

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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Over 400 aerial applicators were registered with the NE Department of Agriculture in 2008, and it seemed as if nearly all of them attended the 61st annual NATA convention in Grand Island February 16-18. In reality, slightly over 100 aerial applicators attended the convention where they had the opportunity to re-certify their NE aerial applicator's license (must be accomplished every three years).

Eight hours of instruction is required for the re-certification; and includes topics ranging from flying safety, insecticide/fungicide label interpretation, spraying patterns and droplet size, identification of diseases in corn and wheat, to an update on state and federal pesticide laws and enforcement.

While the men were doing their re-certification, their wives had an opportunity to have a bit of fun with Bea Fiala, giving them humorous speaking at its best. Bea had several attires which she would don while making a point about how to laugh at yourself and enjoy life. Making 18 points in her talk about "The Healing Power of Humor", her ending comment was that "laughter is contagious, life is hard, but God is always good".



Bea Fiala and her "Bee"

The flying safety portion was presented by Eric Klindt and Scott Bretthauer, both long time aerial applicators. Flying accidents involving Ag aircraft numbered 91 for all of 2008 nationally, as compared with 78 accidents in 2007; however, only two accidents occurred in Nebraska in 2008. Of the 91 nationwide accidents, 34% were related to mechanical problems, 65% attributed to human factors and 1% classified as other. For an aerial applicator who works long hours during summer months, the briefers indicated the number of accidents increase as the outside air temperature goes up!

Joe Kittinger, accomplished test and research pilot, balloonist and parachutist was the luncheon speaker on Tuesday. He was Squadron Commander of the famous "Triple Nickel" (555) Squadron during the Vietnam conflict and was shot down by a missile on his 486th mission in an F4 Phantom. Spending 11 months as a prisoner of war at the infamous "Hanoi Hilton", Joe said, "room service was non-existent, the food atrocious and the staff had a terrible attitude!" Of Joe's accomplishments, he seemed to be most proud of his jump from a hydrogen filled balloon at 102,800 feet. That jump set a world record and allowed development of an 8-foot stabilizing parachute for ejection seat deployment that is in use with air forces even today.



Joe Kittinger

During the noon luncheon, awards were presented: Don Coslor was the 2008 Airman of the Year (Don operates Coslor Flying Service in Sargent, NE), Craig Bair received the President's Award, Doug Johnson and Allison Donner - Distinguished Service Award, Bill Shannon - Distinguished Service Award, Janet Jurado - Friend of NATA Award, and Rick Boardman was elected as the NAAA Representative. Additionally, the 2009 Officers of NATA were elected, and they are President Casey Williams, VP Chip Coslor,



Don Coslor

Continued on Page 6, Left Column)



Payback You Can't Afford!

By Stuart MacTaggart

It is clear we are not lacking for “experts”, majoring in aviation management or economics--many of whom are both vocal and convincing. Likewise, most agree that the economic recovery efforts (aka stimulus package) will require payback, and may well result in new or resurrected efforts to produce revenue from aviation sources. To those unfamiliar with General Aviation, the concept of ATC-type “user fees” can be appealing. This Department is adamantly opposed! Simply stated, the existing fuel tax is the most equitable, the fairest, and the most efficient to administer. This impacts on corporate and government flight departments as well as medical outreach and a wide variety of aviation activities under FAR Part 91. We also need to ensure a reasonable balance between federal mandates and GA's ability to comply. Current examples under discussion include increased operating costs to GA airports for enhanced fire and security coverage. With a new FAA Administrator yet to be confirmed and a new Administration largely in place, new operating methods and taxing concepts are under consideration.

I encourage you to share your expertise with these decision makers.



Stuart MacTaggart
Director, NE Dept of Aeronautics

New Pilots and Certificates



Private

Mark Deepe – York
Donald Masten – Loomis
James Lamb – Bellevue
David Herbert – Lincoln

Jonathan Freeman – Lincoln
Jeremy Hall – Bellevue
Michael Kindler – Fremont
Kenneth Stiner – Columbus

Commercial

Bryce Dickson – Lincoln
Angela Burgett – Omaha

Eric Olson – Plattsmouth

Multi-engine

Karly Kolden

Instrument

Christopher Digerness – Omaha
Matthew Clark – Iowa

Samuel Brooks – McCook

Flight Instructor

Jason Linder – Lincoln
(Instrument)

Benjamin Decker – Fremont
(Multi-engine)

Fight, Fight!!!

