Weather Services. There are also some great videos from the aviation product companies out there.

Fly safe and wishing you tailwinds, except for landing!



Dan Petersen

SAC Museum

Excerpts from the book "Wings Over Nebraska" by Vince Goeres

March 11th, the SAC Museum kicked off their celebration of Nebraska's 150th year of statehood with a great day of programs. Of course, I was interested in the presentation being given by Vince Goeres, who spoke about aviation in Nebraska from 1903 forward.

A hot air balloon was launched from Broken Bow in 1903 with a large crowd of onlookers interested in the dare devil who



Vince Goeres



Hot Air Balloon at Broken Bow, 1903

would be piloting the first launch in Nebraska. Since the balloons didn't have powered fans to initially inflate them or propane heaters to keep the air hot enough to provide lift, pilots would normally parachute out as the air cooled and the balloon descended. It was a

risky venture that always drew a crowd.

The "golden" age of aviation took place in the 20's, but due to the Great Depression, many aspiring aircraft manufacturers fell by the wayside. One of those was Harding, Zook and Bahl who incorporated in 1919 and sold an aircraft called the Lark, a single wing with a monocoque fuselage, for \$2,000. Surplus Curtiss JN-4 "Jenny" aircraft selling for much less caused their business to fail.

The Lincoln Standard Aircraft Company formed in 1922 and was another Lincoln manufacturer. The building which housed the company still stands at 24th and O Street in Lincoln. One of the aircraft they built was the Arrow Sport, which is now suspended from the ceiling inside the Lincoln Airport terminal.

Two notable aviators who learned to fly in Lincoln were Bud Gurney, later a United Airlines pilot, and Charles Lindbergh, the first to fly solo across the Atlantic in 1927. Both barnstormed in the midwest, parachuting out of aircraft and giving rides from farmers' fields for those courageous enough to fly.

Museums are a lot of fun. Miss Kool-Aid was in attendance promoting Kool-Aid Days which will be held August 12-13 in Hastings, the 1927 home of the inventor Edwin Perkins. The six original flavors were strawberry, cherry, lemon-lime, grape, orange and raspberry. Kraft Foods now owns Kool-Aid, with over 500 million gallons consumed each year.



"Miss KoolAid", Krista Hinrichs



Teaching, Training, and “B....”

By Tom Winter

Back in the good ol' days of Capital Aviation, I chatted often with Jeff Clausen, who had an office there. Early on, he told me what to expect from tower and departure radio calls. Knowing what to expect simplified matters in the left seat. And in the air, he taught me slips to landing — I had two tailwheel lessons with Jeff.

And on the subject of how tempting I thought the Hummel Bird was, he unforgettably asked “Who’s going to teach you to fly it?” (The Hummel Bird is a single seater.)



Tom Winter

Another teacher about preparation was David Dorfman, head of the dance company that bears his name, who was very concerned to avoid any injury. You warm up and limber up your body before making demands on it. In rehearsal you might hear a partner ask “Are you warm?” And Dorfman himself said it outright: “When you do things you don’t know how to do yet is when you get hurt.” In dance, you warm up, you get training, AND you don’t hurt yourself. Yes, I danced three performances with the Dorfman Dance Company in 1993.

No surprise: lifelong skaters got good feet! Once, at speedskating nationals, a competitor tried to psyche me out, saying (suggesting!) “I get so nervous at the starting line.” It didn’t work: I never had a case of nerves at the starting line, because when the gun goes off, I’m going to do what I trained to do.

Where is this going? Perhaps a difference between pilots and popular ideas about pilots. Just lately a non-pilot posted the video of a landing approach up a river, with a side-slip to alight on a turf strip in a valley. It had the headline: “Wilderness Ranch Landing - this pilot has b.... the size of a football!”

The landing actually looked serene. The pilot plainly (planely!) knew what he was doing. And the plane was a twin, so obviously the pilot had a multi-engine rating, presupposing lots of training and experience. And probably, for the first flight into that strip, had an experienced local pilot along.

