

PIREPS

A bi-monthly newsletter for Nebraska pilots and Aviation Enthusiasts



Encourage and Facilitate the Development and Use of Aviation in Nebraska

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NAC Aviation Symposium 2015

Kearney, NE hosted the 23rd Annual Nebraska Aviation Symposium. The symposium opened on Wednesday evening with the Pilot Safety Meeting with two speakers: Daniel Petersen, FAA Team Program Manager and Yasmina Platt, AOPA Central Southwest Regional Manager. Yasmina Platt's presentation was full of tips. She mentioned a quick memory aid on how to remember visibility/ceilings.



Thomas Zoeller

On Thursday, four dignitaries opened the conference. They were: Diana Smith, Chair of the Nebraska Aviation Council; Ronnie Mitchell, Director of Nebraska Department of Aeronautics; Joe Miniace, FAA Central Region Administrator and Thomas Zoeller, Acting NTSB Director. Thomas Zoeller talked about the NTSB structure and accident investigations. The NTSB is responsible for accidents in all modes of transportation (rail, road, pipeline, maritime and air transportation) with about 1,400 investigations a year with the majority of these investigations related to air transportation. Mr. Zoeller's presentation was interactive with questions from the audience about the Malaysian accidents (MH 370 and MH

17) investigations. He mentioned to pilots, "If birds are flying faster than you are; then there might be a problem, therefore always look out." A breakout session followed his speech.

Alvin Brunner, FAA Southwest Region, NextGen Branch, gave a presentation on Unmanned Aircraft Systems. Unmanned Aircraft can be any aircraft from drones, remotely piloted aircraft or radio controlled aircraft. He mentioned different sizes and types of aircraft going with different regulations. There is ongoing debate concerning proposed rule-making regarding unmanned aircraft along with the equipment carried by the aircraft. During the lunch break, Stephen Bateman gave a brief introduction on the 2015 Nebraska State Fly-In and Airshow, planned for the 6th of June 2015, at Hebron (KHJH).

Numerous sessions took place that afternoon, including Mark Cozad's Airfield Signs and Markings, Nancy Braden's "After The Tornado" (which struck Wayne in October 2013), MedExpress/Pilot Bill of Rights/CACI Program by FAA Central Region Flight Surgeon, Dr. Daniel K. Berry, Sport Pilot/Light Sport Aircraft by Yasmina Platt, AOPA Regional Representative, AIP Updates by FAA Central Region Airports Manager, Jim Johnson, Based Aircraft by NDA Engineer Barry Scheinost and Preparation for Flight by FAA Team Program Manager, Dan Petersen.

At the evening banquet five individuals were inducted into the NE Aviation Hall of Fame whose photos and biographies are included in this issue starting on page 5. Two of the inductees were WWII fighter pilots who gained Ace status and still live in NE.

This was an extraordinary year for award of the 2014 Airport of the Year as it was a draw between Wayne and Holdrege. As a result, both airports were presented with the award.



Dorothy Anderson, Clyde Lueking and Lanny Lambrecht

2014 Project of the Year was presented next by Barry Scheinost of NDA to the Lincoln Airport.



Tom Frakes and Nancy Braden

Continued on Page 8, Right Column



Change

By Ronnie Mitchell

As American humorist Mark Twain said, "Nobody likes change except a wet baby." Yet change is in the air. "Change" makes us uncomfortable, uneasy, unsure, unsettled, nervous, cautious, anxious, apprehensive, and slow to move. Even those of us who say we like change have to admit there is a certain level of uncertainty with change.

I once heard someone say the only constant in life is change. The question then becomes, how do you handle change? For a pilot, sometimes change means something isn't right. Was it that part of the checklist you overlooked and it "changed" the whole way you performed that day? You got in your aircraft after a few weeks or months of not flying and something was different; what changed? So take the time to determine what you need to review prior to that long winter of not flying and perhaps have an instructor along on that first go to make certain "change" doesn't cause you to become a statistic. Yes, I'm talking about an accident statistic or perhaps something even worse.

Mark Twain also said, "Time is nature's way of preventing everything from happening all at once." So when you go fly does it seem like everything is happening too quickly? Training is the key to a good flight so take the "time" to do some training and get it right when you are the sole pilot in control of the aircraft.