By Scott Stuart

It's a heck of a note when a guy wakes up in the middle of the night to scribble notes regarding a story you are hopefully going to continue to read! Having done so, you OWE me your eyes for another foray through the mind of this olde man.



Scott Stuart

Fight, sort of like a “fee” for all. You remember that when we were kids, a kind of brawl among children. Well, right now there is a “fee” for all going on in Washington, DC and it affects us. Once again, the feds want to pile on an additional tax for our freedom of flight in the form of user fees. Hello? I thought the buzzword was “I got it”, and what part of that don't they get?? The aviation industry is at a low not seen since the late 70's and now they want an additional tax?

Fortunately for us, we have the AOPA, NBAA and other acronyms working hard for us to stop the folly. Yes, they do want to, and have agreed to, a small increase in our gas tax to fund the bureaucracy and after many years of the same per gallon fee, I think reasonable and fair. But to add an additional fee is like stepping on the neck of a weakened citizen, and one who contributes to the economy and actually helps the balance of trade for the U.S.

The bottom line for me is simple (and the subject of hopefully all of my previous missives); SAFETY. You tell me. If the government tacks on a fee for each of your IFR flights, will you file IFR? Heck no! What is the result of that? Lots of us in flight and no one talking to one another; read increased risk, danger, and accidents waiting to happen as human nature takes over. Believe me, there will be more VFR into IFR accidents than there are already if user fees come to pass. Will you fly as much if it costs you \$25 just to depart LNK? If you have flown in Canada, you know what I mean!! Airport fees, briefing fees, and gasoline fees...Fee, another name for TAX. This is an issue that we cannot allow the camels nose to penetrate.

OK, can you tell I am a bit peeved about this issue continuing to take away the resources of our GA advocates, when there is already a solution on the table that actually “taxes” those that use the system more than those that do not? Sure makes sense to me. I fly, I pay. You park, you do not pay. You get it, I get it, let's hope our representatives “get it” as well. The future of our freedom and industry may well be in the balance.

The good news for me, a wonderful trip to KUDD and back in January. Nary a cloud both directions, and plenty of time to enjoy the ride (burn more gas, pay more gas tax!) as I had headwinds both ways! You are not alone!

Gear down and locked?



“There Are Those That Have And. . .



Tom Gribble

By Tom Gribble

Those That Will.” So the saying goes concerning pilots who land with a great deal of noise and a very short slide.

Although I know of a small number who have landed gear up, I am not convinced the old saw is a valid commentary on our flying and landing. We're better than that. Or luckier.

While I was in Hibbing, Minnesota, a Mooney Mite M-18 pilot forgot the gear but did little damage. When the tips of the wood propeller hit the pavement, he applied full throttle and went around. Those on the ground who had not witnessed the occurrence still knew what happened. The RPM was considerably higher and the noise much louder.

The M-18 had no electrical system, but did provide a gear warning setup. Readers as old as I will remember the old vacuum-operated windshield wipers on cars made before WWII. Step on the gas pedal and the wipers quit. Back off the gas pedal and the wipers work. One of these was rigged up in the cockpit with a line to the intake manifold. If the throttle was pulled back with the gear up, a red flag waved in front of the pilot. With the gear down, the pneumatic line was pinched off and the flag stood still. Our hapless pilot in the single-seater said he didn't hear, ah, see the flag.

I managed to avoid one gear up landing myself, thanks to the warning horn. I was a low-time pilot with only about 800 hours total and 230 in multi-engine aircraft. The great bulk of the latter was as co-pilot on larger machines and only 24 hours in the Baron. Remembering the landing gear in the Beech was normally not a problem; when entering the pattern I put the gear down merely to slow down. However, the aircraft I was following that day at Saint Paul Downtown/Holman Field dallied on the runway which forced me to go-around. I was already slow, so I didn't require a speed brake when entering downwind once again. The horn sounded on about a quarter-mile final, I'd guess.