We teachers have an alliterative motto: “Preparation prevents piss-poor performance.” My own teacher’s motto was “Never go in cold.” Of course, the pilot equivalent of “never go in cold” is written in stone:

§91.103 Preflight action. Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include—

(a) For a flight under IFR or a flight not in the vicinity of an airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which the pilot in command has been

advised by ATC;

(b) For any flight, runway lengths at airports of intended use, and the following takeoff and landing distance information:

(1) For civil aircraft for which an approved Airplane or Rotorcraft Flight Manual containing takeoff and landing distance data is required, the takeoff and landing distance data contained therein; and

(2) For civil aircraft other than those specified in paragraph (b)(1) of this section, other reliable information appropriate to the aircraft, relating to aircraft performance under expected values of airport elevation and runway slope, aircraft gross weight, and wind and temperature.

So I disagree with the clickbait line “B... the size of a football:” “B....” suggests a struggle with nerves, “B....” suggests willingness to risk safety.

Proper and thorough training means no b.... needed. You’re going to do what you have trained to do. Collin Lysford, a Latin student of mine from years back, read the above and summed it up better than I could. His reaction:

“Why be brave when you can be ready?”

UNL Flying Club

By David Morris

In 2014, several UNL students felt there was a need for a student organization dedicated to aviation. At the University of Nebraska Lincoln there isn’t a program of study for aviation.

Previously in the 1960s there was another UNL Flying Club that had an aircraft for UNL students to rent, but the club didn’t last through the years and the aircraft was sold.

In the last three years the renewed UNL flying club has grown from just a few to nearly 40 and continues to attract more members. Most are not pilots, but students, who have a love for aviation.

The club is open to any UNL student who has a passion or interest in aviation. Many of the members are in UNL’s Air Force ROTC program and hope to go on to become active duty members of the US Air Force.

The UNL flying club is the only aviation-based club on campus, and its purpose is to promote aviation through education, allowing members to experience the joy of aviation. Other activities which the club hosts include tours of local aviation businesses, fly-in breakfasts, speakers, and much more. Additionally, the club is responsible for the formation fly-over at the Nebraska football Spring Game each year, which is a highlight for club members. The club is set to soar well into the future, exposing more university students to aviation and aviation-related fields of work.



L to R Back Row: David Weed, Tanner Lockhorn, Trey Alexander, Matt Krause, Ann Schutte, Bottom row L to R: Amy Dunn, Natalie Johnson



Fly The Airplane

By Dick Trail

It was my buddy Clark's second solo in a Schweizer 222 training glider. I had run the wing until he had aileron control, so was close by. It was a winch tow where, as soon as airborne, the pilot pulls the stick all the way back against the stop. The pitch angle is extremely high above the horizon and the ride up is simply fantastic! About 50 foot high, the tow cable broke. Clark immediately pushed the stick forward, nursing what little airspeed he had, then made a normal flare to touchdown a hundred yards or so from where he started. Perfect!



Dick Trail

Gliders/sailplanes are airplanes and the same aerodynamic rules apply. Had Clark hesitated and held the stick back, even for a few seconds, his craft would have stalled and descended uncontrolled to the ground, probably with airframe and body-bending results. Incidentally, years later, Clark Lovrien went through Navy test pilot school and did the cold weather tests on the HH-53 Super Jolly Green Giant. Good hands, but there is a lesson for you and me. First, you fly the airplane.

My favorite designee has a trick up his sleeve when conducting the Private Pilot Practical Test for my students. For the last check-ride event following a touch and go, nose up to a climb attitude then at about ten feet high, the examiner abruptly pulls the throttle to idle. The Cessna 150 doesn't have a lot of mass and airspeed decays rapidly. Normally we land the 150 with flaps down, on takeoff the configuration is flaps up so, the landing configuration after such an abort can be a bit unfamiliar. Quickly nose down, then flare for the landing and it is surprising how little runway remains after coming to a stop. "Welcome aboard, new Private Pilot. Congratulations!" is Lee's usual response.