Two events you won't want to miss this coming spring are the State Fly-in at Hebron on June 6 and the International Aerobatic Club's East/West Challenge with over 50 competitors coming to Seward June 25-27.

Spring will soon arrive and then we can forget about this cold, snowy weather that has dampened our spirits and kept us indoors.



Ronnie Mitchell
Director, NE Dept of
Aeronautics

Practical Tests

By Lee Svoboda

During practical tests, applicants will be required to demonstrate their ability to handle simulated emergencies in various scenarios. I have found that high altitude simulated emergencies are handled quite well. The applicant has time to accomplish rote actions and to consult the emergency checklist for the remainder of the required actions in order to pass the test. However, when a low altitude simulated emergency scenario is employed the applicant's response has sometimes been less than what was required to pass the test, and may not have resulted in a survivable outcome had it been a real emergency.



Lee Svoboda

In both multi-engine and single engine training a lot of emphasis is put on handling an engine failure shortly after takeoff. The aircraft is heavy, airspeed is low, and drag may be high because of configuration. If properly trained the applicant is prepared to accomplish the engine failure procedure. However, when an examiner employs a low altitude (600-1000' AGL) engine failure scenario during a go around some interesting things have happened.

Let's examine a go around scenario. During a practical test the examiner could simulate an airplane on the runway, a strong cross-wind that cannot be handled; the approach is too high or fast, etc. A go around is a busy time for the pilot because it is a non-normal maneuver, which increases the risk factor, and requires the pilot to take timely and correct procedures to ensure a safe outcome. Then if the examiner adds a simulated engine failure into the scenario, the physical and/or physiological limit of the pilot could be reached. Applicants are sometimes reluctant to put the nose down to the glide attitude during a simulated engine failure in a go around scenario. If the aircraft is slow, in a high drag configuration, with a pitched up attitude and the engine fails; if the nose is not immediately pitched down a stall occurs. Instructors, you should at least discuss this scenario, if not practice it, with your students.

Ground reference maneuvers are performed at 600 to 1000 feet above the ground and require the applicant to know the wind direction for correct performance. A simulated engine failure during these maneuvers requires immediate action by the applicant to ensure test passage. Landing into the wind is option one and landing with the wind being the last option. Landing with the wind may be acceptable if that is the only survivable site. However, if a mowed, with no bales, alfalfa field is available for landing into the wind, perhaps that should be option one.

Instructors, please give your students training on low altitude engine failures. It may help them pass a test, but the main reason is that it may help them survive a real engine failure.

Our Newest Pilots and Ratings

PRIVATE

Mark Johnson – Bellevue
Brian Brown – Bellevue

INSTRUMENT

Ian Cadorna – Papillion

ATP

Donald Bremer – Sioux City



80% Student Pilot Dropout Rate

By David Moll

Several months ago I renewed my CFI and in the on-line course it was disclosed that 80% of the student pilots drop out before they get their private pilot's license. I'm not sure where they got their data, but for talking sake let's assume it is true, and I truly believe it is.



David Moll

Why do I believe this number is true? It would be foolish to assume aviation is living in a

bubble immune to the poor economy we are experiencing. The Labor Force Participation Rate is at a 36 year low, which is a nice phrase to say millions have given up looking for work. And just think when the price of unleaded gasoline went from \$3.75 all the way down to \$3.00 we were jumping for joy like we could actually afford to drive to work. Although with 100LL still at European style high prices, we're surely not driving to the airport.

Not wanting to sound like a person who sees the glass as half full, the really great news on the aerobatic front is that Global Aerospace, a leading provider of aircraft insurance, has announced a partnership with Calspan Corporation to provide an upset recovery course. Calspan has both an aerobatic Bonanza and a Learjet simulator that is suppose to act like a larger airplane. This is a huge step in the right direction because the industry is starting to get pro-active that upset training is beneficial. However, in my opinion, simulator training is too sterile of an environment to learn recovery because while the simulated airplane is upset, you are not in the same attitude the airplane is. Let me explain:

A number of years ago I was in a King Air 200 simulator when the instructor said: Let's have some fun. I'm going to take the airplane up to 25,000 feet, and you'll get into severe turbulence. When you lose control, I'm going to give the simulator a huge wind shift and let's see what it does. He knew I flew acro, and would also consider it a lot of fun. The result was the airplane got into something that resembled an inverted flat spin. It was cool. So I applied idle power, opposite rudder and waited for weight and balance to do its thing allowing the nose to drop. Nothing happened because the simulator had no concept how to react and we made a huge hole in the simulated ground. But more importantly, we sat upright and could have been drinking coffee in air conditioned comfort during this learning experience. My point in fact: show me a simulator that actually rolls upside down and I'll show you realistic upset training.

