

PIREPS

A bi-monthly newsletter for Nebraska pilots and Aviation Enthusiasts



Encourage and Facilitate the Development and Use of Aviation in Nebraska

PIREPS

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“Soaring With Eagles”

Find the eagles and you will find the thermals! Sounds easy but the great birds know how to soar and stay aloft for a seemingly endless amount of time. You can do the same thing if you become a member of the Omaha Soaring Club which meets every Saturday at the Blair Municipal Airport.

I had the opportunity to meet members of the club on September 24. There were storm clouds south and west of the airport but it was a perfect morning for a glider flight. Arriving early I had the opportunity to see how you get a glider weighing 683# with a wing span of 53', out of a narrow hangar door. It did take some maneuvering with three club members helping but the glider was on a wheeled pallet making it easy to take one wing out first followed by the fuselage and finally the other wing.



Dollying the L23 Super Blanik Glider Out of the Hangar

With a slight crosswind and such a large wing, it's a bit of a problem getting the



Towing to Launch Site with Wing Walkers Helping

glider moved to the launch site but again, three club members did the hard work. The young lady holding the right wing is working on her Private glider license and has had 18 flights thus far and enjoying every minute, Nathan Duning, a Junior at UNO studying in the Aviation Department, and his brother, Jackson Duning, a senior at St. Albert school in Council Bluffs, arrived for a demo flight and possible membership. Getting into the front seat is a bit of a struggle for some but Jackson made it look easy. Instructor, Whit Bonifant and club member Bob Arant looked on and helped him get situated in the aircraft.

Alright, ready for some fun? The Piper Pawnee tow plane is 225' ahead of the glider and accelerating. Keep the glider

slightly above the Pawnee to avoid wake turbulence and enjoy the ride! Field elevation at Blair is 1317' MSL and the tow takes you up to 5,400' so you have 4,000 feet of gliding but you need to be over the airport at 2,400' feet in order to fly the traffic pattern and have an uneventful and successful landing. While

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L to R: Jackson Duning, Whit Bonifant and Bob Arant



225' Behind the Piper Pawnee at 65 MPH

Continued on Page 8, Right Column



“Fall is Here”

You may ask, where did the summer go? It's been busy with lots of Fly-in breakfasts and as the leaves start to fall they are coming to an end.

Here in state government we're getting ready for the next legislative session in January with a number of new state senators in attendance. Budget projections show revenue is about 2 1/2% below spending levels so state agencies are looking at how they may slow spending.

Congress passed a Spending Bill to keep government running through Dec. 9 and are now on vacation, returning after elections in early November.

One of the organizations this department belongs to is the National Association of State Aviation Officials (NASAO) headquartered in Washington D.C.. NASAO continues to present state aviation priorities to members of Congress. During its annual convention this past month I was elected to be Vice Chairman of the association, something I consider to be a distinct honor and privilege. Looking forward to continuing to keep aviation and airports on the forefront of our congressional leaders agendas.

On October 11 and 12th, the FAA Central Region out of Kansas City is bringing their experts on Unmanned Aerial Systems (UAS) to Lincoln on the 11th and Kearney on the 12th, to bring law enforcement entities up to speed as to what they can do when operators of UAS operate outside the boundaries of the law.

Right now there are over 540,000 registered UAVs in the US but only about 260,00 registered aircraft. Integrating them into the National Airspace System (NAS) is a tremendously difficult job. If you would like to know more about the August 17 rules concerning UAS go to <https://www.faa.gov/uas/>

As I travel around the state I have the opportunity to visit with a lot of people and one of the items that continues to come up happens to be UAS and how they may be used in agriculture. Technology is advancing so rapidly in this field that the use of UAS vs manned aircraft is a often talked about topic. For instance, one pilot was explaining to me how he flies a Cessna 172 with a specially modified Cannon camera mounted on the outside side window of the aircraft to photograph corn and soybean fields. He sends the digital image to a lab which converts the image into different colors indicating crop distress. It also gives the coordinates of these spots which is then downloaded to a Crop Specialist's IPAD. He can walk to the specific spot to determine what is causing distress in the crop. The cameras are so good now that you can even zoom in on a leaf and still clearly see what is causing the problem. A UAS operator could probably do two pivots per day or perhaps even three but a manned aircraft can do over 20 pivots in the same amount of time.

