

# PIREPS

## NEBRASKA

Good Life,  
Great  
Destinations

DEPARTMENT OF AERONAUTICS

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### PIREPS

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### 25th Aviation Symposium and 46th Maintenance Seminar

The 25th annual NE Aviation Symposium and 46th annual Maintenance Seminar was held at Kearney, NE Holiday Inn January 25-28. First up on Wednesday afternoon Barry Scheinost presented an Airports Workshop--Pavement Index and other topics. A pilot safety meeting was held that evening with presentations by Tom Frakes, FAA Central Region, and Jean Bellamy, Supervisor Omaha Tracon. A topic of interest was runway incursions and what we pilots should be doing to prevent them. Incidentally our own Lincoln Airport leads the nation in pilots attempting to land on a different runway than assigned. Jean Bellamy (Supervisor Omaha TRACON) and Jess Potthoff (TRACON Controller) discussed pilot/controller communications with the approach control facility. Her friendly controllers are there to help in a myriad of ways. At present TRACON primarily uses radar to provide safe traffic separation but they also have the capability of using our ADS-B out signals.

Thursday morning the Aviation Symposium continued with Joe Miniace, FAA Central Region Administrator, giving us information on the impact of the July 15, 2016 reauthorization on aviation funding. His concern is that it does not provide the agency with the long-term stability needed to effectively manage and implement modernization efforts and other key initiatives. Next, Joe talked about privatization of Air Traffic Control. The question is: what are we trying to fix? Privatization would cost an estimated \$7.5 billion and consist of moving 15,000 air-traffic controllers, 15,000 employees and field offices to a private enterprise. NextGen was brought up and the savings are impressive. When all planned improvements are fully implemented, projections are that by 2030 \$160.6 billion in benefits will be realized, including savings in time, fuel, crew and maintenance costs as well as fewer emissions and increased safety and efficiency. Reduced flight times and delays also reduce fuel use, savings estimated at 2.8 billion gallons of fuel through 2030. Joe covered many other topics of great interest to the group.



Joe Miniace



Kim Stevens

Kim Stevens, Director of Communications and Operations for the National Association of State Aviation Officials (NASAO) was up next and gave us pertinent news about the political situation in Washington, D.C. Change is here and more will be coming but the great hope is the administration's campaign rhetoric about rebuilding infrastructure, particularly roads, bridges and airports.

After a short break Mark Paolucci gave an interesting talk about a restored B29 bomber (only one of two still flying) named "Doc". Doc is a B-29 Superfortress and one of 1,644 manufactured in Wichita during World War II. Tony Mazzolini found Doc sitting and rotting away in the Mojave Desert in 1987; plans had been in the works to restore the historic warbird to flying status and serve as a flying museum. Over the past 15+ years, hundreds of volunteers worked on Doc and the restoration project. Skilled workers and retirees from Boeing and Spirit AeroSystems, veterans, active duty military and others have spent tens of thousands of hours on Doc's restoration. Countless individuals and organizations also made financial and in-kind contributions to keep the project going. Doc's first flight after restoration took place on Sunday, July 17, 2016, from McConnell AFB, Wichita, Kan. More info: <http://www.b-29doc.com>

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## Becoming A DOT

January 30, 2017, a public hearing was held in the Transportation and Telecommunications Committee hearing room concerning LB339, a bill to merge Department of Roads with Aeronautics and form a Department of Transportation (DOT). The legislation was introduced on January 12, 2017, by Senator Friesen (Chairman of the committee) on behalf of Governor Ricketts.

In early September, 2016, Governor Ricketts had asked myself and Kyle Schneweis (Director of Roads) to study combining Aeronautics with Roads and forming a Department of Transportation. We began the study and eventually had a series of eight meetings while conducting somewhere between 60-80 hours of research.

Now that the public hearing has taken place, the bill will be introduced to the NE legislature at some future date where it will be debated, perhaps amended, and voted on. These legislative opportunities for debate are termed General File, Select File and Final Reading. Once passed by the NE legislature on Final Reading it will then go to Governor Ricketts for his signature and become effective July 1, 2017.