In the early 1970s an FAA Convair 580 landed gear up in Utah. I don't know the details, but I saw the airplane when it stopped in Cheyenne to wait for the turbulence to abate. The new crew from the FAA's Oklahoma City maintenance base visited with us in the tower and mentioned that smooth air was one of the requirements listed on the ferry permit.

Little did I know that in just a couple of years I'd be in Alaska working with this PIC and flying that same Convair.

Have you ever done something unexplainable and then ask, “Why'd I do that?” I have, but it didn't involve the landing gear.

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Rudder Usage

By Lee Svoboda

Spring is here with nice it's temps and here come the spring winds, and crosswinds. Examiners really start looking for applicants to show positive and effective crosswind techniques (not that we are not looking for them all of the time)! With the nice weather and winds, there is more opportunity to observe the applicant's ability to handle strong crosswinds.



Lee Svoboda

Most examiners will not put a private applicant in a position resulting in the applicant attempting a landing where the crosswinds exceed the demonstrated capability of the aircraft. However, there is a chance an applicant could do it to him/her self. Regardless, a private applicant should be able to handle a 10-knot crosswind. Commercial and ATP applicants should be able to handle the demonstrated or crosswind limitation of the aircraft being flown. Instrument applicants should be able to land after an instrument approach, or why do the approach.

There are crosswind techniques which insure a crosswind landing that does not result in damage to the aircraft or personnel aboard, including the pilot. These techniques are referred to as the “slip method” and the “crab method”; both of which require a good amount of rudder usage. If using the slip method, the upwind wing is lowered enough to stop the lateral drift; then downwind rudder is required to keep the nose of the aircraft pointed down the center line. Basically what you are doing is stopping the drift with the ailerons, keeping the nose pointed down the center line with the rudders, and softening the impact with pitch and power. Easy, right?? If using the crab method you simply come down final with the nose pointed into the wind to stop the drift, and then at the right moment, use the rudder to point the nose down the center line. If you wait too long, the aircraft touches down in a crab with all kinds of tire squealing and here comes the grass at the edge of the runway. If you use the rudder too early in the approach and the aircraft starts to drift, you could, in the words of William Kerchner, a noted aviation writer, “...become as busy as a one eyed cat trying to watch two mouse holes”.

Regardless of which method you use, the aircraft will tell you how successful you are. If at touchdown you are slammed against the door or against your front seat passenger, or you end up in the grass, you did not do it right. I've seen the crab method used successfully but I have seen more success using the slip method. Besides, the slip method can be practiced at altitude by picking a reference point over the nose and keeping the nose pointed at that reference point regardless of what you do with the ailerons.

Instructors, when you recommend a person for a practical test, it is a “must” they can make consistent, safe crosswind landings. The key to making that happen is “correct rudder usage”.



Ten-Hut!!

By Jerry Tobias



Jerry Tobias

We all understand that paying attention in the flight planning room, the maintenance shop or hangar, the control tower, or the cockpit, is extremely important. That, however, is sometimes easier said than done.

We humans can receive and - to some degree - process information from different sources at the same time, but we are normally only able to respond to one input at a time. So, although we may be aware of more, we can really only pay attention

to one thing at a time. Being able to accurately determine - minute by minute - where to focus our attention (whether in the hangar, in the cockpit, or in life), therefore, is the issue.

Just how well we control our attention is also not a constant. We can loosen or tighten our attention as we see fit, a fact which we have practiced, if not understood, since childhood. Don't you remember sitting in class thinking about anything and practically everything else but school? You did so, that is, until the teacher interrupted your daydreaming by abruptly saying something like, "Now class, PAY ATTENTION!"

As adults we still allow rather loose control of our attention until we are forced to or have disciplined ourselves to do otherwise. What do you really pay attention to while driving the familiar route home from work? Anything but your driving, probably, until the brake lights in front of you force you to refocus.