So what are your plans for GPS, cameras and new ways of improving agricultural output in this age of lower commodity prices and rising expenses?



Director Ronnie Mitchell

ACS Feedback

by Lee Svoboda

Well we have been using Airman Certification Standards (ACS) for the Private Pilot Practical Test and Instrument Pilot Practical Test for over a few months now. Have you seen any difference? As an examiner, I have not seen much difference in the applicants. And of course, as I stated earlier, initially the only difference would be in the oral/ground portion of the test where more emphasis would be given to areas that were found to be deficient on the knowledge test. As an examiner, I have been checking the error codes on the knowledge tests and making sure my ground test covered those areas. If I found that my Plan of Action did not give emphasis to an error code, I modified my Plan of Action to insure the area was covered extensively. A bit more work for me and it does make the ground portion of the test somewhat longer. If your student gets 100% on the knowledge test, the ground portion will not be extended at all. However, if your student gets a 70% on the knowledge test, the length of the ground portion of the test cannot be estimated at this time. For Instructors, a word to the wise; check those error codes on the knowledge tests and as best you can make sure your students are up to speed in those areas. At test time, it makes it quicker and easier for both the applicant and the examiner if they give a bit more attention to those error areas.



Lee Svoboda

WOW, am I glad that it is Fall 2016. In the month of July I administered more ATP practical tests than I usually do in a year. The reason being that knowledge tests taken before August 1, 2014 were about to expire. If they expired, it would cost close to a five digit number of dollars to even retake the knowledge test. Funny how money seems to be a great motivator, especially when faced with having to give up a bunch of it. But procrastination can also lead to incomplete hurried preparation resulting in undesired results.

Hey instructors, thanks for your help. More of the applicants are showing up with all of the required endorsements and also more of the aircraft logbooks have had all the required entries. We are not at 100% yet, but keep working on it. Sure makes things a lot better for all concerned when the paperwork is right.

Been some really hot days this past Summer. Make sure your students understand density altitude in the future. It can make that old tired fibber roll a long ways before it obtains flying speed.

FLY SAFE



Two Fly-ins Are More Fun

by Jerry Tobias

Pilots have enjoyed gathering ever since the first U. S. "aviation meet" was held in Los Angeles in 1910. Nebraska aviators continue that tradition by attending "fly-ins" at airports all across the state. These fly-ins are unique opportunities for pilots and the public to rendezvous for both fun and significant purposes. They are also grass roots flying at its best!



Jerry Tobias

I attended two special fly-ins this past August. The first was the ANNUAL AIRPORT BREAKFAST FLY-IN AT HARTINGTON. I had planned to depart Fremont for Hartington early in the morning. However, unexpected delays caused me to arrive at the airport about two hours late. Those delays, though, made it possible for me to invite Ken Michael – who also hangars at Fremont – to fly with me, as he happened to stop by my hangar just as I was about to pull my Ercoupe out for departure.

The 61-minute flight to Hartington was amazing: smooth air, light winds, and comfortable temperatures. It was a perfect Ercoupe day! As we flew northward, I tuned the Hartington CTAF early to get an idea of the location of the arrival traffic ahead of us and, just as important, any departing traffic that might now be headed back toward us. That was a great idea, as we heard numerous aircraft leaving Hartington. The extra heading and altitude reports many were making, though, really helped us spot potential conflicts as we flew toward this departing "flock."



Ramp Full of Airplanes at Hartington

I made a mental note to remember that those extra calls were a good departure technique during busy fly-ins.