Transfer of the Department of Aeronautics into the DOT should be seamless as we will make the move as a Division reporting to the Director-State Engineer who will also be the head of the DOT. The intent is that the Division of Aeronautics will not be buried underneath levels of bureaucracy thus ensuring our same level of customer service. Personnel at our system of public use airports shouldn't notice any change as our office will be located in the same building at the Lincoln Airport and they will be speaking with the same people they have spoken to in the past. We will still have a five member Aeronautics Commission who will continue to do the same great job they have done in the past.

Advantages of forming a DOT remain mostly with Aeronautics. Sharing of resources, both equipment and personnel, are where the cost savings of \$93,838 annually will occur. For instance, Roads has several paint striping trucks which we would be able to use for airport markings. Usually it takes 3-4 days to do the work but could be shortened to one day. In the personnel area, we've been unable to fill one position on the Pavement Preservation Team and with formation of the DOT could utilize an individual from a Roads District Office nearest the airfield where work needed to be done, thus saving overnight travel and personnel costs. Additionally, two accountant positions would be funded by the DOT but the positions would be assigned to Aeronautics freeing up those costs. In turn those funds could then be utilized to assist our public use airports.

It's still too early in the process of forming a DOT to determine where other cost savings may occur. My thought is that as we move along with the process other savings will take place and perhaps additional sources of revenue to assist our public use airports.



Director Ronnie Mitchell

## Winter Flying

By Lee Svoboda

Early December and March weather in Nebraska can be a bit ugly, and I'm there during that part of the year. As such, I find it necessary to discuss what I've seen during practical tests. Not all events happened during one practical test, but they all occurred, demonstrating a lack of risk identification, mitigation and possibly a failure on our part as instructors. Now, let's look at some of those observed events.



Lee Svoboda

It's early December: 22F, a 12 knot direct crosswind, snow packed runway and a 2000 ft. overcast sky. As I arrive, the applicant has already moved the aircraft from a heated hangar. I think, "Ah crap it's really going to be cold watching the preflight". But I'm also thinking, I hope he/she knows how to start that chilled engine two hours from now. The ground portion of the test goes well, and yes it was very cold watching the preflight, but I did notice the applicant was only wearing a t-shirt, a light jacket and jeans. I hoped we would not have to make an emergency landing in a bean field because I knew I would have to share my heavy jacket with this individual. And now, guess what? The applicant could not get the engine started. The options were a warm hangar, preheat, or both. The applicant selected both, and thirty minutes later, the engine was started and we taxied for the active runway.

The run up went well, after we finally found a place where there was no packed snow and the aircraft wouldn't slide during the magneto check. Finally, we line up on the snow packed runway. Now I'm wondering, if the engine fails at rotation speed, can we get this thing stopped before we slide off the end of the runway? Too late! The applicant has applied full power and we're on our way. Now he/she is applying correct crosswind control inputs. But just prior to rotation speed a gust of wind hits us and sideways we go! Just prior to departing the side of the runway, the applicant pulls the airplane into the air and as it struggles to fly, I thank the Lord for the cool air. We did make it to the practice area, but now it's time to do stalls. Now we're in Class E airspace, which means we must stay 500 ft below the clouds to maintain legal VFR. Stall recovery must be accomplished at 1500 AGL. Can it happen? Probably not, so we head back for the snow packed runway we departed from earlier. At this point I did intervene and suggest we go to a dry runway more wind friendly. The applicant did not pass the practical test.

Winter flying in Nebraska can be and is fun. But, we as instructors, must make sure we expose our students to the mitigation of risks while winter flying in any northern tier state. This includes aircraft and personal prep, ground conditions, and airborne weather. It's our responsibility and challenge to turn out a safe pilot.



## Aeronautical Gadgets

By Jerry Tobias

It was very basic at the beginning. The 1903 Wright Flyer had a hip cradle that was used to move the wing tips and rudder, a 12-inch lever that moved the elevator, and an engine tachometer. That was about it. However, Orville and Wilbur soon found that such things as an anemometer, a stop watch for computing ground speed, and a land measuring wheel for calculating flight distances were also very useful, so they started carrying them on each flight. And pilots have been carrying all kinds of small, specialized devices, or "gadgets," ever since.



Jerry Tobias

Aircraft manufacturers furnish a lot of nice gadgetry, such as pilot comfort and convenience devices. If you have been flying for any length of time, you – like me – probably also carry a few of your own favorite items. My plastic "memory clip" is a good example.