This latitude in the control of our attention is well documented in aviation. NASA's Aviation Safety Reporting System (ASRS) database notes that altitude busts do not often occur in bad weather, and serious malfunctions do not trigger distraction reports the way that minor malfunctions do. Apparently, then, our perception of the seriousness of the situation has a lot to do with how stringently we control and restrict our attention. If we perceive things to be important, serious or bad enough, our determination moves us from complacency to concentration, from sloppiness to precision.

Things like fatigue, illness, certain medications, monotony, anger, or extreme noise, heat, or cold all have significant impact and can greatly influence our ability to control our attention. These cognitively detrimental factors can seriously inhibit our ability to concentrate, reason and prioritize, while increasing our vulnerability to distractions. The resulting mental dullness that such factors produce can also cause us to fixate on minor or non-pertinent details, while ignoring other much more important information and concerns. Obviously, attempting to fix or fly under such conditions greatly increases the potential for human error.

Knowing and understanding the factors that influence your focus and attention is the first step toward combating the impact of those factors upon your performance and, therefore, your contribution to flight and/or maintenance safety.

"Cross Country"

By Michael Kutssatz



Michael Kutssatz

As warm weather sneaked into our region, I decided to call my friend Brad for a quick cross-country, workday lunch to Beatrice. We jumped in the airplane and got ready to go.

Starting old airplanes is just a fun process. Whenever the engine fires to life there's that part of you that's somewhat surprised it actually started.

Everyone gets a big smile and congratulates the old girl for cooperating. The other great part is the pure sound and feel. Today's cars and airplanes are so quiet and smooth inside. In 1947, the pilots didn't need mufflers, soundproofing or noise-canceling headsets (or their hearing 50 years later). When the Continental C-90 awakens, you can hear and feel the whole mechanical process and you feel it's so proud to tell you everything it's doing.

We get to the runway, smoothly apply power (no accelerator pumps in carburetors in 1947), watch a runway stripe or two go by and we're off. As we cruised across the country, I noticed the hundreds of snow geese on the lakes below. We both felt the windshield in the Luscombe, while quite hardy, hadn't been properly tested with the "chicken cannon" to see if it could withstand a bird strike. We laughed as we concluded a Snow Goose would probably breach the windshield, both of us, and through the baggage compartment - we elected to stay high.

As we looked across the brown, desolate scenery, Brad recalled a flight just a few days ago in a Bonanza, watching the sunrise, with a full moon setting. It was one of those flights where you didn't want to be anywhere else. I told him about a flight my son and I had last year, mid-summer, where everything was a beautiful green and the balmy yellow-orange sun was setting. My son and I just sat there looking at everything we could, soaking up sights as they rapidly disappeared from our perfect vantage point. Words can't describe it but it's burned into my memory for recollection anytime I need it. It's one of those sights that many aviators have and love to share.

So, with the breakfast fly-ins, airshows and beautiful weather coming, grab a ground-lover and take them flying!

My Private Pilot Check Ride

By Mark Deepe

February 1st, the day I was finally going to do my check-ride and hopefully get my Private Pilot's license. Weather-wise it wasn't going to be quite what I had hoped for but I was still going to do it and I was as nervous as I have ever been. It was a Sunday morning and I made sure to go to church! I packed up my gear and headed

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off to Crete Aviation. The winds were not what the forecast had called for, but were quite calm. I was hopeful that it would stay that way. When I arrived at Crete I checked the winds aloft: "310@35". It was going to be a fast trip down to Falls City. Still there was little-to-no wind on the surface. Nice!

George Pfeiffer is the instructor who trained me to fly the Cherokee 180 after we lost Dave and the Cessna 172. He and another student were up in N16435 and so I had time to pace and get even more nervous. When they got back and walked in from the tarmac George and I exchanged greetings and he walked on by like it was just another day. Oh man! Did he forget what today was?

