

PIREPS

A bi-monthly newsletter for Nebraska pilots and Aviation Enthusiasts



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

PIREPS

Feb 16 - Mar 16

Volume 67, Issue 1

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Circulation: 3488

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24th Annual Nebraska Aviation Council Aviation Symposium

by Madeline Sullivan

Thanks to the members of the Nebraska Aviation Council, aviation industry-minded Nebraskans from across the state have had the opportunity to collectively learn, teach, connect, and socialize for the past 24 consecutive years. This year's annual Nebraska Aviation Symposium and Nebraska



Dan Petersen, Lincoln FSDO FAASTeam Program Manager briefs pilots during the safety seminar

Aviation Maintenance Seminar were held in Kearney, NE at the Holiday Inn Convention Center from January 27th-30th. Both events included general sessions, breakout sessions, an exhibit hall, and a banquet. Some of the speakers at the events included Dan Petersen, FAASTeam Program Manager; Yasmina Platt from AOPA; Greg Principato, President of the National Association of State Aviation Officials (NASAO); Lorraine and Mitch Nugent, FAA Flight Procedures Specialists, and James L. McKee. Hot topics for the conference included Airports-GIS, the latest on Next-Gen and ADS-B, and best practices for the general aviation community.

The exhibit hall was stocked with representatives ranging from civil engineering firms, universities, and tech companies to FBOs, maintenance shops and more. At the first banquet for the Aviation Symposium attendees, several honors and distinctions were announced. The Nebraska Department of Aeronautics awarded two Airport of the Year awards, one for an airport with scheduled passenger service, and one without. The winners were Sidney Municipal Airport and Grand Island Central Nebraska Regional Airport.



Attendees at the kick off of the 24th Annual NAC Aviation Symposium

cont. pg. 5



Airports Are Important

by Ronnie Mitchell, Director NDA

It's the first week in February and a major storm warning has been issued for Nebraska with 7-10" of snow forecast. Most of our 80 public use airports will have snow on them, but I know the managers will be working hard to keep the runways clear and open for flight. Please check NOTAMS before you fly!

We need to be doing a better job of letting the public know just how important our airports are and how much they contribute to the economy of our great state. When was the last time you visited with your local Chamber of Commerce, city officials or state senators and explained how important your airport is for your community? Business doesn't come to your town on a Greyhound bus, but usually on a corporate aircraft with executives looking at business opportunities in your town. What impression do they have when arriving and departing the gateway to your city, which is your municipal airport?

The 24th annual NE Aviation Council's Aviation Symposium and Maintenance Technicians Seminar just concluded and it was a standout event. The opening guest speaker was Greg Principato, President and CEO of the National Association of State Aviation Officials. In his comments, Greg informed us that the FAA Reauthorization Bill, which expires on March 31, will probably face two continuing resolutions, and a multiyear bill will be passed after the first of the year. This is an important bill for our airports as it contains funding for the Airport Improvement Program (AIP).

Other bills mentioned by Greg include the "Pilot Bill of Rights" and Air Traffic Control (ATC) Modernization. The Pilot's Bill of Rights 2 reforms the FAA's medical certification process, expedites updates to the Notice to Airmen (NOTAM) and directs the FAA to develop a prioritization system organizing NOTAMs by urgency and importance. It also extends liability protection to individuals designated by the FAA, such as aviation medical examiners, pilot examiners or designated airworthiness representatives; and acts as a Good Samaritan Law for volunteer aviation pilots, protecting pilots from liability as long as they are following appropriate procedures.

ATC Modernization would change oversight of ATC from the FAA to a non-governmental agency. User fees might eventually be called upon to fund its operation. So, the question is: if it isn't broken, why fix it? We have one of the best ATC systems, handling the most aircraft traffic in the world, and in my opinion, they are doing a great job of it! Time will tell how this one turns out.

Most of this month's issue will concern the NAC Aviation Symposium. It was a great event and I hope you didn't miss it!



Ronnie Mitchell
Director, NE Dept of
Aeronautics

WINTER MEMORIES

by Jerry Tobias

My winter flying experiences have been both 'good' and 'not-so-good.' Let me start with the 'not-so-good.'

I lived in Hawaii in the 1970s. While there, I used to read about the blizzards in the Midwest, put down the newspaper, change from my cut-offs into a flight suit, drive to Hickam Air Force Base, strap into the left seat of one of our amazing, completely renovated Boeing EC-135J (707) Airborne Command Post aircraft, and then fly practice approaches and touch and go landings at Kona, Kahului, Hilo, or Lihue. Those were really rough winters.