I have used one of these little yellow clips (with a short, red cord attached) in cockpits for over three decades to remind me (and my crew) that we are balancing fuel, that the seat belt sign is on, or of anything else that I don't want to forget. It's been a very useful little gadget.

And, what about navigation? Although many navigational devices are components of avionics suites and packages, some are not. One of those earlier devices was the sextant that I learned to use as an Air Force KC-135 copilot back in the late 60s. By the way, I also remember watching our navigator occasionally launch narrowly folded paper airplanes through the open sextant port in our cockpit ceiling. For all I know, some of his stratospheric gliders may still be circling the globe, perhaps unable to land now because so many flight operations facilities have gone paperless.

The navigational advances made possible by the GPS/digital age are remarkable. In the General Aviation community, many of these advancements are often not a part of an airplane's avionics package, but are coupled to additional devices, such as iPads or other tablets. The primary navigational tool in my vintage Ercoupe, for example, is the GPS-driven program on my kneeboard-mounted iPad mini. And therein lies the problem.

It is all too easy for "iPad" to mean "I'm Preoccupied And Distracted." The hazards associated with this tendency are even greater when a tablet's physical location necessitates heads-down time, when flying VFR, and when flying without an autopilot - all three of which are often true in GA airplanes.

The bottom line? Never let inordinate or untimely attention to your gadgets cause you to be inattentive to aircraft control, traffic avoidance, or terrain and obstruction clearance. Remember, there are no awards given for how well you programmed, harvested or tracked data from your devices just prior to your accident!

## Bags & Mountains

By David Moll

How many airplane ads have you seen with a ramp full of bags, golf clubs, skis, dog kennels and maybe a kitchen sink or two claiming their airplanes can take all of this? Sometimes I think passengers think every airplane can do this. I had a passenger who spent quite a few weekends and holidays in Aspen. On one trip he and his wife showed up with two cars overflowing with bags for just a weekend. All these bags would fill not only the baggage area, but would also fill the lavatory, the center aisle and every empty seat area including the emergency exit. I wasn't his favorite pilot because I took the position that in addition to violating FAR's on unsecured cargo in the cabin, if we made a sudden stop I was the one who would be hit with that 50 lb projectile rocketing through the cabin unless the bag took a detour and whacked his wife first. Therefore when the baggage area was full, the loading stopped except for small handbags and briefcases which could go in the cabin. He tried several times to get me fired, but my CEO agreed with me that safety and minimizing liability was paramount.



David Moll

Aspen Colorado is an operational challenge all in itself without excessive baggage: Corporate jets require engine failure must be taken into account for performance calculations. The minimum climb gradient if one engine fails is 2.4% after the gear is up. In layman's terms, for every 100 feet the airplane travels horizontally, it climbs 2.4 feet vertically. If we used a football field for measurement, in 300 feet the airplane would climb 7.2 feet, or would not go through the goal post uprights to score 3 points. Aspen has big mountains, so the climb gradients in the IFR departures are also big. The best IFR departure procedure called LINDZ8 requires the following: 400 foot ceiling with 1 mile visibility plus a climb requirement of 465 ft per nm to 10,000 ft, which equates to a 7.75% climb gradient. Not all airplanes can legally meet this IFR climb gradient if one engine has failed. Operationally, a Saturn rocket has the best performance to leave Aspen in bad weather, but it's a tad bit noisy, so the best option is waiting for the weather to improve, which few passengers like to accept.

The point I'm making is all airplanes have operational limitations pilots must work with and respect. When passengers demand the pilots go outside of those limitations to accommodate hauling unsecured cargo in the cabin or departing in bad weather, it's simply inviting potential liabilities. One long term liability is that it's not the passengers who lose their license, it's the pilots, who then forever after on insurance applications must answer the dreaded explanation regarding FAA violations. Clear communication with the CEO solves many of these issues before they become problems.



## Why I Fly

By Dick Trail

Lately I've been pondering why I've embraced aviation all these sixty-three years. I've decided it isn't just one life awakening event, but a vignette of little things. Join me in sharing.