This was the biggest day in my flying life and he was more concerned about finishing up with the other student! "Well", he finally said. "You should be all ready to go as soon as they get some fuel put in." "Okay," I said. Inside I was thinking, shouldn't we be taking a knee or something? Shouldn't this be like a scene out of Hoosiers? Anyway, I grabbed my bag and headed out to preflight the plane and lo and behold there they were... wind gusts. Darn it! The plane checked out fine and I went back inside to see if George had any last-minute words of advice. "Good Luck." With that I was off.

The flight down to Falls City was pretty uneventful... and fast. I listened to traffic at Beatrice doing IFR approaches. They always seem very friendly at Beatrice. I like that airport.

Okay, there's the airport. Mixture rich... Fuel selector to fullest... Stabilize your approach and smooth touchdown. Wow, that wasn't half bad.... Better do it again. The second landing wasn't as good as the first and so I pulled off the runway to park, thinking that I had gotten the bad landing out of my system. I grabbed all the log books out of the plane and went inside to meet Chester Edwards, the FAA Examiner, who now had the power to make or break my day.

He arrived shortly after I did. We introduced ourselves and went into the lounge area to begin the test. Chester got out all of his documents and arranged them in order and got out a pen. The main document looked to be an outline and I figured these were the areas that he was going to ask me questions about. "Okay," he said, "what documents do you need to have in the airplane to be legal?" "AROW," I said and then went on to explain. He looked down at his outline and made a check mark and went on to the next area. Is that all? Did I mess it up that badly that we are just going on to the next area? He asked me the next question and I answered, then he elaborated on my answer. Then we got into more of a conversation and soon it seemed like it was more of a lesson than a test. I was starting to feel better about my performance and even some of the nerves were subsiding. It didn't seem like that long before he put his outline away and said "Okay, let's go fly." We went over the flight plan that I had drawn up to go to Kirksville, MO. Then we went out to preflight the plane. During the preflight he asked me some more questions about the wings of the airplane and why the aileron movement was more exaggerated on the up side than the down side. It has to do with lift and drag and the fact that the wing going up will have more lift and therefore more drag so the aileron movement down will be less exaggerated. He went on to explain it much better than I just did but seemed happy with my attempt and we got into the plane.

Once inside the plane I thought this would be the shortest check-ride ever because we had problems getting his seat belt fastened. Thankfully



Mark Deepe

we finally got it and taxied out to 32 for takeoff. Once airborne we stayed in the pattern and then crossed midfield to begin the cross country trip to Kirksville. I set the course and soon we crossed the Missouri river, but not where I had planned to cross it. I told him that we were over the first checkpoint but that it was off to our right and that the winds were obviously not as strong as what I had calculated. Therefore I would be making an adjustment to make sure that we hit the next checkpoint closer. He seemed happy with the adjustments and suggested that we break off the cross country and go do some steep turns, pointing out that he didn't want to fly over the wildlife refuge that lay just ahead of us. This was a good thing because he had suggested we fly at an altitude of 3500' instead of 5500' which is what I had planned and I was nervous about flying over the wildlife refuge at a lower-than-requested altitude.

We began the first steep turn and as I was doing the turn he pointed out a large white spot on a lake below. "Look at all those geese down there. That big white area is all geese." Okay, don't fall for it. He's trying to distract you. "Okay, now let's do one in the other direction" he said. So I began my steep turn to the right and pretty soon he was pointing out the geese again. I was sure that he was trying to distract me like Dave used to do. Dave always used to try and point out the girls sunbathing, even when we were doing night flight... in November.

Then he had me do some flying under the hood. At one point he asked me if I had the plane stabilized and I replied that yes, given the choppy winds I thought the plane was fairly stable. "Okay," he said "now close your eyes and keep the plane stable". I closed my eyes and tried to keep the plane in straight and level flight. My senses were telling me that we were climbing and turning to the right but I kept telling myself not to make any adjustments and that we were straight and level when I closed my eyes and that as long as I didn't adjust we would still be okay. Evidently even I don't listen to myself because after 45 seconds when he told me I could open my eyes I looked up at the gauges to see that the plane was in a fairly steep left hand bank, airspeed was climbing rapidly and altitude was dropping rapidly. "Holy s***!!" I exclaimed. I pulled the throttle back to idle, leveled the wings and then started to raise the nose, getting us back to straight and level flight. I had put us into the beginning of a graveyard spin even though I thought that I hadn't made any adjustments. Chester giggled as he explained that he wanted me to get a feel for what could happen if you get into IMC and don't trust your instruments. I on the other hand now understood why moms always ask about clean underwear.