Will an economic recovery help the 80% dropout rate? YES, and \$2.00 gasoline is a great start! Then we will keep these new pilots safe for their entire career with upset training!

Clear and Forever

By Scott Stuart

Frankly, I love flying around in the murk and fog. I have had the luxury of superior training and serious IFR is not only fun, but a challenge. Am I nuts?

I also very much enjoy those days when the Wx is clear and forever, CAVU. Why not? Who doesn't? But, just because you can see your destination does not mean it is safe.

It was June of 2003. My Husky was tied to the dock at Scott's Seaplane Base in Crane Lake, MN. It was a beautiful, float sort of day, gentle breeze, cool, clear. While I was talking with Mr. Scott on the dock he told me about a Cessna 185 that had flipped over the day before, about 100 yards from where we were. He went on to say it had been very windy and the pilot "lost it" and the plane flipped. I asked him for any help/advice/suggestions to make sure that did not happen to me on a windy day. His reply: "Leave it in the hangar."

This past summer at our little airport in Longville, MN (KXVG), RWY 13-31 and 3400', a Cirrus "lost it" landing in a crosswind. They ended up in a low area along the runway and barely made it out of the plane before it burned to a crisp. KXVG is a tough place in a crosswind; the wind "rolls" over the tops of the trees and like a wake turbulence makes crosswind landings not for the faint of heart or lack of skill.

Thinking back, I remember well, trying to land my previous Bonanza at Rochester, WI, a number of years ago. I had a friend there who was the quality control person for American Champion and she had invited me to tour the place. Twice I tried to land, both times aborting due to very strong crosswinds. I chose a different airport about 10 miles away with a more favorable runway alignment and she came and got me. Here's the kicker...as we were returning to 96C I noted a Citabria ("AirBatic" spelled backwards) taxi out and subsequently make three landings in the same crosswind. That pilot had skills!!!

February, maybe 2007? I needed my biennial flight review, but I do it annually. My CFII that day was new to me and she wanted me to demonstrate that I could land the plane in a crosswind. I questioned her, but she persisted. Lucky for me, I was able to show her what she wanted to see.

Ok, time to get to the point here. Wind is our friend when it is a tailwind enroute, or a headwind down the runway upon arrival. But sometimes the wind does not comply, and a nasty crosswind makes for an interesting "arrival". It is Spring, seasons are going to change and when they do, screw your hat on tightly when you go to the ramp. Wind. Lots of it. It is a part of the change. Are you, am I, prepared for this? You have heard me preach about training and weather for many moons. Are you trained up on crosswind landings?

Gear down and locked?



Scott Stuart



Learning about Light Sport...

by Jerry Tobias



Jerry Tobias

I stopped flying because of health reasons almost ten years ago. I had been blessed with an aviation career that spanned parts of four decades, though, and just assumed that my memorable last flight in 2005 was the end of my time in the air.

Sure, I missed flying...especially the people part. I did NOT, however, miss the o-dark-thirty get-ups, the diverts,

the waiting for runways to be plowed on snowy nights at O'Hare, etc. But, yes, I did sometimes think about how enjoyable it would be to be able to maneuver around some uncrowded airstrip in a fun-to-fly airplane to log a few touch and gos once in a while.

I had never considered Light Sport category flying until my friend Steve Nagel suggested it to me. I found that I met all of the requirements for LSA flying. And, all medical questions were answered with certainty when I received both my doctors' approval to proceed and their sincere encouragement to do so.

I then began to research Light Sport airplanes. Many LSAs are taildraggers (like the Taylorcraft that Steve Nagel bought in Fremont – see the last issue). However, since I have very little tailwheel time, I decided to only consider tricycle gear varieties. That decision, plus affordability, availability and personal preferences, reduced my options to just one LSA candidate: the vintage Ercoupe 415-C.