All pilots can remember their first solo. Mine was a hot August day, light wind. Ben Frank, a WWII instructor, had me taxi the J-3 off the side of the grass runway at McCook. Engine idling, he crawled out of the front seat and told me to make three landings. OK! I pushed the throttle forward,



Dick Trail

amazed at the acceleration from all 50 horses up front. Airborne. Why did I have to hold so much forward pressure on the stick? Flew the pattern and landed. Ah ha. So that's what the little window crank for elevator trim must be all about.

Depart Oklahoma on a cold, dreary, drizzly morning. Pop out on top of the now pure white clouds into a dazzling bright sun in a clear blue sky. "Why yes, I fly airplanes. Why do you ask?" The pilot's halo a full circle rainbow around the perfect shadow of your airplane. An instrument approach to a ceiling at minimums to spy the beautiful runway exactly where it should be.

At 50,000 feet sitting in the cabin of a RAF Comet over the new Air Force Academy. Gee, the sky is a pretty dark blue up there. Hours and hours out over the ocean between the US and England or west to Hawaii and Vietnam. Sure is a lot of water.

Cruising at 36,000 ft. in a Citation. Smooth air, the terrain fades into dimness in the haze below. Enjoy the solitude and the communication to and from ATC so many miles below. Supersonic in an F-101 out over the Atlantic Ocean off Cape Cod. Absolutely quiet!

Endlessly intrigued to observe the ever changing earth's surface cruising at low altitudes—my Champ prefers 300 ft. AGL. Farm fields with endlessly changing geometric patterns. Like snowflakes, no two scenes are alike. Cruising after a fresh snow, wildlife and domestic animal trails, people tracks. Mountains below and above with trees, meadows and fields of snow, bare on top.

Flight in a sailplane. Quiet! Maintaining airspeed by the faint sound of the wind across the canopy. Feeling for and turning into a thermal. Makes the thought of engine-out forced landings a non-event. The thrilled look on a student's face when they taxi back in after a first solo. Following the careers of students I taught to fly--airline pilots, military--currently KC-135 tankers, C-17 and C-130 transports, F-15, F-22, ag pilots, a freight dog, flight instructors and all those who fly general aviation just for the joy of it.

The aviation community is special. Comradery. We encourage each other. Our world of aviation is a wonderful place that has given great joy in my life.

## See and be Seen

By Danial Petersen

One of the most terrifying accidents that I can think of would be a mid-air collision. We all know the rule that states when we are in visual conditions, it is our responsibility to look out the window for other aircraft. This applies to those flying under Instrument Flight Rules (IFR) as well. This does not just happen to those who fly light piston aircraft, as commercial airlines have had collisions with not only light aircraft but other airliners as well. The same is true with the military.



Dan Petersen

What are some of the things we can do to help ourselves from not becoming a mid-air statistic? Visual scanning and traffic avoidance have been a special emphasis item for flight tests for many years. Before performing a maneuver, we learn to make clearing turns before commencing the maneuver. We should continue to use this lifesaving practice when we are out practicing or just joyriding around the sky. This special emphasis also entails visually scanning the sky, left, right, above, and below before turning.

Another technique we can utilize is using our landing lights within 10 miles approaching an airport, day or night. We are already supposed to have our anti-collision lights on, unless it would cause interference with our ability or other aircraft to see, such as reflection off of the clouds. In the airlines, we turn on all lights at 18,000 feet during the descent into an airport. If you do not have strobe lights, consider installing them as an upgrade.

Air Traffic Control (ATC) can be a huge help by pointing out other air traffic to us. Time permitting, they are more than willing to provide flight following to aircraft. Remember, there might be other aircraft in the air that do not have a transponder and ATC might not know that they are there, so again, it is vitally important that we are looking outside.

Using our radio appropriately is also important. Make accurate position reports when approaching an airport and when in the pattern. The Aeronautical Information Manual (AIM) recommends starting your radio calls to a non-towered airport when 10 miles out. Also be sure to enter the pattern correctly and follow the AIM recommendations.

Finally, a lot has been mentioned about ADS-B. If you equip yourself with ADS-B In, you will be able to see other aircraft that are transponder-equipped on your avionics. After flying with a Traffic Collision Avoidance System since the early 90's, I can attest that it definitely helps with acquiring a target visually by showing you on the screen where the traffic is further out. ADS-B In will do the same for you.

