

# PIREPS

A bi-monthly newsletter for Nebraska pilots and Aviation Enthusiasts



Encourage and Facilitate the Development and Use of Aviation in Nebraska

## PIREPS

Apr/May 2010

Volume 61, Issue 3

### Director

Ronnie Mitchell

### Aeronautics

### Commission Chair

Dorothy Anderson

### Commission

### Members

Barry Colacurci

Gerry Adams

Ken Risk

Doug Vap

### Editor

Zach Miller

Email: Zach.Miller@Nebraska.gov

Telephone: 402-471-7945

### Editorial Staff

Robin Edwards	Associate
Deb Hernandez	Associate
Jan Keller	Associate
Dave Lehnert	Associate
Barry Scheinost	Associate
Soni Stone	Associate
Bill Lyon	Associate

### Aviation Education Coordinator

David Morris

Official Publication of the  
Nebraska Department of Aeronautics,  
PO Box 82088 Lincoln, NE 68501  
Phone 402-471-2371  
or www.aero.state.ne.us

Passages appearing in quotation marks or otherwise credited to specific sources are presented as the viewpoints of the respective writers and do not necessarily reflect the opinion of the Nebraska Department of Aeronautics.

Permission is granted to use or reprint any material appearing in this issue.

When no byline is listed for an article, the editor is the author. Please give writing credit to the editor/author. Photos may have been digitally altered.

To get a free subscription to PIREPS call Soni at 402-471-7952 or email:

[Soni.Stone@nebraska.gov](mailto:Soni.Stone@nebraska.gov)

Circulation: 3675

## 62nd NATA Convention

By Jess Banks

Air Tractor, Thrush, Dromader, Piper Pawnee, Cessna, AgCat, Satloc, PT6, Garrett, GE/Walter, micron droplet size, drift, string, pesticides, herbicides and PCE. These are terms you hear at an aerial applicators convention, and to the uninitiated it sounds like a whole lot of "Greek!" Until you learn the terminology, it's like another language spoken only by a select group of folks whose main job is to promote agriculture production. So what's so important about agriculture? The world will need more than twice as much food by 2050 to feed a peak population of 8 billion humans and their pets on only 37% of the earth's land area presently under cultivation. So let's see if I can break down the barrier for you and explain why this convention is so important.

All aerial applicators must re-certify every three years with eight hours of classroom presentation covering an array of topics beginning with "SAFETY." Air Tractor, Thrush, Dromader, Piper Pawnee, Cessna and AgCat are specialized aircraft designed to distribute pesticides, herbicides, fungicides, fertilizer, and seed by flying low over a farmer's field. Normally, they're about eight feet above the ground at an airspeed of 120-150mph and broadcasting a swath about 80 feet in width. The swath is made by a wind-turbine pressure pump forcing liquid from a hopper containing several hundred gallons and then through a series of spray nozzles attached to the aft-lower part of the wing and about 10-14 inches below the wing. The droplet's size is measured in microns with the optimum about the width of a piece of thread, 300 microns. Too small, and the droplets will "drift," perhaps landing where you don't want the product applied.

Andy Montague, with over 12,000 agricultural flight hours and 16,000 hours of combined classroom and simulator training, started Monday afternoon off with two hours of presenting and discussing aircraft safety issues. This involved using a checklist, ranging from the newer Pratt Whitney (PT6), GE/Walter and Garrett turbine powered aircraft, to older piston powered ones. One of the items covered by Andy was what happens to an aircraft when "dumping" its load of chemicals. A graphic video, shown on Tuesday's presentation by Gaylon Stamps and Randy Hale, showed how the unsuspecting pilot dumping 350 gallons of water (8.35 pounds/gallon X 350 gallons = 2,922 lbs) lost control of his aircraft in an abrupt climbing accelerated stall, spun and then crashed in an inverted attitude. SAFETY!!!



Andy Montague



Randy Hale and Gaylon Stamps

Gaylon and Randy finished up Tuesday with four hours of presentation on topics as diverse as Agricultural Aviation's Airfield Watch Program, Proper Equipment Maintenance, Spray Drift Reduction, and an analysis of ag-flying accidents that occurred during the 2009 spray year.