Okay, maybe not. However, I do have several less-pleasant winter flying memories. Memories like sitting in line in MD-80s on closed runways at Chicago's O'Hare while other runways were being plowed; memories of way too many CAT II approaches; manually removing several inches of snow off of our corporate jet – in subzero wind chills – after an overnight storm that wasn't forecast surprised us at an airport that had no hangar space; the sickening feeling of moving the nose wheel tiller on an E-4A (747) to make a 90 degree turn, only to find that the taxiway intersection was a sheet of ice, so the nose wheels turned, but the airplane kept going straight ahead (nudging an outboard engine throttle turned the airplane nicely, but it's never comfortable being bumped from pilot to passenger); or remembering sitting inside unheated KC-135A tankers on the ramp at Eielson Air Force Base, AK in the "ground spare" role – with the outside and inside temperatures both way below zero – just hoping that we didn't have to launch after being numbed by the extreme cold.

Of course, I also have good memories of winter flying. First, there were many flights from frigid areas back to warmth. But, I also think of ultra-stable flight conditions that made hand-flying the airplane a joy, of popping up through gloomy overcasts to spend several hours in the sunshine, and of aircraft performance greatly improved by the increased density of the cold air.

Speaking of performance, remember that the opposite is true with people: humans are subject to diminished performance in cold weather. We all make more mistakes and skill errors when we are cold. More importantly, our mental processes and judgment can also be influenced by the cold, tempting us to take preflight and operational shortcuts or to make other poor and often hazardous decisions.

My point is that yes, winter flying can be challenging; however, if we understand and take the steps necessary to proactively counter the dangers that cold weather presents to both "man and machine," we can experience years of safe and rewarding winter flight operations...even if not in Hawaii!



VMC to IMC

by Dan Petersen

You are on a cross-country flight to go see family that you haven't seen for a while and you are flying under Visual Flight Rules (VFR). An hour prior, you spoke with Flight Service and received your weather briefing. You were informed that marginal VFR weather conditions were possible on your route of flight.



You really want to see your family that you haven't seen for quite some time, and you tell yourself that the flight is legally VFR and you have an Instrument Rating, even though it is not current. You make the decision to go. You look ahead and you notice that the visibility is dropping but you think you can still see three miles ahead. You decide to descend and see if the visibility will improve and it does maybe a little bit. You tell yourself the weather is still good enough to continue. As you continue, you struggle to remain clear of the clouds, let alone 500 feet below and maintain a comfortable altitude for terrain. The next thing you realize, you have entered the clouds. You try to make sense of the instruments. You sense you are in level flight but the vertical speed indicator (VSI) and altimeter indicate that you are in climb. It doesn't make sense and your anxiety is building. You push forward on the yoke and you see that the VSI and altimeter reverse. You are now descending and you pull back on the yoke to arrest the descent. You fail to realize that you are now in a steep bank and pulling on the yoke will not stop the descent. You notice the heading indicator is spinning out of control and for a brief moment you catch the ground fast approaching through the windshield.

Nearly 90 percent of VFR flights that get into Instrument meteorological conditions (IMC) are fatal. It happens to experienced pilots as well as inexperienced pilots. If we intend to fly VFR, it is our responsibility to maintain VFR conditions. Prior to flight, it is critical to get a good weather briefing and identify your alternatives if the flight cannot be completed as planned. Know where the good weather is so you can divert.

Just because a flight is legally VFR doesn't mean it is safe. Consider using a Personal Minimums Checklist to help you manage the risk. Do this at home when you have plenty of time to think about different scenarios and develop your personal minimums checklist incorporating your experience and proficiency. At night it is essentially impossible to see when you will enter the clouds, so you will want to consider increasing the ceiling and visibility well above the minimum legal requirements for a night flight. The same goes for flying in mountainous areas. A 3,000' ceiling at the airport might seem like great VFR weather, but as soon as you

depart, the terrain will rise and can quickly pinch you between the ceiling and the terrain.