Before beginning my search, though, I needed to complete my own requalification. Since I had not flown for some time, I wanted to do this part right, meaning thoroughly and wisely. So, I bought a current FAR/AIM and several sectionals, studied for about two weeks, took the online FAA pre-BFR exam, and then met with a CFI who took me seriously when I asked him NOT to assume that I knew all that I needed to know about light airplanes or VFR flying. After a comprehensive review of these subjects and things that you don't necessarily think about when you've always flown high and fast, aircraft ownership issues, and a lot of other important information that nine years of inactivity tends to erase, we spent some very enjoyable time in a Cessna 152 "rubbing off the rust." That made me legal and – to an initial degree – comfortable again, and I was ready to start looking for an airplane.

The result? Several months and nine prospective airplanes later, I finally found a really good 1946 Ercoupe! I'll tell that story next time. In the meantime, I should mention that now I actually can maneuver around an uncrowded airstrip in a fun-to-fly airplane and log a few touch and gos once in a while. Wow!

North to Alaska

by Dick Trail

It was mid-December 1968. The boss called me in. "Hello Lucky" never a good sign from Col. Mac. "We have been tasked to furnish a tanker, KC-135, to Eielson AFB, Alaska, over Christmas. Being as you came back last June (in the middle of a six month unit deployment to be awarded the MacKay Trophy) your crew gets to go." Nothing like spending six months flying in Vietnam and then Christmas in Alaska!



Dick Trail

We launched in wintery weather from our base in Oklahoma. First stop Offutt AFB, Nebraska. Snow storm in progress and below minimums so we got to hold for a half hour at low altitude in light to moderate turbulence until they got the ceiling jack in action. Cleared for the approach we continued the ILS to minimums and landed at windy snowy Offutt.

Refueled, cargo and passengers loaded, we launched into the murk and headed northwest. Winds aloft were strong so we chose FL 240, unusually low to cruise the big Boeing. About Great Falls the weather god relented and blessed us with crystal pure smooth air across Canada to destination.

Draw a straight line from Omaha to Fairbanks, Alaska and the Jet Airways will take you right up the Alcan Highway. Dawson Creek, Skagway, Fort Nelson, White Horse all names I've been enchanted by reading North Country novels by Jack London and others. One solitary road with distantly spaced points of civilization slid past beneath. Not much traffic. Look left and right and it was small hills covered with spruce trees standing in deep snow as far as one could see. The low altitude was a blessing as from our usual 35,000 feet the surface detail tends to fade in ever-present blue haze.

At heart I've forever been a low and slow general aviation pilot and from that standpoint would like to share what it is like to fly the big Boeing. Preparation is everything. Figure the weight of the aircraft and accurate charts give you ground roll, the maximum speed to abort or make the decision to continue the takeoff on three engines. At rotation speed raise the nose, gear up, flaps up and pitch to climb IAS. Normally it is time to engage the autopilot but I liked to hand-fly to cruising altitude and then let "George" do the tedious work.

Boeing designs airplanes to this pilot's liking. The controls are beautifully harmonized, light and responsive. Roll into a bank using just ailerons and the ball stays centered even with yaw damper off. The electric elevator trim moves at just the right rate and there is a large trim wheel beside your knee to make the really fine adjustments. Roll control is aided by huge spoilers, two sets, on top of the wing so in cruise you adjust the rudder trim to be sure

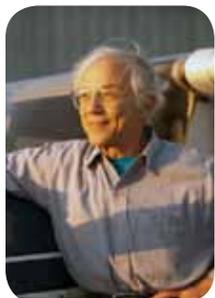
continued on page 7 right column



How Pilot Training Makes Safer Drivers

By Tom Winter

"Continued from the Dec 14 /Jan 15 PIREPS"



Tom Winter

Legal minimums? Well, If you want to fly VFR (by Visual Flight Rules) you've got to have five miles visibility. Marginal VFR is defined as three miles visibility plus 1000 feet between the ground and any overcast. As a practical matter, if you're flying 100 miles an hour and you fly by seeing where you are going, six miles visibility is no fun, and for me, anything less is just scary. And in this age of transmission towers thousands of feet high, a pilot who goes VFR when the ceiling is at the legal minimum is playing Russian roulette. It is called "scud-running," and nowadays scud-running puts the pilot at risk of flying below the strobe lights at the top of a tower. And during construction, the tower may not even be lit yet. And worse, the towers are springing up like toadstools.