Fortunately, there were only two ag flying accidents in Nebraska during 2009, with no fatalities. So what do you do if your aircraft turns up missing? Call 911 and if you feel that an eco-terrorist is stealing chemicals to poison water supplies or other mischief, call 1-866-GA Secure (1-866-427-3287). That will get the FBI involved as well as local law

enforcement. You may want to install "hidden" security switches on your aircraft to control ignition and/or fuel supply.

Continued on Page 7



# Spring is in The Air

By Ronnie Mitchell

Time to get the dust and cobwebs off those “toys” you’ve ignored over the winter months and remember just how much fun it is to fly an airplane. Sure, it can be challenging getting back into the swing of things but get with your friendly flight instructor and brush up on those items that might not be remembered as well.

The NE Legislature winds down their session on April 14th and the board that forecasts revenue for the state makes their prognostication in October. Revenues have been down for the state, while this department’s fuel tax revenue is down as well. What does that mean for you? Services we provide to our 81 public use airports will probably remain the same, but the funding we use for state grants for airport improvements may be non-existent for 2010-2011. Federal grant money is still available and we’re planning 51 airport improvement projects which will cost approximately \$57 million to complete.

Yes, spring is in the air, and fly-in breakfasts will be starting soon. EAA chapters at York and Crete fly-in breakfasts have not stopped due to winter weather, so head there for an early start.



**Ronnie Mitchell**  
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)

# Flat Broke

By Scott Stuart

I was at the controls of my airplane from El Paso to LNK yesterday, heading home after warming my feet in the Palm Desert area. What a good way to spend time in January! I had a great tailwind (and I do mean great), as I was cruising at about 220 knots. Quick even for my airplane! So, ELP to LNK was going to be only about three hours and twenty minutes enroute. My Bonanza can carry an easy four hours and forty-five minutes of fuel, so piece of cake. Then again, maybe not.



**Scott Stuart**

LNK was reporting overcast ceilings between 100 and 300 feet with a half-mile to one-and-a-half-miles for visibility. The forecast was saying maybe better, maybe worse. I scrolled through alternate airports: DSM, MKC, GRI, SUX, OMA, and FSD; none were much better. Even FCM was down, and that is 290 nautical miles away. Since a guy cannot have too much of a good thing (in this case, fuel), I decided to land in Liberal for what I call “safety gas.”

The flight from LBL to LNK was going to be about one hour and thirty-five minutes enroute, so that would leave me with three hours of extra fuel should I need it. Gas is good. If I leave you with nothing else, remember that having lots of gas is most always a good thing. The last thing you or I want to have happen, is to sweat fuel when you are about to hand fly (which I love to do, to prove myself to “George”) an approach down to minimums. There are plenty of things to worry about anyway, unless your CFII is R. E. and you are as hard-schooled as that lucky man has been. Remember this one: “Train like you fly, and fly like you train.”

For my vision, forethought, and safety planning, as I walked out of the LBL Fixed Base Operator, I was rewarded with a flat nose tire! In all my 44 years I’ve never had a flat nose tire, but there I was. Luckily I was in Liberal the shop came immediately to my help and 60 minutes later I was on my way. Thank you, Lyddon Aero!

Yes, I could have landed in LNK without a fuel stop, and then the tube failure would have happened at home, but even if you remember to put the wheels down, you need to remember: What if I can’t get into this airport; where shall I go? It is always a good idea to have a good alternate airport in mind before departing.

Flat broke beats broke and out of ideas. Running out of gas **and** options is never a good thing. Whether you are a registered Democrat or Republican, it PAYS to be conservative when it comes to safe flying! And, yes, I did get the gear down and locked, right over Potts!



## ILS vs MLS

By Tom Gribble



Tom Gribble

When we think about the first L/MF Aural Radio Ranges with their loop antennas coming into use in the late 1920's, it may seem incongruous that development of the Instrument Landing System, the ILS used for CAT III approaches today, began at the same time. Except for the frequency, it was basically the same localizer we use today that Lt. James Doolittle used in making the first "blind" landing on September 23, 1929.

This was a rather speedy development, for although Guglielmo Marconi invented the radio in 1895, it was not until 1914 a practical vacuum tube was developed and radios became useful. With that, the world's first commercial radio broadcast station, WWJ in Detroit, Michigan, went "On The Air" in 1920.