For pilots who plan on flying IFR out of a non-controlled field, learn how to get your IFR clearance on the ground so that you do not have to maintain VFR conditions while trying to get your IFR clearance in flight. Look at the Airport Facility Directory or chart for a remote communications outlet to pick up your clearance. Remember, it might be through the VOR. In the absence of that, you can call Clearance Delivery through Flight Service with your cell phone. The number is 1-888-766-8267. Put it in your contacts so that you have it available. I usually taxi to the run-up pad that is by the departure end of the runway, complete my run-up, complete my before-takeoff checklist, and then call on my cell phone. This way you do not have to worry about exceeding your Clearance Void Time.

You can find a wealth of information on FAASafety.gov and on the AOPA websites. AOPA has a great video called 178 Seconds to Live (the average time it takes for a VFR pilot who enters IMC to lose control of the aircraft). On both sites there are courses on VFR weather and cross-country flight planning.

Stay alert and safe. Hope you have tailwinds except for on landing.

Daniel Petersen is the Lincoln FSDO FAAS Team Program Manager.

Triple P

by Scott Stuart

Just so you know, as I type this I am perspiring. Big trip planned for tomorrow, Lincoln to Bermuda Dunes, and when flying that far across the mountains in a Bonanza, weather is always an issue. A BIG issue. Just so you know: you are not alone!

Recently, at the local FBO, I had a bit of an epiphany. Hmmm, seems I typically write stuff from my perspective, and it is geared more for the IFR guys. So I asked Greg, one of the CFI's I know, wondering what I might pontificate about that is more geared to newly-minted, or lower-time flyers. His answer was simple: crosswind landings. The lights flashed, the bells sounded and I may as well have been 18 again and struggling to land in crosswinds. That is putting it graciously!



I remember it well. It was a very hot July day. I was flying a Cherokee 140, and Ron Epp was my CFI for the day. I was also wearing my favorite pink shirt. When the day was done, I was soaked with perspiration, but darned if I couldn't then, and still fight landing in a crosswind. Flying is fun; landing in a crosswind is hard work! So, work hard! Grind, and make the airplane do what you want it to do, not the other way around. Stick your foot in it, crank the controls, sweat, but fly the plane under your control to the ground. Spring is coming so you should get plenty of practice before you really need it! **cont. pg. 4**



It has now been about 10 years, and one of my adult nephews was using me as a consult for a trip he wanted to take as a newly-minted pilot. Yep, crosswinds upon arrival were high on his list, along with clear weather. He cancelled more than a few trips due to crosswinds, until he felt sure about his skills. He practiced! Wind is as much of a weather issue as all of meteorology (remember paragraph one and my reaction to crossing the mountains en route to California?).

Citabrias are made in Rochester, WI. I had a friend there who was the quality control person. She asked me if I wanted to come for a tour and I said absolutely. When I arrived that day in my Bonanza, and 1000's of Bonanza hours, the wind was howling straight out the west. Their runway runs north and south. I tried to land. Nope. Go around, and try harder! No luck. Tried again. Too much wind for me and in theory, I know what I am doing. The theory was, and hopefully still is, right. I departed the area and landed at a nearby airport with a NW runway. She came and got me. Can that be any different than a 200/ 1/2 missed approach? Interesting, I thought then, and still do. When we got to the factory, there was a new Citabria, TAILDRAGGER, taxiing out for a test flight. I watched in awe as the pilot managed that plane in winds that this 'trike' guy felt were too much. Training and experience proudly displayed.

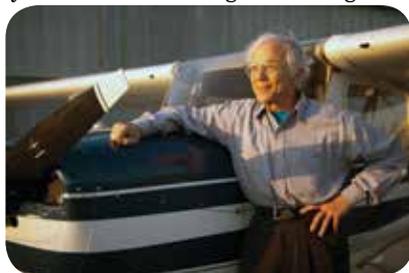
No matter where you are on your journey as a pilot, there will always be perspiration, and that is okay. Save your favorite pink shirt for when you have the skills down cold, and maybe keep in mind you and I are not alone. CFI's are our friends, and from them we can always cue up our skills.

Gear down and locked?

Biking & Flying

by Tom Winter

The principal plan for my retirement was to get a folding bike, and do airplane-bicycle tours of small town Nebraska. You might ask, "How is that working out?" Two years out, I am ready to report. A Downtube Nova folding bike lives in the baggage compartment of my Cessna 150.



The Nova comes from Avon, North Carolina, and is "Avon" backwards. It has folding pedals, a carbon fiber seat post, 20-inch wheels, and seven speeds. Two friends at the annual Cessna 150 fly-in, one with top-of-the-line Brunton and the other with a Bike Friday (each one north of \$1000), say it is no less a bike than theirs. I got it for about \$360, delivered. I'm liking it.