Think of this when driving through fog. Driving through the mountains of eastern Tennessee one morning, we came into patchy fog. It was automatic: I did the drive-equivalent of the 180: Instead of just slowing down and pressing through, I pulled out at the first exit, found a restaurant, and nursed coffee and rolls until the a.m. fog burned off. People don't realize how dangerous reduced visibility is, even at 50 miles an hour instead of 100.

The pilot will also check the winds aloft: While the wind on the ground might be calm, wind at 3,000 feet might be 30 and at 6000 might be 40.

The waypoints and estimated time between them. There's no I-80 up there. You match up landmarks on the ground with landmarks on the charts, and plan ahead always to be able to answer the question "Do you know where you are?"

The length of the runway at the destination. Important. Can your skills and your plane even land there? Is it turf or concrete? If you land there, can you take off again? For driving, these details correlate to the last few turns near the destination. It's those last few "Is this the turn? . . . Is this the turn?" questions that can get yourself and others injured or worse.

Of course, Mapquest can solve many of these problems for you, but note: Mapquest is useless on a university campus. If you need to get somewhere on a campus, it is worthwhile to call ahead both to get specific instructions and even to arrange parking. Even at low speeds, not knowing where you are going while driving amidst pedestrians is asking for it. And get the advance report on parking? Yes. One campus in my state has only 9 visitor spaces, with 10-minute meters, and their parking garage does not take money until 1 p.m!

THE CHECKLIST

The pilot is the first thing on the checklist!. Like they ask at the Blood Bank, "Are you in good health today?" "Do not take off with a known deficiency." Especially if it's in the pilot!

I'll spare you the list of things that a pilot checks on a plane; the essential is that you do check, and you do not "take off with a known deficiency." Before each drive, do a "pre-flight." With a car, this means eyeball the tires and the fluid levels. Brake fluid? Coolant? Oil level? Someone close to me took off for a cross-country trip without checking the fluid levels. There was no oil. The car lost power and stopped. She had burned up the engine. Result? She sold the car to an auto salvage yard, and, of course, did not complete the trip.

Finally, there is the trip itself. No trip has to be made. A good pilot is ready to scrub the whole flight. So ask

Should you go at all?

Is your route planning done?

Is the weather fit to drive in?

Do you know how you are going to get there?

Are you ready to be the driver?

Is the car fit to drive?

A "No" to any of these is a sign to settle in, either at a table or desk with maps/computer, or in an easy chair with a hot cocoa and a good book.

NE Aviation Hall of Fame Inductees

Richard L. Trail, Lt. Col. USAF (retired), was born and raised on a farm south of McCook, Nebraska. He learned to fly in 1953 in his father's J-3 Cub. Immediately after high school, he received an appointment to the newly formed Air Force Academy. He was the first native Nebraskan to attend and graduate from there. He was the first student to solo in a sailplane and the first to fly in and out of the new airbase built for the Academy.



Dick Trail

Trail was rated as both a navigator and pilot and flew the T-28, T-33, T-34, T-39 and the C47. His career was mainly as a aerial re-fueler. He began in the KC-97 and then went on to the KC-135 logging about 7000 hours as pilot, co-pilot and instructor.

He spent 450 days in theatre during the Vietnam war flying over two hundred sorties. The most notable was in 1967 when his crew won the MacKay Trophy for the Meritorious Flight of the Year. The crew was contacted by a carrier based Navy tanker which was running low on fuel and would soon have to ditch. Trail's crew decided to help and this was the first time an Air Force tanker had re-fueled a Navy plane. The Navy tanker had fuel on board to pass to fighters, but none for themselves. While hooked to the Air Force tanker, the Navy tanker re-fueled several Navy fighters. This was the first tri-level aerial re-fueling in history.

Awards won by Trail included the Distinguished Flying Cross and the Air Medal with four Oak Leaf Clusters.



"NE Hall of Fame Inductees" Continued from page 5

Roger W. Peden was born June 17, 1933 on a farm south of Cozad, Nebraska. He began his aviation career at the age of 14 when he worked at the Gothenburg Airport. Instead of wages, he worked for flight time and soloed at 16.