The 1929 localizer and marker beacon, developed by the Bureau of Standards working with the Commerce Department's Aeronautics Branch, differed mainly by using the Low Frequency range. A Glide Path using the VHF band was tested at College Park, Maryland in 1931, and in 1933 the whole package was installed and tested at Newark, New Jersey. However, bugs were still to be worked out.

When the CAA's Experimental Station in Indianapolis, Indiana opened on May 29, 1939 development accelerated, and the first reliable ILS, complete with Localizer, Glide Path, Outer and Inner Marker Beacons, was demonstrated in 1940. It even included the first runway approach light system. From then until 1945 and the end of World War II, only eight civil and 29 military airfields received ILS systems. Not until after the war did installations begin to proliferate, with 150 additional ILS's installed by 1952.

So, what took so long? Two stories abound. One says the military wanted to wait for development of the Microwave Landing System (MLS). That I find hard to believe. It was not until the 1980's that the first of only three (that I know of) Microwave systems were installed. I flew the Convair 580 to Shemya Air Force Base, out at the, far end of the Aleutians, in March 1984 to bring back the installation crew and Washington observers (FAA, USAF, Bendix) of the first MLS to be put in place.

From January 1984 through January 1985 I made several trips to Valdez taking our electronic technicians there for MLS Flight Inspections. At the time the FAA's only Flight Check airplane capable of checking a MLS was N88, a 40 model Sabreliner, and it didn't have room for all the needed ground equipment. Later, one 80 model Sabreliner was equipped with MLS, and I flew one such approach to Valdez on June 26, 1985.

Continued on Page 5, Left Column

## Crosswind Landings

By Lee Svoboda

Looks like I came back from Arizona to Nebraska about two weeks too early. I returned on the second of March, and in the last two weeks I have experienced, wind, snow, ice, low ceiling, and I have not flown once. Based upon the winter and what I have experienced, I do not feel we will have an early spring. But guess what, when spring does get here, the winds will be here as well and I will get to actually test crosswind landings. Of course you know that when a crosswind does not exist, the examiner tests the applicant's knowledge of crosswind elements during the ground/oral portion of the practical test. But the actual thing is so much more fun to test. And when an applicant does a good job, it gives the examiner a good feeling as well as knowing that the individual will be able to safely fly in our windy part of the country. However, if during the crosswind landing roll out, some "grass mowing or agricultural functions occur", both the applicant and the examiner know that additional training is required.



Lee Svoboda

Let's discuss what the examiner is looking for in a good crosswind landing. As outlined in the Practical Test Standard (PTS), he/she is watching to see that the applicant:

1) Maintains a stabilized approach and recommended airspeed, +10/-5 knots for a private applicant, WITH GUST FACTOR APPLIED. So the applicant better know what gust factor applies for the wind that day.

2) Makes smooth, timely, and correct control application during the round out and touchdown.

3) Touches down smoothly at approximate stalling speed at or within 400 feet beyond a specified point, with no drift, and with the airplane's longitudinal axis aligned with and over the runway center/landing path.

4) Maintains crosswind correction and directional control throughout the approach and landing sequence.

Now, the examiner is not concerned about the technique used by the applicant. By this I mean: Does he/she use the wing down/slip method, the crab method or a combination of the two techniques? We all have our favorite, however, the examiner ALWAYS defers to results versus bias toward a technique.

In my opinion, a good crosswind landing is one of the most difficult maneuvers to accomplish and truly demonstrates an applicant's ability to control the aircraft. Now remember, the applicant, not the examiner, determines when the flight portion of a practical test is accomplished. So if an applicant elects to fly on a windy, gusty day for the practical test, I question that individual's aeronautical decision making and risk management. However, if that applicant demonstrates that he/she, not the wind, is in charge

Continued on Page 5, Lower Left



# Human Error

By Jerry Tobias

Okay, admit it. You and I make mistakes. Granted, in some settings, that's not a big thing, but in the cockpit or the hangar, that is always a big thing. In aviation, how well we process and do what we need to process and do is always critically important; and since poor human performance and human errors are the leading cause of aviation incidents and accidents, we must address such errors (and their causes) whenever and wherever we can.