It weighs 26 pounds, and this motivated one of those rare times I have done the Cessna 150 weight and balance. Aha! The folding bike in the back moves the CG back one inch! Just an inch, but all the same, I think the plane flies faster (less download on the

stab), and that I am making better landings. Of course, that may just come from more and more experience.

More practice helps everything, including getting the bike in and out of the baggage compartment. First, the passenger seat must go all the way forward. Then you have to hold the seatback forward. Put the wheels in first, so they can roll right over the sill. Shove the shoulderstraps out of the way. (yes I've had shoulderstraps installed!) Push in and back. Make sure nothing catches the upholstery. Done!

Now all you have to do is pick a small town to fly to! My most recent "Bike tour of small-town Nebraska" was Pawnee City, the only town in the world named "Pawnee City," and so appealing I've done it twice and will go there again.

Finding the grass strip at Pawnee City can take some circling, even if you've been there before. Back in May, I called airport manager Matt Christen first to inquire about the condition of the field: "I haven't been able to mow lately because of all the rain, but I flew a Baby Lakes here Friday. "What are you flying?" he asks. "A 150" I reply. "Oh you'll have no trouble."

Of course, Matt was right. My trouble was finding the grass strip. A grass strip amidst the farmland... The grass was pretty tall, and there were several thumps as I taxied in. (Putting the plane away back at my LNK hangar I noticed a clover blossom stuck on the end of the axle of the left main!) Matt greeted me when I taxied up, and he gave me the tour of the Baby Lakes. I took pictures before hauling out the Nova and biking into town.

Lovely small town, so I flew there again in late September, and did another biking tour of Pawnee City. Impressive county courthouse, with huge wide streets all around it. Turn-of-the-century buildings all around it.

At the City Hall, I met Carol and Olivia, who were helpful, hospitable, and told me about some local treasures.

Touring the great County Courthouse, I met Pat and Pam, proprietors of the Adobe Grille ("serving great food and cold beer since 1992"), now closed, pending study of any damage from the big fire in the building next door. They had been at the county assessor's office about the status of their building.

I walked back to their grill with them and found and rode the town's hiker-biker trail, which is adorned with metal sculptures of children at play, torched out of CorTen steel. The sculptures are the work of Liza Franz, who was a foreign exchange student at Pawnee City High in 2009. Good work Liza! The school, by the way, is a wonderfully modern structure. I was impressed.

Back from the bike trail I photographed the Heavenly Treasures quilt store, which used to be a big Baptist church. Another big church is now a pedal car museum! You have to call ahead to see the museum.

Emblematic of small-town Nebraska: at the intersection next to the pedal car museum, a young man on a tractor drove up to Pawnee City's main street, and stopped for the only traffic, a motorcycle. I got a picture of him as he was looking both ways for any more traffic.



After biking back to the airport, Matt Christen let me sit in his Baby Lakes. He took pictures of me happily sitting in it. I flew on to Crete, gassed up, flew to Lincoln, put the plane away, and cleaned the smashed bugs off. Home. A memorable day well spent.

GA Airports: Do We Really Need Them?

by Tyler Stansberry

Aren't these types of airports only for people with an expensive hobby? Aren't they just another source of noise pollution? Don't they cost taxpayers money that could be used more effectively elsewhere?

At this point, I would imagine that you probably have one of two reactions. You are either rolling your eyes and are ready to move on to the next article, or you are intrigued enough to wonder where this article is headed. Luckily, I can assure you that I do not believe in the conclusions drawn by these questions. In fact, as an undergrad student studying aviation at the University of Nebraska at Omaha, I can list off a variety of explanations as to why airports positively impact the communities they serve. Unfortunately, though, I may be an exception to the rule.

Each year we continue to lose more and more general aviation airports. While budget shortfalls and funding are partially to blame, many of the issues arise when a community lacks an understanding of the airport and its value. Thus, instead of discounting some outsider's views that small airports are noise-generating money pits, I believe the general aviation community can and should do more to educate and further develop relations with the public.

Large companies dedicate millions of dollars and entire teams of employees to ensure that their organization communicates effectively with customers and pays attention to their needs. These companies know that positive relations with their customers are crucial to their success. Shouldn't the general aviation industry be making similar efforts? As it stands, pilots and those inside the industry are great at telling each other just how valuable an asset airports can be. Unfortunately, this doesn't do much good after a community and its leaders vote to close down the local airport. We must get better at communicating these same ideas to those outside the aviation world.