The traffic pattern was actually empty when we arrived, and we landed and were guided to a parking space next to the few other aircraft that still remained on the ramp. Once again, my delayed departure was actually helpful, as the worker who assisted us said that they had nearly run out of places to park the numerous airplanes that were there earlier.

The Hartington Fly-In was an obviously well-planned event. Its success, I believe, was enabled by five positive factors: the purpose, the people, the planes, the perfect weather, and (of course) the

pancakes. The profits from the Hartington breakfast will be used to buy classroom technology equipment for a local grade school. Also, area residents eagerly lined up to buy airplane rides that helped raise funds for airport improvements. Both are good causes.

The people supporting the Hartington Fly-In were terrific! Many local residents were involved, including the 80 or so exceptionally efficient and friendly youth and adults who helped serve. The breakfast, by the way, had been promoted as having "the best sausages in 100 miles." That was a major understatement! And the pancakes? Think Frisbee-sized! When concluded, Hartington's annual fly-in had drawn 65 airplanes and 550 participants! Not bad for a town of just over 1500 people! This event is already on my "do not miss" list for next year!



"Frisbee Flippers" Hard at Work

The second special fly-in I attended last August was the FREMONT ROTARY CLUB FLY-IN BREAKFAST AND AIRPORT OPEN HOUSE. The great weather that day also made it possible for 25 or so pilots to fly in. Although I didn't arrive by air, I did open up my hangar to show my Ercoupe to NDA Director Ronnie Mitchell and Scott and Jean Morgan, fellow Ercoupe pilots who had flown in from Wayne.

The funds raised that day, again, went to two good causes: a portion went to the Boy Scout Troop that helped serve, and the remainder will help fund youth activities and youth scholarships in Fremont. And, the leaders and workers who served or helped in other ways also displayed enthusiastic and friendly attitudes that obviously impacted the people being served (hopefully, all 672 of them!).

Plus, there's just something exciting about airports and airplanes. At Fremont, people not only walked around the airplanes that flew in, but many even got to sit inside some of the airplanes that were displayed on the ramp. Being around airplanes – especially when you can get up close and even touch them like that – just seems to bring out the "kid" in everyone. And, even if it's just for a few minutes, that has to be a good thing.

So, to Hartington, Fremont, York, Crete, and the many other Nebraska communities that have had or will be having fly-ins yet this fall: WELL DONE! Thanks!



Scott and Jean Morgan Prepare to Leave Fremont



“The Right Attitude”

By Dan Petersen

I remember seeing a poster in the TWA Training Center that said the most important safety device in the cockpit is between the headset. This statement is not only very accurate but also very profound. If you have read this column before, you have heard me say that it is critically important that we participate in some sort of recurrent training program such as the FAA WINGS Pilot Proficiency Program. There we can review many different topics such as Aeronautical Decision Making, weather, aerodynamics and a myriad of different topics to refresh our knowledge.



Dan Petersen

The words of that poster even goes much deeper. A big part of that safety device “between the headset” is attitude. Our attitude about safety governs almost everything we do and decide about the conduct of our flight. Early in September as I was driving back to Lincoln from Hastings, I saw a Bonanza flying approximately 500 feet above the ground going westbound over the interstate. There were low ceilings and it had been raining for most of my drive. I could tell the weather was better towards the east and this pilot was scud running, already very low and towards deteriorating weather. I thought to myself, here we go again, another statistic is about to happen and I can't do anything about it. With all of the information that is available and the knowledge that VFR flight into IMC is nearly always fatal, how could this pilot decide this was the way to conduct his flight? Fortunately, about 10 minutes later, that same Bonanza flew directly over me again about 500 feet going eastbound and into Lincoln.