Jerry Tobias

I have previously written about how compromising, complacent and cavalier attitudes often lead to incredibly poor judgment, bad decisions and unprofessional performance.

However, there are other "human factors" that influence the performance of human beings and contribute significantly to the frequency and magnitude of human error. While the list of such factors would include at least individual, crew, operational, organizational and regulatory issues, let me just briefly mention some of the individual human factors that crewmembers, maintenance technicians and operations specialists face each day.

The first of these factors is the PHYSICAL factor, which has to do with basic physical condition, age, motor skills, senses, etc. An easy-to-understand example of the influence of the physical issue is the fact that an 85-year-old pilot would just not be able to keep up (neither cognitively nor physically) with the demands of an F-22 fighter.

Another issue is the PHYSIOLOGICAL factor, which addresses general health, stress, fatigue issues, etc. If you don't feel well, for example, ask someone to monitor you, as your performance will be diminished. If you are stressed about something before flying or working, that stress will stay with you and will impact your performance. If you didn't sleep well the night before, the resulting fatigue will impact your cognitive processes the next day (probably most noticeably - and most dangerously - toward the end of your flight or your shift), and will increase your likelihood of making mistakes.

PSYCHOLOGICAL factors can also disrupt human performance. These issues have to do with attention span, mood, personality, emotions, etc. Have you ever heard someone say, "I'm so mad that I can't think straight?" There's more truth to that statement than most people understand. Fear and other strong emotions can also cripple cognitive responses, inhibit reasoning and derail decision making.

PSYCHOSOCIAL factors frequently clog cognitive "filters." Relational stress and conflict, for example, can completely over-

Continued on Page 5, Lower Left

# Keeping The Passion

By Matthew Steinbrink

I have never been a big fan of what I always refer to as "pilot junkies." The guys who constantly read back lines from Top Gun. The guys who get in trouble with their spouses for overwhelming conversations with brilliant flying knowledge when they are out in public with friends. The guys who wait with baited breath for the twelve aviation magazines that end up in the mailbox every month. I have always thought their priorities are all wrong and that many more important things in life should come before flying. I still believe that. But lately, I've found some consolation in taking on some of those "junkie" traits, and the reasons why are becoming more apparent to me. I have realized that the last several years of being in the aviation industry have stripped me of a sizeable chunk of my passion for flying.



Matthew Steinbrink

I recently made the transition from flying for an airline to flying for a charter/management company, and I have welcomed and embraced the change, but it has certainly exposed my previously mentioned loss of passion. The new job is so different that I have been forced to go back, in my head, and make sense of what the heck went on all those years, and how and why I dealt with it all. As an airline pilot, I got to witness firsthand the economic cutbacks, the constant "your job is on the line," checkrides, low pay, poor morale, terrible leadership, never being home, blah, blah, blah. You all know the story. It's old news by now. But the problem is that this "passion vacuum" I have experienced is not unique to me, and I know that the majority of you likely feel the same concerns. This problem exists in airlines, cargo, charter, corporate, you name it. Regardless of your position within the industry, ask yourself if you have the same passion and enthusiasm now that you had for aviation 5...10...even 30 years ago. If the answer is no, then the big question is, what can you do to restore it?

What has helped me the most is revisiting my fondest memories of flight and thinking about how and why I chose to become a pilot in the first place. Think about your first solo, your first flight in a twin, or maybe your first flight in the clouds or ice, purely on instruments. I often think of my flights along the coastline to catch dinner in Santa Barbara during my training days in Southern California. I ask my friends to tell me funny or interesting flying stories that they have never told me before. On a recent flight, I turned the tables and told my co-pilot some stories from back in the day and put a smile on his face from ear to ear. He actually thanked me for the laughs. No doubt about it, that brought back some excitement and passion for the hobby I fell in love with many years ago.



So far, that is how I am battling the issue and trying to get back into my groove. So far, at this early stage of realization, it seems to be working for me. However, like any good pilot, I am open to better ways. I invite you all to share your coping methods and do your part to help your flying brothers and sisters keep the passion alive during these hard times. Just promise me you won't become a pilot junkie in the process.