Outreach programs like fly-ins are a fantastic start, but how do we improve them to tie in more outside community members? The NIMBY's (Not In My Back Yard) might get on some of our nerves, but how can we ensure that open communication channels exist for valid concerns or suggestions? In the digital age, it is easier than ever to educate, interact, and communicate with the public. By fostering relationships with communities, those in general aviation can ensure its support and success for years to come.

Tyler is a Junior at the UNO Aviation Institute and will graduate in May 2018.

NAC Symposium cont. from pg. 1

Douglas G. Decker, Debby Rihn-Harvey, and Wesley Peyton were inducted into the Nebraska Aviation Hall of Fame, and now reside among 100 impressive individuals who made an impact on the aviation community in

Nebraska. Ronnie Mitchell, Director of the NDA, was honored with one of the most prestigious awards for pilots granted by the FAA: The Wright Brothers Master Pilot 50-Year Pilot Award. The FAA awards the Wright Brothers Master Pilot Award to pilots who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 or more years.



2015 NAC Chairman Diana Smith addresses the audience



Keynote Speaker, NASAO President Greg Principato

At the banquet for the Maintenance Seminar attendees, Bernard Sylvester Michael, Joseph Garland Huffman, and George Carl Czarnecki were awarded the FAA's Charles Taylor Master Mechanic Award.

Thursday's banquet was presided over by Randy Prellwitz of Fairbury, NE who entertained the crowd with a full spectrum of jokes in addition to leading a raffle give-away. After the meal, which was

skillfully served up by the Holiday Inn Staff, awards were presented. (See awardee photos next page)

Friday kicked off the maintenance symposium with a full house and a diverse selection of aviation maintenance-focused vendors. The maintenance symposium serves as a fantastic vehicle for the Nebraska maintenance community to hear best practices from industry as well as providing a Certificate of Training, required by the FAA for renewal of the Mechanics Inspection Authorization. The evening closed with another awards banquet, where the three Nebraska mechanics were awarded the Charles Taylor Master Mechanic Award. This event is a capstone to all the aviation activities that take place in our state each year. Mark your calendars for next year and watch for the 2017 event at <http://www.nebraskaaviationcouncil.org>.



2016 NAC Awardees



NDA Director Ronnie Mitchell, and Wife Doris. Recipient of the Master Pilot Award.



2015 Charles Taylor Master Mechanic recipients. (L-R) Joe Huffman Sr., Bernard Michael, George Czarnecki



2015 Part 139 Airport of the year, Grand Island, NE



Family of 2015 NE Aviation HOF inductee Wesley Peyton, John, Marty & Pauline Peyton with friend Lee Grossnickaus (R-L)



2015 Airport of the year, Sidney NE (L-R) Jeff Barry, Ron Meyer, Jon Leever



2015 NE Aviation HOF Inductee Debby Rihn-Harvey and her brothers.



2015 Project of the Year, Benesch Consultants Richard Bishop & Andy Beil w/A&R Construction's Jason Aschoff (L-R)



2015 NE Aviation HOF Inductee Doug Decker, and his Wife Julie.

PILOT CERTIFICATIONS

The list of achievements from 23 July, 2015 to 18 January, 2016.

Cont. pg. 7



PRIVATE PILOT

Ackerman, Terry, North Platte, NE
 Barlow, Kevin, O'Neill, NE
 Bryant, Darrell, Waterloo, NE
 Cassman, Sarah, Omaha, NE
 Christiansen, Kacey, Lincoln, NE
 Christo, Ryan, Gretna, NE
 Donner, Allison, Cozad, NE
 Egr, Elliot, Weston, NE
 Fitzgerald, John, Omaha, NE
 Forbush, Cody, Omaha, NE
 Fredrick, Katelyn, Atkinson, NE
 Greenwood, Patrick, Omaha, NE
 Griess, Bret, Waterloo, NE
 Hastings, David, Waterloo, NE
 Hauptman, Nathan, Elkhorn, NE
 Hueftle, Bruce, Holdrege, NE
 Johnson, Austin, Upland, NE
 Kujawa, Paul, Omaha, NE
 Lif, Adam, Lincoln, NE
 Luetticke, Gary, Bennington, NE
 Maracle, Wayne, Papillion, NE
 McKenna, Matthew, Omaha, NE
 Montoya, Joel, Bellevue, NE
 Moore, Shane, Wallace, NE
 Moulis, Ashley, Omaha, NE
 Osuka, Keisuke, Kearney, NE
 Patras, Michael, Lincoln, NE
 Root, Jonathan, Central City, NE
 Schmitz, Andrew, Petersburg, NE
 Suiter, Ian, Omaha, NE
 Taylor, John, Taylor, NE
 Tolley, Michael, Omaha, NE
 Webber, Barry, Papillion, NE
 Wiesner, Matthew, Ceresco, NE
 Wilson, Colin, Shickley, NE
 Wissmann, Stephen, Milford, NE