Fly safe and wishing you tailwinds except on landing!



# "Super Glue"

By Scott Stuart

If you are older like me, you remember when super glue came on the market. Great stuff, and many of us experienced what it was like to get it on our fingers. Need I say more? I used the headline to lure you into what follows which is nothing special, but may be of use to you in your flying careers.

Stuck! I think most of us think of "stuck" as being in Timbuktu and not happy about it. I do. And, being stuck there might not be so bad; there is safety on the ground. I am currently stuck next Tuesday, four days from now, the wx forecast calling for nasties. So, I am leaving Monday, older and retired has its perks! Advanced planning never hurts.

Two other "stucks" that I wish to share are: I think it was circa 1978, I was flying an E-55 Baron at the time, whole family in Callaway Gardens, Georgia. After a nice visit we got dropped at the airport by the hotel van, nary a soul in sight. Got to the plane and I was unable to open the door!! It was frozen shut, rain overnight creeping into the cracks and that was that. I was able to get into the plane by crawling into the baggage compartment, but still unable to open the main door. Four of us loaded that way and away we went. Stuck. Now I keep an aerosol can of de-icer in the to-go bag. I have also used that to clear a frosty windshield.

Stuck 2, my most recent experience! It was late October 2016, I was in Tucson for 2.5 days of R and R. Sunny and HOT, just the reason I was there. Cold beers by a cool pool on a 95F day suit me fine; Mrs. hates it! Time to leave for Lincoln, maybe about 8:30am, nice morning. Tried to open the door to the plane, STUCK. I was able to open the rear doors, G36 Bonanza, and I crawled into the front. Bang, bang, nothing. "Frozen" solid. OK, load the plane from the back, hop in, try to close and lock the rear doors, worry the main door in LNK. No joy. Now what? Perplexed, it finally came to me. The HEAT! The plane had been parked in the sun and heat for those days, and everything expanded to such an extent that the doors would not open, or close. "Armed" with that thinking I was subsequently able to open the cabin door and the rest is history. 50 years of flying and it seems there is always something new. Now you know that this might happen to you and it's nothing a cup of cold water can't cure....

P.S. Pretty neat! Landing in Riverside, CA. in late October, RWY 27, a large array of white rocks at the approach end of the runway spelling out: "check gear". It never hurts to triple check that one for sure!!!

Gear down and locked?



Scott Stuart

## "Aviation Symposium and Maintenance Seminar" From Front Page

Thursday afternoon continued with several breakout sessions of interest to attendees. Our own Anna Lannin presented "AIP - Applying for Funds/Requirements/What's Eligible", along with Air Traffic procedures, NOTAM Manager and Digital Notams, and Third Class Medical Reform given by Dr. Daniel K. Berry--a friend to pilots who wants them to keep their medicals, which allows them to continue flying. Finally, there was "Classroom to Career: The Transition" by Jeremy King and the NE Association of Airport Officials (NAAO) meeting. Director of Roads, Kyle Schneeweis, Director of Aeronautics, Ronnie Mitchell and Deputy Director Andre Aman all attended, providing information and answering questions concerning the Dept. of Aeronautics merging with Dept. of Roads and becoming a Dept. of Transportation (DOT).



Kyle Schneeweis

During the Thursday evening banquet numerous awards were given. "Project of the Year" was awarded to Auburn's Farington Field with Engineering Consultant Olsson Assoc. and contractor Hawkins Construction. A new 3,750' by 60' concrete runway replaced their 16/34 turf runway.

Donovon Schardt from Hastings was awarded the Wright Brothers Master Pilot Award for 50 years as an accident free pilot. A real accomplishment at any age.

"2016 NE Airport of the Year" was awarded to Beatrice Municipal Airport with Airport Manager Diana Smith, Board member Joe Hawkins and employee Steve Bergmeier accepting.

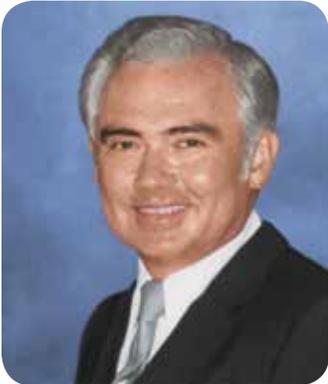
On Friday the 46th annual Aviation Maintenance Technicians seminar began. Started back in 1971 by Bill Lyon and the NE Department of Aeronautics, the Aviation Maintenance and Inspector Authorization Renewal Seminar is likely one of the longest running seminars of its kind in the United States.