The rest of the check-ride went pretty smooth, although I had a tough time getting the Cherokee to do a good stall. I could get the Cessna to drop like a rock, but the Cherokee doesn't like to stall and corrects itself without too much input from the pilot. We went back and did a soft-field landing and then a few short-field landings; because contrary to what I thought when I first arrived, I hadn't gotten all the bad landings out of my system. The last short field landing I nailed and Chester said "Let's go park it."

When we got back inside Chester continued to make small talk as he started filling out some paperwork. Finally I couldn't take it anymore and I asked, "Is that what I hope it is?" pointing to the piece of paper that he was writing on. "Yes, you passed". I excused myself and went outside and screamed! It was finally over!



Gary Petersen's 1942 Waco UPF



"NATA Convention"

Continued From Page 1



Back L to R: Casey Williams and Dale Bitner
Front L to R, Brian Wilcox and Chip Coslor.

Treasurer Brian Wilcox, and Secretary Dale Bittner.

Re-certification continued that afternoon. The evening meal was not part of the organized activities.

Wednesday the re-certification process got into full swing with Dr. Larry Schulze, Professor Emeritus at UNL. He always has a diffi-

cult topic which he is able to turn into the most entertaining and enjoyable event of the entire recertification process. Dr. Schulze' topic this year was: "Aerial Applicators: In To The Forefront". Comparing label instructions to riding motorcycles and their safe operation, he presented instructions for the plant growth regulator, "ForeFront R & P". Those instructions could be as long as 60 to 80 pages, and the applicator needs to be familiar with them. Fortunately, the EPA may soon allow "online" information which the applicator can make specific to his state, area, and the type of growth he is trying to contain. He can also store the information on a computer hard drive or down load and print the label instructions.



Dr. Larry Schulze



Alan Corr

University of NE Extension Agent, Alan Corr, assists aerial applicators during his off-duty time by providing photographic evidence of aircraft spray patterns. With these photos and a process of testing droplet size from "string" testing, Alan helped 53 applicator aircraft during 358 passes to determine optimum spray patterns and height above ground (8') for the aircraft

to spray. His presentation was all about optimizing coverage and controlling spray drift utilizing these proven tests.

There were many other presentations that day which included: "Identification of Important Diseases of Corn in NE", "Diseases of Winter Wheat", "Insects in Winter Wheat", and "Loading Facilities", and a last presentation by Tim Creger (Pesticide Program Manager NE Dept of Agriculture) concerning a "Regulatory Update of state and Federal pesticide laws and enforcement".

The big question is, do I want to be an aerial applicator? Thanks, but I'll leave it to the professionals! They do a great job.



Tim Creger

GPS From the Ground Up

With Excerpts From AOPA Safety Advisor Pamphlet

Do you know all you need to know about GPS to safely fly your aircraft either VFR or IFR? The AOPA Safety Seminar series, "GPS From the Ground Up", was presented by Andy Miller at Bellevue West High School the evening of March 4. It was one you should have attended, along with 196 aviation-oriented individuals who listened attentively to Andy for a bit over two hours.



Andy Miller

One of the statistics Andy presented concerned one accident per month due to the pilot becoming fixated on some task with the GPS. His advice: "Fly the plane, Fly the plane"! On the ground get your clearance and program the route into the GPS before you taxi. More than one runway incursion has been caused by a "heads-down" pilot preoccupied with the GPS. In the air, if you're having trouble getting the GPS reprogrammed, ask ATC for a heading to get you started in the right direction. Remember it's a good idea to be ready to fall back on other navigation devices in the event of a GPS issue. If you're single-pilot IFR, ***the Air Safety Foundation recommends pilots consider a dependable autopilot "required equipment" for solo flights into IMC, particularly when using GPS!***

With IFR GPS receivers, as soon as you leave the area of the departure airport, the receiver transitions into enroute mode which means the sensitivity level of the course deviation indicator (CDI) has decreased; full deflection is five nautical miles. In terminal mode (within 30nm of the departure or destination airport), full needle deflection is one nautical mile. In arrival mode, two nautical miles from the final approach waypoint full CDI deflection decreases from one mile to three-tenths mile. Be cautious about making significant course corrections just outside the final approach waypoint, due to the increase in sensitivity. Another small but significant item is that Wide Area Augmentation System (WAAS) receivers automatically transition to the missed approach procedure, while non-WAAS units require pilot input.