Roger Peden

Peden worked in Ainsworth as the first superintendent of Merritt Dam and used his airplane in this work. He began spraying part-time in a CallAir. In 1968, Peden was offered the job of Airport Manager and FBO at the Gothenburg Airport and so began the family business of Gothenburg Aviation. They offered flight training, an approved VA school, air ambulance, charter service, aerobatic training and aerial spraying.

During the Seventies, Gothenburg had the second largest flying school in Nebraska. They averaged 65 certifications a year. Roger taught advanced ratings to students from Nebraska, Kansas, Colorado, California and even Canada. In his first year of instructing, Roger had 47 students.

Gothenburg Aviation played an active role in the Nebraska State Essay contests and gave hundreds of free rides to children.

The Peden's were very active in the Flying Farmers and hosted many fly-ins. They were selected as Flying Farmer and Rancher Airport Operator of the year in 1971 and again in 1991. They also received an award for contributing to the APT program. Peden provided free check rides for the Flying Farmers. For ten years the NAAA fly-in was held annually at Gothenburg.

Peden's greatest contribution to aviation was the number of people he encouraged and taught to fly. Sadly, he passed away on April 21, 1997.

Robert J. Krist was born March 29, 1957 in Omaha, NE. He graduated with honors from Creighton Preparatory School in Omaha in 1975. He then attended the University of St. Thomas in St. Paul, MN where he received a Bachelor of Arts degree in sociology. He then obtained a Master of Arts Degree in business administration and Human Relations from Webster University in St. Louis, MO in 1982.



Robert Krist

Krist served in the United States Air Force from 1979 to 2000 and retired as a Lt. Col. after flying more than 100 combat sorties.

Still an active pilot, Krist has flown more than thirty different fixed and rotary wing aircraft, logging over 14,000 hours.

During his 21 years in the Air Force, Krist held key leadership positions directing critical missions including the high visibility Looking Glass mission at Offutt Air Force Base in Bellevue, NE. Krist scheduled operations and flew missions on the Looking Glass EC-135 aircraft, the Airborne Command Post for Strategic Air Command. When he retired he had flown all models of the RC-135

reconnaissance aircraft.

Among other operations, Krist served in both Operation Desert Shield and Desert Storm. His first Command was as an operational squadron commander flying combat reconnaissance sorties over Southwest Asia. In 1997, he was appointed as Chief of Plans and Programs for the 55th Wing at Offutt AFB where he coordinated Wartime Plans and Logistics Movements of over 4,000 personnel and billions of dollars of resources in the largest air wing in the United States Air Force.

In 1998, he was chosen as an Active Duty Air Force Advisor to then Nebraska Governor Ben Nelson and advised the Adjutant General of Nebraska.

Krist is a recipient of the Air Force Air Medal, Meritorious Service Medal, Air Force Commendation Medal, and the Aerial Achievement Medal among other honors.

He was appointed to the Nebraska Unicameral Legislature by Governor Dave Heineman on September 11, 2009. Krist is currently the Contract Manager for the United States Army Corps of Engineers Northwest Division Aviation Program and where he served as a pilot since 2000 and the Chief Pilot since 2002.

Senator Krist introduced and passed Legislative Bill 140 (LB 140) in 2013 to more accurately define an airport's hazard area and extend the instrument approach zones from three to 10 miles at all Nebraska airports, thereby protecting the lives of pilots, their families and passengers, as well as those on the ground.

Senator Krist also co-sponsored LB 845 this year to add an enforcement provision to the existing Meteorological Evaluation Tower (MET tower) laws and amend the required MET tower markings to correspond with those outlined in 76 Federal Register 36983 by the Federal Aviation Administration.

Donald M. McPherson was born on May 22, 1922, and raised in Adams, Nebraska. When the Navy V-5 program waived the two-year college requirement, McPherson enlisted on January 5, 1943, and was thereafter appointed as an Aviation Cadet on February 4th. He earned his commission and wings at Corpus Christi, Texas, on August 12, 1944. Upon arriving at Daytona Beach, Florida, for advanced training, Don was assigned to fly the F6F Hellcat. He completed carrier qualifications at Glenview, Illinois, before shipping off to Pearl Harbor, Hawaii, to await a combat assignment. There he earned the Pacific Defense Ribbon flying combat air patrols over the area. Don was then assigned to the USS Essex as a pilot with VF-83, Wonder 5 Flight.