This old flight instructor thinks it is the startle factor, and then hesitation while the pilot collects his wits, that gets us into trouble. Then too, sometimes instinct directs us to do exactly the wrong response when the unexpected happens. We have all been trained to handle emergency situations, but that's done in a controlled environment with an instructor along for a backup. Out solo, sometimes it takes a bit too long to collect one's wits and keep the aircraft within its very demanding aerodynamic limits.

It is my practice to require students to pause before entering the runway for takeoff. Review the scenario. "If the engine does not produce takeoff power or fails before liftoff—throttle to idle and stop straight ahead. If the engine fails after takeoff, nose down to maintain airspeed and land straight ahead." The mantra is a little different for multi-engine. "If we lose an engine before gear retraction, throttles idle, touch down and stop straight ahead.

After gear up, it is maintain airspeed at or above V_{mc} , feather the affected engine and climb to a safe altitude." There are variations to the briefing due to make and model of aircraft, but the idea is the same: get the pilot's mind working in order to handle both the normal and unexpected.

Recently, I read of a Cessna 310 (not my favorite airplane, sorry) that was observed very low just after takeoff, a wing came up rapidly, it rolled over and went straight in. I know of no official results but to me it sounds like engine failure, airspeed deteriorating below V_{mc} , the rudder stalls and a snap roll. First, you fly the airplane.

I teach my multi students to be prepared, just as you would in a Cessna 182: if the engine fails right after takeoff, you land straight ahead. The same applies to a multi-engine aircraft, never ever get below V_{mc} even if you have to land straight ahead. You will still have control and, like Bob Hoover said, "If you're faced with a forced landing, fly the thing as far into the crash as possible."

My, isn't flying fun? Happy landings.

NE Aviation Hall of Fame

By Marcy Meyer

The Nebraska Aviation Hall of Fame committee has been in place since 1991. During that time, over 105 plus qualified applicants have been inducted. **Nominations for 2017 inductees are due by September 15, 2017.**

The application form is available on the NE Department of Aeronautics webpage (<http://www.aero.nebraska.gov>) under the Hall of Fame section. If you know of someone that qualifies, please submit a completed application including their achievements enhancing aviation, contributions to the development of others in aviation or service to the State of Nebraska in aviation related activities.

Air Force KC-46A

Two weeks ago this aircraft was on the Lincoln Airport ramp and it is big! Based on the Boeing 767 commercial aircraft, the KC-46A Pegasus is a widebody, multirole tanker that can refuel all U.S., allied and coalition military aircraft compatible with international aerial refueling procedures. Boeing designed the KC-46 to carry



passengers, cargo and patients. The aircraft can detect,

avoid, defeat and survive threats using multiple layers of protection, which will enable it to operate safely in medium-threat environments.

Boeing plans to build 179 of the jets to replace the aging Boeing KC-135 Stratotankers in the Air Force refueling fleet and expects to sell a total of 400 aircraft to countries across the globe.



2017 NAC Aviation Symposium

By Jess Banks

Editors Note: Due to space limitations in the Feb/Mar issue of PIREPS, additional information concerning the NE Airport of the Year and the Wright Brother's Master Pilot Award follows below.

NE Airport of the Year for 2016

The NE Airport of the Year for 2016 was awarded to Beatrice Municipal Airport. Manager Diana Smith has been proactive in promoting the airport and as some would say, "Your airport is the main street of your town, as industry, business and money fly into your local airport; they don't come on a bus." Beatrice Municipal Airport is a show place with an excellent Administration building, combining a flight planning room, pilot lounge and offices. Full service fuel is available with a FAA-certified aviation maintenance technician on the field. Completion of runway 18/38 reconstruction took place in 2016, with the addition of new and improved runway LED lighting, while reconstruction of runway 14/32 is in planning for 2018. EAA Young Eagle rides are frequently given at the airport and the airport manager often gives presentations to school groups promoting aviation. Beatrice Municipal Airport was the first general aviation airport in Nebraska to receive this award in 1992 and certainly is deserving of the award in 2016.