If this pilot had the right attitude towards safety of himself, his passengers, and his flight, he would have never turned the ignition key. Fortunately, this pilot changed his attitude and decided to turn around and divert back into Lincoln. Bad decision from the start but ended with the right decision. Even the airlines with all of their advanced equipment and well trained crews, they cannot always depart or fly to their intended destination. Sometimes we must leave the airplane at the gate or in the hangar. The professionals do it and there simply is no reason that we in general aviation can't have the same professionalism and the right attitude towards safety so that we can decide let's wait it out until the conditions are right for our flight to be conducted safely.

Wishing you all tailwinds except for landing.

Editor's Note: This is Dan's last article as Manager of the Lincoln FAASTeam. However, you will be reading more of his adventures as Dan has returned to American Airlines and has agreed to write about his new flying position in Miami, FL.

CRM with the Company

by David Moll

Isn't this an interesting concept of using the entire company in your Crew Resource Management procedures? Since CRM is using all sources for problem solving in the cockpit, then why shouldn't it be used with all passengers so simple situations don't become problems.



David Moll

In the corporate aviation realm, the Pilot in Command has a 51% vote in all flight operations. I'm sure you are thinking David is in the deep grips of Alzheimer's and has forgotten the definition of “In Command”, so here's my reasoning: Rarely do passengers have any knowledge on aircraft performance, FAA regulations, weight and balance or even how weather affects the flight. Far too many times in my career have I seen one passenger trying to be “in Command”. When passengers get their way, either accidents occur or bad decisions become standard operating procedures the passengers will expect for all future flights. The 51% is for those situations where discussions with the passengers are needed to make the flight work. For example, if the weather will not allow landing at one airport, is there another airport that's workable? Or, if we need to delay for an hour or two, is the trip still on. The 49% the passengers have is solely for the PIC to get a complete picture of what works for them, and what doesn't work, so you can analyze the situation better and exercise your majority rule when it's absolutely needed. Regardless of what percentage you assign each party, the PIC will always be in command but does so through leadership with the passengers. It's CRM in its basic form.

Another rule I do support is everybody in the airplane (except customers) are on a first name basis. This way there is no implied hierarchy in the decision making process. My point is not to be demeaning to the CEO or the passengers, and professionally done it's exactly the opposite. Professional pilots have years of experience of being in command through good communication skills and a good CEO knows and respects this. The end result is a finely tuned interaction process that thrives on safety.

An update on Drones and FAR 107: While a million non-pilots were flying drones taking photos for profit illegally, it took me 9 months to get the first attempt at FAA's form of permission to do commercial operations called Section 333. Then as soon as I received approval, they changed the rules and created FAR 107. I did the on-line course, passed the test and took my results to the FSDO office to get my license. Nope, Oklahoma City had not printed the forms yet to process licenses until the end of August.



“Flying Versus Aviating”

By Dick Trail

Richard Bach, author of Jonathan Livingston Seagull, a book I cherish, made an interesting statement. There is “flying” and there is “aviation”.

Join me in the memory of a recent adventure in flying.

Recently I flew to Seward KSWT at the annual fly in of the Nebraska Antique Aircraft Association. Great fun looking at beautifully



Dick Trail

restored airplanes proudly displayed by lucky owners. I flew in with my 1948 Cessna 170 rag wing which doesn't have the polish of the showpieces and is just a well used and enjoyed bird. My 1946 Aeronca Champ also appeared flown in by a sport pilot.

The old Champ is a bit shop worn and decided that day to not start, hand prop, no spark. We left it there for Greg Whistler to fix which he did well.

I collected it a week or so later and departed solo for McCook on a crystal clear, calm, Saturday morning hence this tale of flying.

Engine start, second pull, perfect and safe. Light wind for taxi, run up and takeoff. I was alone sans radio. Just the purr (clatter) of the four banger 65 hp original up front. I climbed to 6500 ft. to take advantage of a 6 knot tail wind. The course a bit south of west put me parallel to I-80. I noted with a bit of frustration that the semi-trucks below were passing me during the climb but pulled even after leveling off, setting 2150 rpm cruise power. Whee!! 60 knots so said Garmin Pilot on my iPad. Not fair to have course and ground speed from GPS in a 70 year old airplane!