INSTRUMENT

Franks, Terry, Papillion, NE
 Geyer, Blake, Omaha, NE
 Halbur, Lucas, Omaha, NE
 Irwin, Michael, Gretna, NE
 Mayfield, Wade, Omaha, NE
 Peterson, Nathan, Oakland, NE
 Platt, Sage, Franklin, NE
 Simon, Robert, Omaha, NE
 Tucker, Jordan, Kearney, NE
 Vargas, Joseph, Papillion, NE

COMMERCIAL

Eberly, Benjamin, Omaha, NE
 Kirker, Sean, Omaha, NE
 Linehan, Patrick, Omaha, NE
 Nozuru, Takumi, Kearney, NE

MULTI-ENGINE

Burgess, Roy, Lincoln, NE
 Cunningham, Benjamin, LaVista, NE
 Highland, Patrick, Bellevue, NE
 Lundeen, Zachary, Omaha, NE
 Willford, Matthew, Elkhorn, NE

COMMERCIAL MULTI-ENGINE

Doyle, Austin, North Platte, NE
 Weber, Jordan, Kearney, NE

CERTIFIED FLIGHT INSTRUCTOR (Initial, addition, or reinstatement)

Anderson, Duane, Ainsworth, NE
 Bentley, David, Omaha, NE
 Recek, Dylan, Columbus, NE
 Roth, Jeremy, Bellevue, NE
 York, Andrew, Omaha, NE

AIRLINE TRANSPORT PILOT

Brooks, Samuel, McCook, NE
 Jensen, Benjamin, LaVista, NE

ADDITIONS TO EXISTING CERTIFICATE, or RATING FROM MILITARY COMPETENCY

Gordon, Alberto, Papillion, NE
 Kenny, Timothy, Omaha, NE

If your name is not listed, please send us your information to aero.pireps@nebraska.gov.

Visitors to Nebraska

Do you have pictures of unusual visitors passing through the state? Send your pictures to aero.pireps@nebraska.gov and we may include them in future issues.



Boeing 747-400 at Lincoln



Ercoupe at Chadron



USMC Skids at Lincoln
 Picture courtesy of Darrin Divis

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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.
- **19 March, School Educational Aviation Event and Fly-in, Hebron (KHJH)**, Aviation Presentations and aerobatic flight displays as well FAAST presentations. Contact Steve Bateman at sbateman7799@gmail.com, or call 402-200-8930.
- **9 April**, International Aviation Art Contest ceremony, NE National Guard facility. For more information, contact David Morris at david.morris@nebraska.gov or 402-471-2371.
- **11 June, 24th Annual Nebraska State Fly-in & Airshow, Cozad NE (KCZD)**, For information on sponsorship, exhibitor, and vendor opportunities call 308-784-3868 or email info@mid-stateaviation.com.
- **25 June, Hastings Airport Authority Fly-in Breakfast (KHSI)**. Pilots eat free. Contact Aaron Schardt at aschardt@outlook.com or 402-363-1526.

Send us your comments!

PIREPS is undergoing changes to the content presented to the Nebraska Aviation Community. We request your feedback on what type of content best serves you, the aviation community. Make your aviation voice heard. Please let us know what you think. Send questions or comments to: aero.pireps@nebraska.gov or call 402-471-7951.

Farewell Lyle!

On 31 December, 2015 Lyle Johnson, retired after 30 years of service with the Nebraska Department of Aeronautics. He joined NDA as part of the pavement improvement team, ultimately becoming the Scribner State Airfield (KSCB) Manager. He responsibly served the State of Nebraska with integrity and an unwavering work ethic. NDA, and all members of the Nebraska aviation community wish him the best of luck in retirement!



Lyle Johnson