L to R: Ronnie Mitchell, Diana Smith, Joe Hawkins and Steve Bergmeier

Wright Brother's Master Pilot Award

Donovan Schardt was honored during the NE Aviation Council's Aviation Symposium at Kearney, NE on January 26 with presentation of the Wright Brother's Master Pilot Award. Not to be left out, his wife Deanna, received the spouse's certificate of appreciation for supporting her husband through 50 years of accident-free aviation.



Donovan Schardt

The Wright Brothers Master Pilot Award is the most prestigious award the FAA issues to pilots certified under Title 14 of the Code of Federal Regulations (14 CFR) part 61. This award is named after the Wright Brothers, the first US pilots, to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft as "Master Pilots."

The distinctive certificate and lapel pin was issued after application review and eligibility requirements had been met. A stickpin similar in design to Don's lapel pin was also provided to Deanna in recognition of her support to Don's aviation career. Don's name,

city and state will be added to a published "Roll of Honor" located at <https://www.faasafety.gov/content/MasterPilot/RecipientList.aspx>.

Our sincere congratulations to both Donovan and Deanna.

Amelia Earhart

Some Excerpts from Wikipedia

First Lady of the Air, Amelia Earhart, was portrayed by Dr. Ann Birney at the Durham Museum on March 14. The Truhlsen Lecture Hall was packed while the audience was quiet with anticipation to hear Dr. Birney.

She is a Kansas native (like Amelia was) and a member of the Ride into History, a historical performance troupe that has toured throughout the US. Her Chautauqua-style performances of Amelia are based on 20 years of extensive research and study, and she is the first person to do a historical performance for the Smithsonian's National Air and Space Museum.



Dr. Ann Birney Portrays Amelia Earhart

Dr. Birney spoke as Amelia, telling us her story. Many of us wanted to hear about the around-the-world flight, where Earhart and navigator Noonan disappeared. Many researchers believe the Lockheed Electra ran out of fuel and that Earhart and Noonan ditched at sea. Navigator and aeronautical engineer Elgen Long and his wife Marie K. Long devoted 35 years of research to the "crash and sink" theory. United States Navy Captain Laurance Safford (retired), who was responsible for the interwar Mid-Pacific Strategic Direction Finding Net, and the decoding of the Japanese Purple cipher messages for the attack on Pearl Harbor, began a lengthy analysis of the Earhart flight during the 1970s. His research included the intricate radio transmission documentation. Safford came to the conclusion, "poor planning, worse execution". Rear Admiral Richard R. Black, USN, who was in administrative charge of the Howland Island airstrip and was present in the radio room on the Itasca, asserted in 1982 that "the Electra went into the sea about 10 am, July 2, 1937, not far from Howland Island". British aviation historian Roy Nesbit interpreted evidence in contemporary accounts and Putnam's correspondence and concluded Earhart's Electra was not fully fueled at Lae. William L. Polhemous, the navigator on Ann Pellegrino's 1967 flight, which followed Earhart and Noonan's original flight path, studied navigational tables for July 2, 1937, and thought Noonan may have miscalculated the "single line approach" intended to "hit" Howland.

David Jourdan, a former Navy submariner and ocean engineer specializing in deep-sea recoveries, has claimed any transmissions attributed to Gardner Island were false.

The mystery remains unsolved and we continue to wonder what happened that fateful day, July 2, 1937. The first president of the 99's women's pilot organization continues to interest us all.

PIREPS

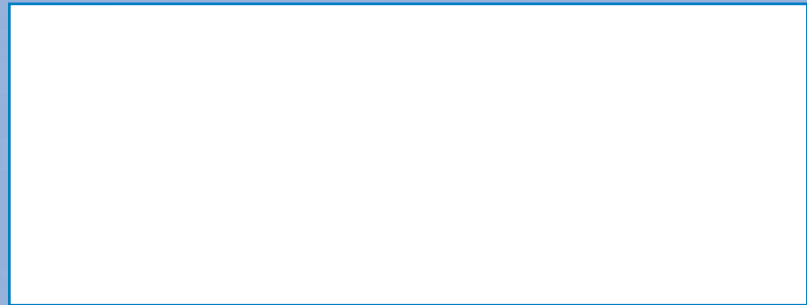
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Events Calendar

-York Airport (KJYR), EAA Chapter 1055 Fly-in breakfast (free-will donation) on the 1st Saturday of every month, 8:00-10:00.