#### Continued From Page 3, ILS Vs MLS

The only other MLS I am aware of was installed in Cadillac, Michigan. One of our crews from Anchorage flew N88 down there to conduct the commissioning flight check. To my knowledge, no MLS is in use today.

The other, more plausible tale, is in 1940 the Army Air Force leaders thought flying the ILS would be too difficult for their young and newly minted 200 hour pilots with a minimum of instrument training. Those youngsters proved themselves to be extremely capable instrument pilots. One has only to read of the Hump Pilots, flying over the Himalayas between India to China, to see that. Their approaches were made with NDB's and L/MF ranges. I've done both; ILS is much the easier.

As the war ended the Generals and Admirals apparently still thought the ILS too difficult and so the military adopted Ground Controlled Approach, or GCA, for its primary precision instrument approach system. This is what kept the Berlin Airlift functioning from June 1948 through September 1949 Using GCA, the Air Force was, at its peak, landing one airplane, mostly four-engine C-54's, every 45 seconds.

I joined the Marine Corps in the early 1950's expecting to be an infantryman. Instead, they made me a GCA controller. I've been most grateful ever since.

Next issue we'll look at VAR vs VOR.

#### Continued from, Crosswinds, Page 3

of the airplane, and nails the gusty crosswind landing, I feel good signing the temporary certificate and being wrong. However, if the crosswind landing goes amok, I feel good signing the disapproval notice as well. I really like crosswind landings.

#### Continued From Page 4, Human Error

power sound judgment. Numerous aircraft accidents and even more incidents have resulted from documented company or crew strife and conflict. As they say, you must deal with conflict or be dented by it.

The bottom line? We all make mistakes. Attitudes and human factors are two ingredients that can greatly influence human performance and lead to human error. Understanding these factors should encourage you to process more deliberately and thoroughly and, ultimately, to maneuver whatever is attached to the wrench, the stick or the yoke in your hands a bit more cautiously and safely. And that, I would suggest, is a good thing.

## Question Corner

I suppose that most of you have had time to ponder the answer to last month's question. First, I would like to point out an accident that occurred while flying an approach into Kirksville, MO. A flight operated by Corporate Airlines, flight number 5966.

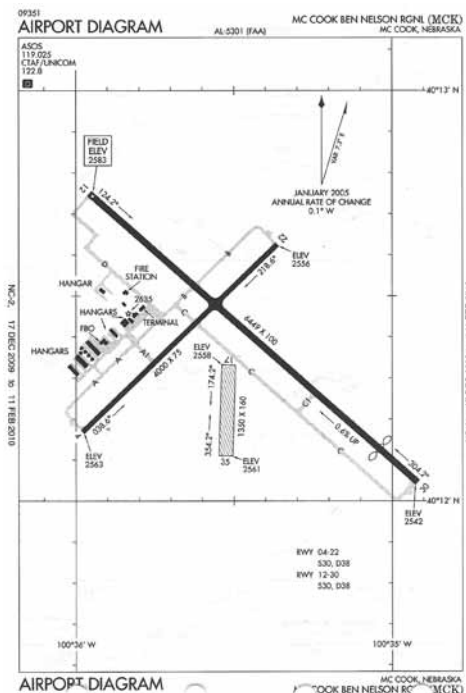
They were flying a VOR approach to runway 36, when they struck trees and crashed short of the runway killing 11 of 13 passengers. The NTSB found that the pilots descended below MDA, without fully identifying the runway environment.

While it may be legal to descend below MDA/DA under the circumstances (listed below), there are many things to consider. MDA's are given for a reason. There may be terrain, towers, buildings and other obstructions below your aircraft. Remember by descending to 100 feet above ground level you are essentially using CAT II ILS minimums.

The question I had asked in the previous issue states you have not reached the visual descent point. The VOR to 36 does not have a published VDP, so you would have to derive one prior to flying the approach. That being said, a prudent pilot would only descend at the VDP. I would advise you do the same. So in the situation provided last issue, you could descend to 100 feet AGL, given you can distinctly identify one of the following things: The threshold, the threshold markings, the threshold lights, the runway end identifier lights, the visual approach slope indicator, the touchdown zone or touchdown zone markings, the touchdown zone lights, the runway or runway markings, or the runway lights.

While going below MDA (in this case) is legal, is it really something you should be doing?