The Department continues to support this annual event along with the many volunteers who help make it possible. This year the seminar hosted 18 exhibitors and included seven presentations on nine different topics from batteries to aircraft heaters, including updates on ADS-B and overviews on the rewrite of 14 CFR Part 23. It was attended by 104 technicians on Friday and 95 on Saturday. The event included aviation maintenance professionals from surrounding states including Wyoming, South Dakota and Oklahoma. The NAMS allows free registration for students enrolled in Aviation Maintenance Programs of surrounding colleges to encourage students to pursue aviation maintenance as a lifelong career. This year, the NAMS included a sponsorship giving industry or fellow aviation maintenance professionals the opportunity to sponsor a student at our annual evening banquet. It encourages networking and fellowship with potential future employers or industry career tracks. We feel it is important to encourage our youth to pursue a career path in this industry.



# Nebraska Aviation Hall of Fame Inductees

## Dr. William A. "Bill" Hamilton



Dr. William A. "Bill" Hamilton

Dr. William A. "Bill" Hamilton, while serving as an aide to Governor Charles Thone in 1979-1980, worked with then Aeronautics Director, Wayne Andersen, to insure the Nebraska Department of Aeronautics was maintained as a cabinet-level department. In 1989, appointed by Governor Kay Orr, Hamilton served on the Nebraska Aeronautics Commission until 1992. A private pilot since 1968, he knew that General Aviation's greatest need

was weather dissemination. Consequently, he strongly supported the installation of weather-information kiosks at public airports across Nebraska. Nebraska became the national leader in accessible, free-to-the-user and on-line aviation weather systems. He served a one-year term as the chairman of the Nebraska State Airline Commission. Proud of Nebraska's award-winning Navigational Aids Division, Hamilton worked to increase its funding and expand Nebraska's ownership, installation and maintenance of a state-wide system of navigational and weather systems. Hamilton fully supported the revolving hangar-loan program and use of surplus funds for EPA/NDEQ-approved aerial-spray pads at public airports.

In 1991, inspired by North Dakota's Upper Mid-West Aviation Symposium, Hamilton worked with the charter members to establish the Nebraska Aviation Council and Symposium. He remained a faithful attendee, speaker and contributor at annual conferences.

In 1987, Bill became Regional Representative for AOPA. For the next 24 years, Hamilton defended General Aviation in as many as seven states, working with state and local officials to defend airports against residential housing encroachment or closure and with state legislatures to improve state funding for airports. It was his mission to defend against legislation harmful to General Aviation.

For a quarter-century, Hamilton served as a featured commentator for USA Today, writing for the editorial pages. His nationally syndicated column "Central View," still appears in print and on-line. In 2014, he was inducted into the Oklahoma Journalism Hall of Fame.

## Dr. Richard L. Jaworski

Dr. Jaworski pioneered hot air ballooning in Nebraska as the first native Nebraskan licensed to fly a hot air balloon. Between 1972 and 2017 he accrued over 2,800 hours of flight, carried over 7,000 passengers, and generated more than \$360,000 for the benefit of charitable organizations.

He is known worldwide for his enhancements to the double-walled hot air balloon in which he holds duration and distance world records. He developed techniques for high altitude balloon deployment of a manned hang glider; as well as high altitude long distance flights.

In addition to flying, winning, and organizing Nebraska competitive events, Dr. Jaworski is a frequent speaker at national ballooning seminars and Nebraska elementary schools.

As long-term President, charter member, and community coordinator for the Nebraska Balloon Club, he assists communities and charities in staging ballooning events.

He enjoys sharing the joy of flying with passengers of all ages. He actively seeks individuals with special needs and provides balloon flights to paraplegics, terminally ill, blind, and infirmed aged, who seek a new experience in life.