Donald McPherson

McPherson participated in cleanup operations near Iwo Jima and the Philippines before being assigned to strafing runs prior to the invasion of Okinawa. Don and his squadron were assigned to attack kamikaze aircraft before they could attack U.S. ships

Continued on Page 7



"NE Aviation Hall of Fame" Continued from page 6

near the island of Kikajima. He spotted two Japanese Val dive bombers on a converging course near the water and dived on them. The first Val's pilot was hit and the aircraft crashed into the sea. Under heavy fire from the island, Don pounced on the second Val as it attempted to escape. A quick burst exploded the Val.

Over the next few months McPherson took part in raids on several Japanese islands, including the invasion of Okinawa, where they would try to bomb into the fortified caves in the hills. During a battle north of Okinawa on May 4, 1945, McPherson shot down three more Kamikaze aircraft earning his "ace" status. Three of McPherson's Wonder 5 Flight also made "ace" that day.

On September 2, 1945, Wonder 5 Flight flew their final mission of WWII, a combat air patrol in the skies above the USS Missouri while General Douglas MacArthur accepted the complete and unconditional surrender of the Empire of Japan.

During his WWII service, Ensign Don McPherson earned the following decorations, citations, and awards: Naval Combat Aviator Wings; Distinguished Flying Cross w/2 stars; Navy Air Medal w/3 stars; Asia/Pacific Campaign Medal; WWII Occupation Medal; National Defense Service Medal; Navy Commendation Medal; and the Combat Service Commendation Medal.

Don McPherson left the service at the end of the war and returned home to Adams, Nebraska, where he was employed as a rural mail carrier and farmed as well. Don continues to make his home in Adams.

Lester Arasmith was born in St. Joseph, Missouri, on June 9, 1924, and graduated from high school on the 6th of June, 1942. He joined the U.S. Army Air Corps as an aviation cadet at Ft. Leavenworth, Kansas, on June 16, 1942, and was commissioned as a 2nd Lieutenant and awarded his pilot wings on December 5, 1943.

Lt. Arasmith joined the 530th Fighter Squadron of the 311th Fighter Group flying P-51 Mustangs in Burma (and later in China) in August 1944. During his service there, he destroyed five KI-43 Nakajima Oscar fighters and one Mitsubishi Zero as well as severely damaging one more.

In January of 1947 he left active duty and joined the Reserves. Captain Arasmith returned to active duty with the newly formed U.S. Air Force later that same year, and in July 1950 deployed to Korea where he flew F-51 Mustangs and F-80 Shooting Stars with the 40th Fighter Interceptor Squadron and then with the 41st FIS of the 35th Fighter Group. Major Arasmith next flew F-86 Sabre Jets with the 94th FIS at George AFB, California, from June 1951 to January 1955. Colonel Arasmith then served as Commander of



Lester Arasmith

the 327th Combat Support Squadron and the Base Commander at Truex Field, Wisconsin, from August 1963 to July 1966.

In 1968 he deployed to Southeast Asia where he served as commander of the 3rd Combat Support Group at Bien Hoa Air Force Base from May 1968 to March 1969. After serving in Viet Nam, Colonel Arasmith returned to the U.S. and retired from the Air Force on July 31, 1969. During his military career, Lester Arasmith earned the following Decorations, Citations, and Awards: Combat Aviator Wings; United Nations Service; Viet Nam Campaign; Republic of Korea War Service; Air Force Longevity Service w/ Oak Leaf; Armed Forces Reserve; Small Arms Expert Marksman; National Defense Service w/star; Korean Service w/4 stars; Viet Nam Service w/3 stars; Asia-Pacific Campaign w/3 stars; WWII Victory; Army of Occupation; Presidential Unit Citation; American Campaign; Airman Medal; Air Force Commendation w/Oak Leaf; 2 Air Medals w/Oak Leaves; and Distinguished Flying Cross w/2 Oak Leaves.