**THE SITUATION:** The METAR at McCook regional airport reads: 35018G22KT 10SM OVC044 M09/17 A3015. You are approaching the airport from the west with the intention of landing at McCook. The published traffic pattern for runways 04 and 30 are right-hand turns all others are left-hand turns. How would you transition from enroute phase of flight to the terminal phase? In other words how would you enter the traffic pattern, at what altitude and what runway would you land on? E-mail questions, comments or concerns to: Zach.Miller@Nebraska.gov





## NeBAA Lunch Meeting

The NeBAA lunch meeting was held at the ConAgra Hangar in Omaha on February 25th. NeBAA is a not-for-profit organization made up of aviation professionals that represent Nebraska aviation. There were about 75 to 80 pilots in attendance, with three Lear jets watching in the background. Jerry Tobias was the featured speaker.

It's not often after hearing a keynote speaker that I walk away gasping for more. Jerry Tobias talked about Human Factors and Error Avoidance, a subject about which many have listened to, but have never heard enough. What really made this speech hit home was the fact Jerry really believed, and put into practice every word he spoke.

Jerry began taking flying lessons in the 1960s while working as a percussionist in both the Fort Worth and Dallas Symphony Orchestras. During his next 40 years in Aviation, he survived 371 combat sorties in Vietnam, became a Boeing 747 captain at the age of 32, ferried a Cessna 210 from Omaha to Tel Aviv, Israel, flew Sabreliners part-time for Union Pacific, flew MD-80s for both Jet America Airlines and Alaska Airlines, and flew five different aircraft types for Mutual of Omaha.

## NAVAIDs Chief Lyle Jacobsen To Retire

By Marcy Meyer

Lyle Jacobsen was introduced to the electronics field while serving with the United States Army from 1968 to 1970. He was trained as a microwave radio operator and repairman. He later worked in one of the Army's computerized message switching centers.



Lyle Jacobsen and his wife Dorothy

After his discharge from the Army, he attended Central Community College at Hastings, Nebraska majoring in electronic communications. During this time, he also obtained an FCC First Class Radio Telephone Operators License.

After completing school Lyle was employed by the Nebraska Department of Aeronautics (in 1972) as an electronic specialist. In 1994 he was appointed Chief of the Division.

Over the years, Lyle has been certified to maintain four types of NDB transmitters, six VOR models, two types of DMEs, three types of marker beacons and two models of AWOS equipment. Since 1973, he has also held an NWS Aviation Weather Observers Certificate.

Lyle has experienced the transition to solid-state equipment versus the tube-type NDB transmitters which were in use at the time of his hiring. He was one of the electronic specialists involved with the installation of National Weather Service equipment follow-

## Winter Flying

By Arlin Pops

Ah, the joys of winter. Cold, bitter Nebraska winds whipping across snow laden landscape, frost gleaming in the morning sun. Now that is what winter is all about.

Flying during the winter can bring breathtaking views along with frightening situations. One winter morning, I was on the ramp at Grand Junction, Colorado

just before sunrise. The night before, Old Man Winter had dumped eleven inches of snow in the area. With skies clear and a glimmer of the sun to the east, we departed from runway one-one. As we turned to the northeast the Grand Mesa revealed the sun peeking through a low level fog that lit up the snow-covered mountains off in the distance. Breathtaking!

Earlier that same winter we took off from Denver, Colorado, en route to Alliance, then on to Chadron. The weather in Alliance was reporting low overcast skies and minimal visibility, along with below-freezing temperatures.

We had enough visibility to start the VOR approach to runway one-two. We flew the approach to minimums and did not see a thing, executed the missed approach, and entered the hold. While in the holding pattern our altitude put us in the top of the cloud layer, and the temperature was minus five degrees Celsius, which made for prime icing conditions. Our company wanted us to try the approach one more time to see if we could see anything the second time around. We flew the approach out of the holding pattern and once again we did not see anything. Who would have thought we wouldn't see anything?

By this time the amount of ice that had accumulated was becoming a factor, the airplane was becoming sluggish and the controls were starting to feel mushy; not a good sign. We decided to continue on to Chadron. We set up for the approach and came down to minimums before seeing the runway, landing safely without any problems. Once the passengers were unloaded my First Officer and I examined the airplane. He asked, "have you ever seen that much ice before?" My answer was, "Only on television, on Man Verses Wild with Bear Grylls sitting atop an iceberg."