There are new approaches available through the GPS units: 3,955 LNAV (normal nonprecision minimums--400'); 1,577 LNAV/VNAV (less precise of the two types of vertically guided WAAS minimums--350'); 1,445 LPV (a more precise type of WAAS approach similar to ILS-like minimums--250'); and "0" LP (WAAS equivalent of a localizer only approach--300'--- March 2009).

As with any technology, GPS has certain drawbacks. It can significantly increase cockpit workload and distractions, and learning to use all the "bells and whistles" can be challenging. Safe pilots understand that it takes practice and patience to learn a new receiver. They know too, that it's always good to have a helping hand--whether from a co-pilot or an autopilot. But most of all, they keep their priorities straight: Flying the airplane, and maintaining situational awareness, ***always*** comes first.



2009-2010 NE Aeronautical Chart and Airport Directory Coupon

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Governor
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"There Are Those That Have And ---" Cont From Page 3

I was the PIC in the right seat with the low time co-pilot in the left seat flying the DC-3. The standard procedure after landing had the non-flying pilot raise the flaps, open the cowl flaps, and turn off the fuel booster pumps. I startled myself and the co-pilot when I pulled the flaps up, shut off the boost pumps, and turned the magnetos off. I recovered just as the co-pilot said, "Wha. . ." I got the mags back on before the props stopped.

The last gear up landing I have knowledge of involved another FAA crew and another unexpected action. The PIC was again in the right seat with the SIC flying from the left seat. The Sabreliner's landing gear handle protrudes from the instrument panel in front of the left seat pilot's knee cap. They were on short final somewhere in Kansas. Inexplicably, the left seat pilot reached down and pulled the gear handle up. The PIC let out a "Wha. ." The SIC immediately put the gear handle back down. They should have gone around. At touch down the nose and left main gear were both locked down. But the right main was still in transit. It collapsed. The right wing contacted the pavement, swinging the aircraft to the right and off the runway. The FAA was then in the process of replacing the jets with King Air 300s and giving the Sabres to the U.S. Justice Department for use in hauling prisoners. Some of the convicts would have to be satisfied with continuing to ride in the old Aztec.

Shortly after this event the SIC was hired by a major airline. During the interview he made a full disclosure of the accident and his own responsibility for it. The Chief Pilot said, "Well, you

probably won't do that again!"

Risk Reappointed

Governor Dave Heineman reappointed NE Department of Aeronautics Commissioner Ken Risk to a third consecutive five-year term on the Aeronautics Commission, March 5, 2009.



Ken Risk

Ken has served on the Aeronautics Commission since 1999, presiding as Chairman numerous times. He is a commercial/instrument pilot and has been flying since 1969.

He started in the retail/wholesale business in 1973 and is currently President and CEO of George Risk Industries, located in Kimball, NE. Ken is also the corporate pilot, flying the company's Piper Malibu Mirage. He serves as Chairman of the Kimball Airport Authority, is active with his church, and is a member of the Board of Directors of the Teammates Mentoring Program, founded by former Congressman and UNL Head Football Coach Tom Osborne and his wife, Nancy.

NDA New Employee

Meet the newest employee at the NE Department of Aeronautics, Deb Hernandez. Deb started out in NE working in the State Auditor's office from 1984-1991, took a brief few years off to do in-home childcare, then went back to the accounting field with the University of NE at Lincoln.