-Crete Airport (KCEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month, 8:00-10:00.

April 21: Beatrice (BIE) Flying Conestoga Banquet and Airport Party at 6:30 pm, Beatrice. Guest speaker Dr. Duane Koenig, long time Pilot & Aviation Medical Examiner and Volunteer Physician/Surgeon in Northern Tanzania, Central Africa. More info and reservation: Beatrice Airport 402 223-5349.

May 31-June 4: Columbus (OLU) RedStar Pilots Assoc. FAST (Formation Air Safety Training) Clinic, Formation Flight Training, Tactical Flying. More info: Keith 402-564-7884 or 402-910-5247.

June 4: Central City (04K) 19th. Annual Fly-In breakfast and lunch, Sunday. Breakfast 7-11 am by Knights of Columbus Council #10386, pilot and passenger eat free, courtesy of Ag. Services Inc. Lunch served from 11-1:00 pm proceeds to Girl Scouts. More info: Don 308-946-3450.

June 4: Columbus (OLU) CAP Fly-In breakfast, 8-11 am. Hotdog & hamburger lunch 11 am - 2:30 pm. Military, Midwest Medical Flight Operations, antiques, general aviation aircraft displays. More info: Keith 402-564-7884 or 402-910-5247.

June 10: Hastings (HSI) Hastings Airport Association Fly-In Breakfast 7 to 11 am. PICs eat free! Come help us show our community that aviation is alive and well in Nebraska! More info: Russ Specht: hey.russ@yahoo.com, 402-462-0122, www.flyhastings.com.

June 24: Norfolk (KOFK) Norfolk Regional Airport will host the 25th Nebraska State Fly In. EAA to host Fly In breakfast, food and other vendors on field, various exhibits. Event includes an Airshow. More info: airportofk@cableone.net or 402-841-5130 or 402-371-7210.

June 24: Aurora (AUH) Auroran Days and Fly-in breakfast, pilots eat free, 8-10:30 am. Proceeds to Optimist Club. More info: Jerry Brown 402-694-3633.

June 24-25: Seward (SWT) Midwest Aerobatic Championship contest, practice and registration on the 23rd. More info: Lynn.Bowes@hotmail.com.

June 25: Pender (OC4) Pender airport Fly in breakfast, 8 am - 12. PIC eats free. More info: John Miller 816-210-2081.

July 4: Seward (SWT) Midwest Aerobatic Club Airshow 11 am - 1 pm. Lunch available on grounds with lots of fun and aerobatic flying. More info: Greg Whisler 402-643-2226.

July 29: Ainsworth (ANW) Seventy fifth anniversary fly in breakfast by Vicki, 8-10 am. Fly In's eat free. Lunch by Lions Club, 11-1 pm, \$3-5/person. Classic car show, Harry Barr's P51, Lincoln Sport Parachute Club with tandem parachute jumps and a hot air balloon. More info: Lance 402-387-1491.

New Pilots and Certificates

Private Pilots

Adams, James E.	Morrill	Cohn, Shane M.	Elkhorn
Dutcher, Justin T.	Humboldt	Thoendel, Joshua	O'Neill

Added Rating-Class or Category

Grover, Todd A. Omaha
Schrader, Katelynn R. Omaha

Commercial Pilot

Mulliken, Jerry A. Omaha

Instrument Pilots

Pollard, Jacob R.	Omaha	Wendell, Michael D.	Grant
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NE Air Trails

The great state of Nebraska was featured in an AOPA blog. See (<https://blog.aopa.org/aopa/2016/07/11/the-nebraska-air-trail/>) or <http://airtrails.weebly.com/nebraska>.