I learned just how much ice affects flight characteristics that night. Winter is upon us; it brings beautiful scenery, yet it can bring dangerous conditions. Fly safely.



A view from the office



Encased in ice



**"62nd NATA Convention"**

**Continued From Page 1**

Lunch Tuesday was a welcome break from all the presentations about things you should know or do to remain safe. First off, David Roth from Milford was presented the "Airman of the Year" award by 2008's Airman of the Year, Don Coslor.



**David Roth and Don Coslor**

Then, John Kugler from McCook gave a great talk concerning his ballooning exploits, using propane-



**John Kugler**

heated air or hydrogen or ammonia for lift. He is one of the originators of using ammonia as a lifting gas and it all started in McCook. Several years ago John got a call from a guy named Steve Fossett who wanted to learn about ballooning. Neither John nor his friends knew who this guy was but for those of you who also may not know, Steve

Fossett was the adventurer who set many records during the last decade including solo flight around the world in an aircraft, solo around the world in a balloon and solo around the world in a sail boat. John Kugler was with Steve Fossett as advisor and part of his ground crew on many of Steve's balloon flights and John gave us a lot of insight into how it all worked. Every year, John is also the flight director and event organizer for one of Nebraska's most spectacular, free, family events called the "McCook Balloon Blast".

That evening an auction was held in the exhibitor's area with aerial applicator Denny McKay performing a superb role as auctioneer. The proceeds from the auction go to charitable functions as directed by the NATA membership.



**"Auctioneer" Denny McKay**

Back to work Wednesday with the first presenter being everyone's favorite, Dr. Larry Schulze, Professor Emeritus, of the University of Nebraska, Lincoln. His speciality is explaining the intricacies of pesticide labeling in a way that even I could understand! He explained the label for the fungicide, QuiltXcel. Dr. Schulze always ties his presentation together with other light topics such as duct tape, motorcycles, and this year it was: "There, I Fixed It!" You just had to be there!



**Dr. Larry Schulze**

Alan Corr, the certified Operation SAFE Analyst, gave an excellent presentation concerning flying the "string." How many of you have ever flown the "string?" In Alan's case, it is a way to test the droplet size from an agricultural spray plane, the width of the

swath and the swath pattern. The best height above the ground is eight feet and speed of 100-140mph, depending on the aircraft. Alan talked about the different nozzle sizes available and what each type would do. One of the agricultural chemical suppliers, BASF, is offering all flyers of the "string" \$225 to do this testing of their aircraft and BASF employee Janet Jurado was there to explain how to get enrolled for the testing.



**Alan Corr**



**Janet Jurado**

Stevan Knezevic talked about "Integrated Weed Management" and asked how many knew whether a certain species of cedar tree was native to NE or had been brought into the country. A lot of hands went up indicating it had been brought into the US, then Stevan explained we didn't know "jack" about cedar trees as they were native to the entire midwestern states! Oh well!! We all knew a lot more about how to eradicate weeds and cedar trees when he was through.

Tom Trewhitt gave a briefing on "Loadout and Containment Pads" and then Craig Romary described the "Pesticide Sensitive Crop Database" and map located at the NE Department of Agriculture website.

Tim Creger wrapped up the day's program with an update of state and Federal pesticide laws and enforcement.

Not everyone that attended the convention was still operating an aerial applicator aircraft as evidenced by Bill Shannon from Fremont. Bill is retired but still comes to the meeting just to see old acquaintances and have a good time.



**Bill Shannon**

Not to be outdone, several of the applicators' wives attended and had an agenda of their own! It wasn't just shopping but things such as Floral Design, "Look What's Cookin" in Kearney with Chef Cindy demonstrating appetizers, tailgate specialities, easy-to-make-and-take snacks and desserts and last but not least, "Choc-o-late Program," tast-



**Ladies of WNATA Enjoying "Floral Design"**

ing required. WNATA also received the proceeds from a model aircraft raffle which amounted to about \$2,000 and will be used to promote WNATA activities.