Beautiful Nebraska unfolded below. The different greens of corn and soybean fields laid out in intricate patterns always intrigue. The streams meandering through tall grass green pastures give contrast. Straight as a string power lines and towers tall and short bisect and parallel the roads and lead to well-kept farmsteads. I never tire of soaking up the wonder of God's marvelous pastoral scene overlaid by man's handiwork below.

Navigation is easy as the grid of roads follow longitude and latitude. Just pick a slight angle and the course runs true. Occasional plumes of smoke give wind direction as do cloud shadows but none that day. The solitude is thinking time and I reflected what a lucky person to be steeped in the love of flight for neigh onto 63 years and counting. Three hours later the old Champ and I slid down the glide path to a wheel landing and my welcoming hangar at KMCK. One lucky guy indeed.

The next week back to teaching a good single engine pilot the intricacies of aviating a Beech Baron and the thrill of him attaining his multi-engine add on. “Flying”, “Aviating” it is all good.

Antique Aircraft Assoc. Fly In

By Jess Banks

Seward Municipal airport was the setting for the best looking airplanes you ever saw on an airport ramp. The weather wasn't perfect the day I arrived, Saturday, August 27, but several flew in the day before so a number of aircraft were already parked. Friday's activities began with the traditional milk can supper where food is layered in a milk can and a few cans of beer added for seasoning. It's covered and steamed over a medium heat for about 1 1/2 hours and then its all about enjoying a tasty treat.

About noon on Saturday the skies cleared up and you wondered why people didn't fly in sooner. It was due to a 400' ceiling with mist that eventually cleared about 11am. Ed Miller was the oldest



Ed Miller's Stearman on Left, Todd Harders' on Right

pilot and the one who flew the furthest in his 1943 Boeing (bi-wing Stearman) painted in Navy colors. He flew a bit over 1,000 miles from Santa Rosa, CA and had 5 or 6 more antique fly ins he planned to attend before heading back home.



Gary Petersen's Hatz Classic

Gary Petersen flew in his beautiful 2007 Hatz Classic and received the Experimental Award.

Rick and Nancy Jacobsen were working the food line but they have an extremely nice Piper Tri Pacer that has one of the best paint jobs on an aircraft I've seen anywhere. They also won the “Ladies Choice” award.



Rick and Nancy's TriPacer



Justin Harders

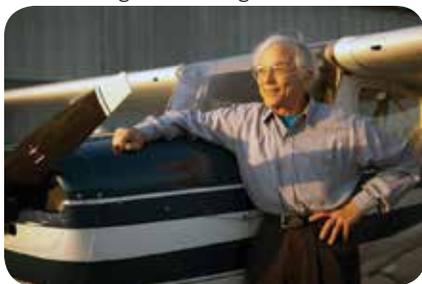
On Saturday evening the awards were given out after the banquet and Justin Harders received the “Youngest Pilot” award, age 25! Congratulations Justin.



"Cessna Iowa", a Cessna 150 Pilot's Brigadoon

by Tom Winter

I'm camping with my plane. The light morning rain has turned into a falling fog, and I'm still dry, except for stuff in contact with the tent walls, but that is condensation. The morning dew forms on the blades of grass and on the plane, and on the inside walls of the tent whether it is raining or not. It's the 16th annual "Confab in the Corn," in Clinton, Iowa (KCWI), and I've been a "happy camper" here all week. We call it "Cessna, Iowa," and it appears at regular intervals, like Brigadoon.



Tom Winter

At sunset, it's traditional here to launch and fly around in the painted sky. Of course, first time here, I had to join in, but while still climbing, I lost sight of the plane in front of me. Well here is a change of attitude: This isn't fun anymore, as the question "where are these guys?" Grabs front-and-center attention.