Deb Hernandez

In 2001, she moved to West Palm Beach, FL, where she again worked in the accounting field. Getting "tired" of the mild Florida winters, she

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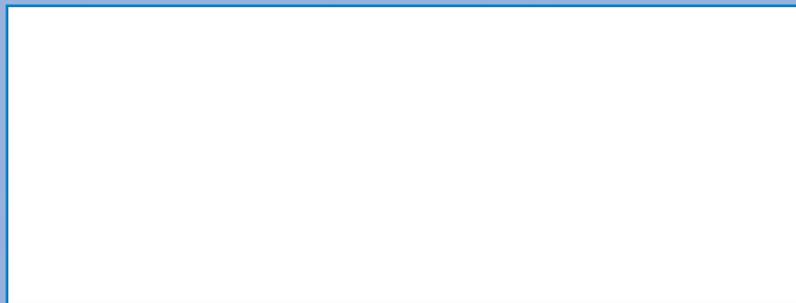
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Events Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 0800-1000.
- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800-1000.
- **Chadron Airport (CDR)** Aviator's Breakfast, 8-10am, 4th Saturday of the month. April 25, May 23, June 27, July 25, etc.
- April 24 - Beatrice (BIE)** Flying Conestogas Annual Airport Party and Awards Banquet at the Eagles Club. "Attitude Adjustment" at 630pm, 715pm, dinner. Good food and fun. More information or for reservations call the Beatrice Airport, 402-223-5349.
- June 6 - Fairmont (FMZ)** D-Day State Fly-in at Fairmont State Airfield, 20 miles south of York. 8-1030 Fly in/Drive in breakfast hosted by York EAA 1055, PIC eats free! 830-1130 registration for free kids' Young Eagle flights. 8am-1pm public viewing of aircraft. Visit with author Jerry Penry of Milford and learn about his book detailing each of the 60 fatal crash sites in Nebraska during WWII. Jerry spent nearly three years painstakingly compiling this detailed information. 9am Chalk it up for D-Day chalk drawing contest. 9-12 Guided tours of historic Fairmont Air Base. 9-10 Learn to Fly Gliders seminar. 10-11 Learn to Fly seminar. 11-12 Learn to Skydive seminar. 1130-130pm lunch served by local vendors. 1145am last Young Eagle flight departs. 1230-3pm, Fairmont airspace closed for "Airshow". 1-230pm AIRSHOW! 3pm Fairmont airspace open and State Fly-in ends. More info: www.nebraskastateflyin.com or Frank Heinisch 402-759-3122.
- June 6 - Scottsbluff (BFF)** Family Fun Day & Fly-in breakfast in conjunction with Sugar Valley Rally. Sponsored by EAA Chapter 608. More info: Joe Weber 308-760-7126.
- June 7 - Central City (07K)** Annual Fly-in/Drive-in breakfast and

lunch, pilot eats free. Skydiving, Commemoration of our Flag 0800, P51 static display, flyovers by YAKs, Pitts and much more. More info: Don Shorney 308-946-3450.

June 27 - Aurora (AUH) Fly in/Drive-in breakfast 0730-1030, sponsored by Optimist Club, pilots eat free. Ultra-lites may be there. "Auroran Days" parade at noon, many other activities. More info: Jerry at 402-694-3633.

June 28 - Pender (0C4) Annual Fly-In breakfast, 8am - noon. Pilot in Command free. More info Paul Peters 402-380-9882.

"NDA New Employee"
returned to Nebraska in 2007.

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Deb has been in the accounting field ever since, and began work at the Department of Aeronautics during January 2009. Deb is the mother of four children and recently became a grandmother. Congratulations and welcome aboard Deb!

New Intern at NDA

Only the brightest and best from the University of Nebraska at Omaha are selected for the intern position at NDA and Jason Rasmussen is no exception.

Jason, in his last semester at UNO's Aviation Institute, would like to be an Airport Manager or involved in the airline industry as a manager.

As an intern at NDA he works closely with our Engineering Staff reviewing Agency Agreements between the FAA and our local airports. He also reviews "tower studies" to make sure the towers don't interfere with "airspace zoning" at our public use airports.

Jason, we wish you the best in your chosen career field.



Jason Rasmussen