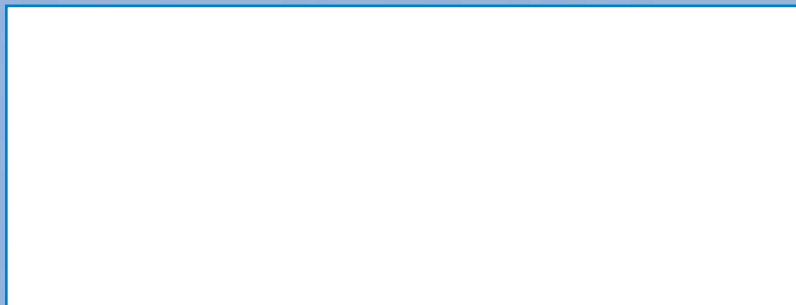
# PIREPS

Department of Aeronautics  
PO Box 82088  
Lincoln, NE 68501

Address Service Requested

Member National Association  
of State Aviation Officials

PSRT STD  
US POSTAGE  
PAID  
PERMIT 293  
Lincoln, NE



## Events Calendar



- **York Airport (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.

- **To report any tower with lights burned out contact-** [www.https://oeaaa.faa.gov](https://oeaaa.faa.gov). Go to light outage reporting- under "Information Resources." Or call 1-877-487-6867.

- **Offutt AFB Airshow Open House-** Sat. Aug. 28 and Sun. Aug 29, 2010.

- **Central City Fly-in-** Sunday June 6. 7am-2pm celebrating D-Day.

- **ANUG Central City-** Saturday, August 28th, 2010. Keep updated on the planning, by visiting our web sight [www.anug.org](http://www.anug.org). This years fly in is being organized by the HUC Flying Club, you may also check their web site for up dates, [www.angelfire.com/ultra/huc](http://www.angelfire.com/ultra/huc)

- **Annual Airport Party and Awards Banquet, sponsored by The Flying Conestogas-** Friday April 9, 2010, at The Black Crow, 405 Court Beatrice, Ne. Social starts at 18:30 Dinner Starts at 19:15. 25\$ per person. Featured speaker Terry Little.

- **Pender, NE, Annual Fly-in breakfast-** June 27, 2010. 0800-1200 Pender Airport. Pilots in command eat free!

- **OPEN HOUSE-** The Navaid's Office located at 5065 Airport Road, Kearney, NE will host an open house to honor Lyle Jacobsen on his retirement. The open house is scheduled for 1:30 p.m.- 4 p.m. on Friday, June 18, 2010. No further invitation is required.

- **Annual Flight Safety Seminar-** Wednesday, April 21, 2010 at the South Sioux City Nebraska Senior Center. The dinner (baked chicken, mashed potatoes, vegetables, dessert and coffee) is from 5:00pm to 6:45pm. "Please RSVP by March 26th, by calling me, Tom at 712/490-2359 or Gene at 712/259-6026."

- **Aviator's Breakfast-** Chadron Municipal Airport. April 24, 2010. May 22, 2010. 0800-1000

- **Scottsbluff Fly-in-** June 5, 2010. Scottsbluff Airport.

- **All of the above are great opportunities to meet people and do some "hangar flying." Everyone is welcome!**

Continued From Page 6, Planning to Retire

ing the formation of the SWOP weather agreement. Lyle has been involved in the installation and construction of many of the NDBs and VOR's currently owned and operated by the State. This would include the construction of the VOR sites at Custer County and Thedford, which are unique in that they are entirely underground. Most recently he and the NAVAIDS Division were involved in the installation of eight AWOS facilities across the state.

Nebraska will lose a wealth of knowledge upon Lyle's retirement. Please join us in wishing Lyle well and thanking him for 37 years of dedicated service to Nebraska aviation. There will be an OPEN HOUSE, Friday June the 18th from 1:30PM to 4:00PM at the NAVAID office located 5065 Airport Rd, Kearney, NE.

## The Open Canopy of Quotes

-The three worst things to hear in the cockpit:

The second officer says, "Oh No!"

The first officer says, "I have an idea!"

The captain says, "Hey, watch this!"

-A good landing is one from which you can walk away. A great landing is one after which they can use the aircraft again.

-You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.

-There's a fortune somewhere in Aviation. I know because I left one there.