I took a bee-line away from the field and looked back. A swarm. I took care to fit my way back into the pattern and land! That was years ago. I don't do the sunset flight anymore! It is better, in the land of little Cessnas, to rise for a dawn flight and have the sky to yourself! Tuesday morning at sunrise, I saw my chance to be the only plane in the sky and took it. Charlie Moore, from Jackson, MI, was also up and asked to tag along. Charlie is 84, trim, agile, and goes around with the local chart folded up and stuffed in his hip pocket like a wallet. We fueled up (Charlie, bless him, climbed the stepladder with the fuel hose)

Clinton, Iowa is on the Mississippi and we decided to fly to Dubuque though not direct! We meandered just like the meandering Mississippi, admiring the abstract art of the contour plowing and the tributary streams sinuously winding towards the "Father of Waters." One winding tributary had a blossom of low fog over it, and we turned for a closer view. If we saw something interesting, which we did, we'd turn for a longer look, or I'd hold the plane in a slip the better to look down.

Dubuque has a tower, and Charlie, who now has the chart in his lap ("The only way this is going to fail is if it flies out the window!") Looked up the frequencies, and we called in. We got "Cleared straight in, announce at three mile final."

The University of Dubuque (UD) Flight School is at KDBQ, so we popped in for a look. Five UD C172s and a Piper Arrow were on the ramp. The CFI in charge added that UD teaches with 15 new C172s, three Socata Trinidads, and two Piper Seminole twins. He printed out a taxi diagram for us, which we used. We suspected that the Tower was also a training tool for the flying school. Such a morning! I flew with my hands in my lap and my feet on the floor.

Some of the delights of CWI are already on the field: Chuck Levson restores Ercoupes and does beautiful work which I have long admired. I have a thing about Ercoupes and Chuck appreciates people who appreciate Ercoupes, and took me up for a local tour. You step up on the wing walk, step onto the seat, and let yourself in. The windows slide up, and Chuck leaves a four-inch space up top rather than bring them both up to close altogether. You can put your hand straight up into the slipstream. Redline is 2300 rpm, and he generally flies right up to redline. Take-off takes longer than in a 150, and the climb is less, but the joy is at least as great. We flew over his farm, about a half-hour (by car!) from CWI, and again flew back admiring the world around us. A nice feature of the fighter-pilot Ercoupe canopy is that you can see the airstrip from everywhere in the pattern.

A centerpiece of the morning is a poker run and as soon as this fog clears, we're up and at it. Today is the last day, which gives us the weekend to get back home to our less magical lives in places like Massachusetts, or Arizona or Florida. Tomorrow morning, weather permitting, a mere four or so hours will have me back across Iowa and back to "The Good Life." Sad, even so, In sum, Cessna, Iowa, a Cessna 150 pilot's Brigadoon.

Quick Turn Chaos

By Kimberly Bosn

Editors note: This article is a reprint of a high school essay written by Kimberly Bosn in October of 2000. It was given to us by Dick Bosn who owns Valley Airways in Scottsbluff (KBFF) after he found it in some old files. Kimberly is his daughter and worked at Valley Airways before the time of smart phones, iPads, and ForeFlight. It is featured here for some historic perspective of how things used to be before immediate information flow at our finger tips.

A day when a quick turn happens is a very hectic time. A quick turn is the pumping of fuel into an airplane as quickly as possible. Everyone who is working when a quick turn happens is in a rush to get things finished. An important thing about a quick turn is to get the airplane filled with fuel very quickly. The people who are on the plane are in a hurry to get where they need to be. Valley Airways, as the Scottsbluff Western NE Regional Airport, specializes in quick turns. Each person who works at Valley Airways is trying his or her best to make the customer happy. There are many things that are going on at once when a quick turn is being performed. If people do not work together, the quick turn would be a failure. Days of quick turns are chaotic for the people in the office, and for the people fueling the airplane.