Following his military service, Lester Arasmith received his Ph. D. in Economics from the University of Colorado and served on the faculties of the University of Nebraska-Omaha and Bethel University in St. Paul, Minnesota. He and his wife, Nadine, returned to Lincoln in 1990 to be near their family. Lester Arasmith continues to reside close to his daughter in Lincoln.

"North to Alaska" continued from page 4

the spoilers on each wing are down and tight. If the control wheel is not centered a spoiler is up a bit and that doesn't help efficiency.

The cockpit is large and roomy, visibility out the large windows is great. It is just a comfortable ride. Then too with two pilots on board it is okay for one to get up, stretch, use the "john" and relax a bit. We are pressurized to a comfortable altitude and heat is never a problem. The noise level is low enough to enable normal cross cockpit conversation. Just a pleasure to fly the bird and actually a lot easier than most light aircraft.

Jet engines don't shock cool so on descent simply pull the throttles to idle and plan to descend at about 4000 ft per minute. Climbs are a little more sedate but 2500 ft per minute isn't bad either.

As always we flew an instrument approach in to Eielson even though it was clear and a million. Fly the approach always a good practice for us GA pilots as well.

The tanks when I first flew them were all round dials, big ones. Then they were upgraded to a very capable Collins flight director. Piece of cake to do accurate instrument approaches. Now they are glass cockpits, even easier to fly.

On our approach to Eielson ATIS boasted a temperature of -33 degrees C (translates to -27 degrees F) and that is cold. Lots of residual thrust for taxi at that temp but shut down the inboards and it works just fine.

We opened the door and the crew chief came up the ladder to congratulate us for arriving in a heat wave. It had been -70 degrees F a couple days before so I guess it is all relative. Time to don the fur parkas!

PIREPS

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Events Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 8:00-10:00.
- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 8:00-10:00.
- **Seward Airport (SWT)**, Midwest Aerobatic Club has regular meeting on 3rd Sat of the month at noon.
- February 16-18 Kearney Nebraska Aviation Trades Assoc. Annual Convention and Agricultural Aviation Exposition. Ramada Inn 308-237-3141 ask for NATA Rate (\$79.00 with breakfast). More information: 402-475-6282 or <http://gonata.net>. Email: nata@windstream.net.
- June 6 Hebron (HJH) Saturday, State Fly-In. Fly-in breakfast and Airshow, many other activities. More info: www.hebronairport.com This promises to be an outstanding event.
- June 13 (2NEO) just south of Lexington. Johnson Lake Annual Fly in breakfast. More info: 308-325-5657 or email: Dan.keller@doranpost.com
- June 25-27 Seward (SWT) International Aerobatic Club's East/West Challenge with over 50 competitors. More info: Ed Bowes at edbowes@windstream.net or 402-785-1060.
- July 10-11 Gould Peterson Memorial Airport (K57) Tarkio, MO, the 12th Annual WingNuts Flying Circus Air Show and Fly In, Saturday. Breakfast at 6:30 a.m. Friday the 10th, there will be a celebration that evening with plenty of food, beverage and music. Airshow on Saturday. More info: 816-262-8500 or the airshow coordinator/airport manager, Brookes Hurst, at 816-244-6927.

"Project of the Year"

Continued From Page 1

Lincoln Airport recently put the finishing touches on a \$6 million runway project, the first major rehabilitation in approximately 20 years to its 12,901' primary runway. The first time the project was bid, only one proposal was received which was \$1.25 million more than anticipated. After rejecting that bid, the Lincoln Airport Authority divided the project into two components - concrete and asphalt. Separate bids were requested for each portion and with the assistance of the engineering consultant for the project (Alfred Benesch & Co.), several significantly lower bids were received for both the concrete and asphalt. Other projects were added to the work which included surface sensors on runway 18-36 and 14-32 which transmit data on pavement temperature, subsurface temperature, surface moisture, surface ice and moisture melting temperature and atmospheric data. Additionally, 1,500' of trunk



Al Jambor, Andy Beil, David Haring and Jon Large

sewer main were added to the wastewater system and 2,300' of aging 48" sewer main was replaced. The NE Dept. of Aeronautics recognized Lincoln Airport's Jon Large, Deputy Director of engineering, David Haring, Executive Director; Alfred Benesch & Co.; Al Jambor and Andy Beil, Constructors, Inc. and TCW.