Dr. Jaworski

## William A. (Bill) Quinn

Bill Quinn was born in Omaha, NE, on November 4, 1921. Bill graduated from Creighton Prep High School when he joined the US Navy a few weeks after the Japanese attack on Pearl Harbor. After graduation he completed officer training at the University of Iowa and was commissioned as Ensign. After graduation from advanced flight training at NAS Corpus Christi, he was assigned as a co pilot of a Martin PBM Mariner flying boat, assigned to Patrol Squadron VPB-25. His crew was sent to Mindoro Island, Philippines.



William A. (Bill) Quinn

His crew completed 31 successful reconnaissance patrols monitoring Japanese naval activity. On the 32nd patrol they lost an



engine and ditched into the sea, with 40 to 50 foot rolling swells. After 12 hours in the water, the crew was rescued by a U.S. Navy Destroyer and returned to the Philippines. Two patrols later, his crew again experienced an engine loss, necessitating a landing at Tam Quam Point, French Indochina. One crew member was rescued by submarine, while the rest of the crew moved inland to evade the Japanese and the native coastal people of Indochina, who were rewarded with a bag of rice for each downed flyer brought to the Japanese. The crew was aided by the French resistance. After evading Japanese patrols for three months, eight members of the crew were captured at Ple Tonan, IndoChina after a brief firefight in which Bill Quinn was wounded. After harsh interrogation, six of his men were executed. Bill Quinn was the seventh prisoner in line when the executions stopped, sparing him and his radioman. The two remaining prisoners were eventually transported to Saigon where they remained POW's until they were freed on Sept. 5, 1945.

During the C-47 flight from Saigon to Calcutta, India, Bill was asked to relieve the plane's exhausted copilot so he could rest from the around-the-clock flying of former POW's from various locations around South East Asia. As the only surviving witness to the executions at Ple Tonan, Bill provided testimony for the war crimes of six Japanese soldiers which resulted in six murder convictions.

After the war, Bill settled in Omaha and was involved as a sales representative for Westinghouse Elevators. He then moved to Denver, CO with his wife Bette and raised their three children while operating a construction materials sales company.

(Editor's note: this is not the Quinn who flight instructed and managed the airport at Gothenburg.)

## LaQuita J. "Keeta" Thompson

"Keeta" Thompson grew up in Hastings, Nebraska. Her first remembrances of wanting to fly were during WWII when she watched the B-17s practice their low-level flying maneuvers over her farm. Thereafter in her bedtime dreams, she jumped from the branches of their big cottonwood tree, using her arms as the wings of an airplane. A story reminiscent of the Kansan Amelia Earhart!

After rearing four sons, Keeta's flying career began at age 46 at Scotts Bluff County Airport with a 1976 Christmas present from her husband Dick, a non-pilot. In twenty months she qualified as a private, commercial and instrument rated pilot, as well as a flight instructor. She ultimately qualified as an instructor in SEL, MEL,



LaQuita J. "Keeta" Thompson

SES, Instrument and Glider. In 1981, Keeta earned her Airline Transport Pilot certificate, the second woman in Nebraska to obtain this rating. Three years later she was recognized as a Gold Seal Instructor by the Federal Aviation Administration.

In 1978, Keeta began her professional career at Valley Airways, serving as charter pilot and instructor. Later, she flew as a corporate pilot for Mutual of Omaha, Papas Trucking, Coca-Cola, Brown Bean Co, and Western Pathology Laboratories. Keeta was hired by the US Federal Parks System to detect and count wildlife and also served as an aerial photography pilot in Nebraska and Wyoming for National Geographic Society. She served as president of her own company, Bluff Aero, Inc. at the Scotts Bluff County Airport.

Keeta has received many awards for her contributions to aviation. In 1982, she was selected as the Central Region's "Flight Instructor of the Year." The next year, the Nebraska Department of Aeronautics presented her with an "Outstanding Service Award." In 1990, Governor Kay Orr appointed her to the Nebraska State Airline Authority Board. The following year, Governor E. Benjamin Nelson asked her to serve on the Nebraska Aeronautics Commission, the first woman to do so.

Keeta is also credited with initiating and directing a successful promotion to the Kansas City FAA for the installation of the RCO in 1992. She and William B. Heilig were instrumental in chartering EAA Chapter 608. Keeta taught semester classes of private, commercial, and instrument credit courses at Nebraska Western College, and pinch-hitter courses at the airport, as well as updated seminars for Civil Air Patrol pilots' search and rescue training.