In the office area, chaos occurs. The ringing of the phone, the blaring Unicom, and the talking of the people can be heard during a quick turn. The office area is a very crowded place and is very difficult to get around (Editor: this was written prior to the new FBO building and terminal. Plenty of room now so go check them out!). Many people are standing in the line to use the rest room. A lot of people are in a rush to leave. Many people from the plane are standing around talking and seem to be enjoying the ride on the plane. The passengers talk with eagerness about getting to their desired destinations. Talk of the weather, husbands/wives,



etc are some of the most common things the passengers discuss. Laughter, happiness, and enthusiasm are heard in the lobby. In the pilot's lounge, a pilot speaks on the phone during a quick turn. The pilot is usually closing and opening a flight plan, or talking to his or her loved ones.

The person in the office is very busy, especially when the phone is ringing. Sometimes more than one phone call needs to be answered at once. The office person runs around the office answering the phone and the Unicom. Ring...Ring..."Valley Airways, may I help you?" There are times when another pilot will call for fuel. The pilot who calls for fuel will have to wait until the quick turn is finished. The rule is first come, first served. "Scottsbluff Unicom, this in November 678 Charlie Sierra, field advisory please" calls an inbound pilot for landing. "This is Scottsbluff Unicom, winds are from 300 at 5 knots. All runways are active and it is pilot's discretion" responds the office person. The Unicom sometimes needs to be answered while the phone is ringing. Another customer stands patiently at the counter waiting to pay his or her bill. The customer is taken care of and sent on his or her way. The office person dashes around getting ice, faxes, and a fuel ticket for the pilots. Change is given for the pop machine and candy bars are sold from behind the counter.

Outside the building, one of the line guys waves orange batons back and forth and parks the jet. The line guys are the ones who fuel the aircraft. The whining down of the jet engine can be heard in the building. Not wearing hearing protective gear can cause damage to one's ears. As the jet comes to a halt, the line guy runs to the right side of the jet and puts the chocks behind and in front of the tire. Next, the white and silver Phillips' Sixty-Six jet fuel truck pulls up behind the jet and comes to a stop. Two line guys pull a wire from the truck and hook one on the ground and the other on the landing gear of the jet. This is called a grounding wire and is used to prevent static electricity. Then they turn on the gas pump on the fuel truck. Hoses from the truck are pulled out from the truck until they reach to each wing of the jet. Now the line guys begin pumping fuel into the wing of the jet as fast as they can. A quick turn can take five to ten minutes or more to complete. Finally, the line guys are finished pumping fuel into the jet. They roll up the hoses, unhook the ground wire, turn off the gas pump, and write the ticket. The Phillips' Sixty-Six truck is moved and parked and the line guy jumps out of the truck and runs to the door of the office area.

Inside the office area, the line guy leaves the fuel ticket with the office person. "Cash or credit card?" Asks the office person. "I will pay with credit card" says the customer. The credit card information beeps as it enters the machine. Finally the credit card receipt is printed out and signed by the customer. "Thank you, come again" says the office person. "Thank you" replies the customer. The customer is now sent on his or her way. The whining of the jet engines begin and the aircraft heads to it's destination.

To a bystander a quick turn can look like chaos, but there is a method. In the office, the office person answers the phone and

the Unicom, sells candy, and takes care of the customer. The passengers use the bathrooms and talk eagerly about getting to their destination. The line guys park and fuel the jet as fast as they can. When the Valley Airway's staff work together, a quick turn is a success!

4 States Conference

August 29-31 downtown Kansas City, MO was the location for the 4 States Conference. Due to changes within the FAA the FAA Central Region no longer sponsors the conference but do participate providing briefings to attendees. Thanks to Ed Noyallis and Marqueta Pace they do an outstanding job of putting the conference together and coordinate all the speakers.

Subjects ranged from Airport Improvement Program Capital Planning, Environmental Scoping, White Topping Concrete Overlays, FAA Unmanned Aerial Vehicle Update, Keeping Up With the Drones, Is the Pilot Shortage Hurting your Airport and many other pertinent topics.

The most impressive award given at the luncheon on the 29th concerned airport safety. Three of the four FAA Part 139 (scheduled air carrier airports) Airport Safety awards were given to Nebraska airports. Receiving them were Grand Island's Central Nebraska Regional Airport, Kearney Regional Airport and Scottsbluff's



L to R: Michael Olson, Joe Cook and Doug Brown

Western Nebraska Regional Airport. No safety discrepancies were noted on their annual FAA inspections, a remarkable feat!

Receiving for Central Nebraska Regional Airport were Executive Director Michael Olson, Airport Board

member Joe Cook and Operations Manager Doug Brown. For Kearney Regional Airport, Scott Danielson and Randy Gillming. For Western Nebraska Regional Airport, Airport Manager Darwin Skelton and Operations Manager



Scott Danielson and Randy Gillming

Raul Aguallo. Congratulations to our FAA Part 139 airports, a job well done!



Darwin Skelton and Raul Aguallo

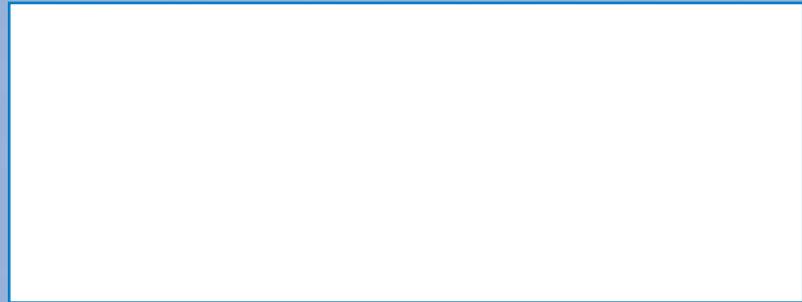
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LINCOLN, NE



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.

Oct. 15 - (KSNY) Sidney. Voc-Air Flying Club Fly-in breakfast Saturday 7am - noon. Pilot in command eats free, adults, \$8.00, children under 12, \$4. More info: 308-254-7448.

Oct. 19 - AOPA Air Safety Briefing, 7 - 8:30pm. Bellevue West HS main cafeteria. 1501 Thurston Ave., Bellevue.

Jan. 25 - 28 NE Aviation Council Aviation Symposium and Maintenance Technicians IA Renewal, Holiday Inn, Kearney. More information to follow.

Feb. 20 - 22 NE Aviation Trades Association Conference. Holiday Inn, Kearney. More information to follow.

Send us your Comments

We are always interested in hearing from the Nebraska aviation community. Please send us your thoughts and comments to aero.pireps@nebraska.gov or call 402-471-7951.

AOPA 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/>) and try an aerial tour of Nebraska!

"Soaring With Eagles" Continued From Page 1

gliding your airspeed is 42mph and turning downwind accelerate to 55mph. Coming in over the corn field to land on the turf, speed



"Landing Over the Corn"

brakes are deployed to slow the glider and a soft but short landing roll later it's all over! With a descent rate of 161' per minute the entire flight time, a bit over 20 minutes but what a thrill.

If you would like to join the Omaha Glider Club call Bob Craig, Home 402-294-3186, Cell 402-490-8360 or Whit Bonifant 402-679-1944. A membership is \$200 with dues of \$55/month. Glider tow \$35 and glider rental per 1/2 hour is \$10.

Some members have found thermals over brown cornfields, black pavement parking lots and of course watching the eagles. Soaring times during hot summer months can be as much as 3 hours. There are 15 members in the club which has 4 instructors and 6 tow pilots. Two gliders are available for soaring. Enjoy!!