LaQuita "Keeta" Thompson has logged 7,642 hours. Her contributions to the aviation industry, her public support of aviation, and her willingness to educate youth in her community are exemplary.

## FAA's National Private Use Airport Survey

Our department recently received the following letter from the FAA. It concerns a survey that will be utilized to update the private facilities Airport Master Record. The letter follows:

As you may be aware, the Federal Aviation Administration (FAA) has hired GCR Inc. (GCR) to assist the FAA in the collection and verification of airport data on private-use airports, and has tasked GCR with attempting to ensure that the information on record with the FAA for your state's private-use facilities are up-to-date. Part of that effort is to contact the private-use airport owners directly.

Starting in the next few weeks a mail out will begin to contact all private-use airport owners in your state. Enclosed in the private airport mail out will be a facility's Airport Master Record (Form 5010-2) listing the conditions of that facility currently on record at the FAA. We have requested that private-use airport owners indicate any changes that they may have; indicate no changes; or

Continued on Page 8, right column

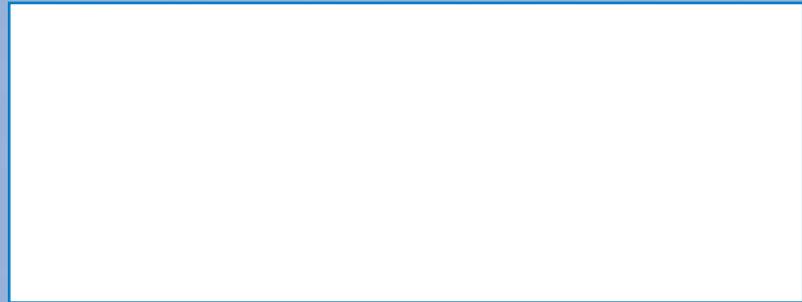
## PIREPS

Department of Aeronautics  
PO Box 82088  
Lincoln, NE 68501

Address Service Requested

Member National Association  
of State Aviation Officials

PSRT STD  
US POSTAGE  
PAID  
PERMIT 293  
LINCOLN, NE



## 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.

**Feb. 20 - 22 - Kearney (KEAR)** NE Aviation Trades Association Annual Convention & Agricultural Aviation Exposition, Holiday Inn, Kearney. Be sure to ask for the NATA Convention rate. PAASS program on Tuesday and Wednesday to be recertified. More info: <http://gonata.net> or 402-475-6282.

**March 11 - SAC Museum at Ashland** will host a celebration from 10 a.m. to 2 p.m. celebrating Aviation History. The Museum will open a new timeline exhibit of Nebraskans who made significant aerospace contributions, a program at 10:00 am will include a guest speaker featuring accomplishments among Nebraskan's, and musical performances by local high school bands playing music composed by Nebraskans will be part of the celebration.

**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](mailto:airportofk@cableone.net) or 402-841-5130 or 402-371-7210.

### 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>

### FAA's National Private Use Airport Survey - Cont. From Page 7

indicate a request for abandonment, directly on the Form 5010-2, and return it to our office using the postage paid self-addressed envelope included.

Their help in providing the correct information is important to the success of this effort. This is the private-use airport owner's chance to make sure their facility is represented accurately in all aviation websites and publications using the most current data from the FAA.

If you or any of your staff should receive any inquires relative to this effort, please feel free to direct them to contact us by our support email (preferably) at [PrivateArptSupport@gcrincorporated.com](mailto:PrivateArptSupport@gcrincorporated.com) or via our support phone line at (504) 304-0681.

If you have any Owner contact information that is more current than what is presented in the latest FAA data update, and would like to allow us to obtain a copy of that information, please feel free to contact me directly at (504) 304-0681 or by email at [kviola@gcrincorporated.com](mailto:kviola@gcrincorporated.com). Should you have any questions or wish to speak to me directly, feel free to contact me at any time. Your support of the FAA's Airport Master Record program is very much appreciated.

### Gordon Municipal Arpt. AWOS III PT

An AWOS III P/T was installed during the summer of 2016. It was commissioned on August 3, 2016, and is now available at 308-282-0127 and on 118.200 MHz. Due to new FAA regulations the dissemination of the AWOS on NADIN is scheduled for late March 2017, and should be available in airport publications soon after.