

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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New Director at NDA

After five years of leading the Department of Aeronautics, Director Stuart MacTaggart retired on August 7. On August 8th, Ronnie Mitchell, executive pilot and PIREPS editor for the department, took over and commented that "Stuart had done an astounding job of guiding the department during his tenure". "It's difficult to take over a position from someone who has performed so well" said Ronnie and he only "hoped to do as well as Stuart during his time as Director".

Born and raised in Missouri, Ronnie's background in aviation began in 1965 when he soled in a Cessna 150, 6625T, on November 1 in Evansville, IN where he attended college. During December 1967 he was commissioned as a 2nd Lt. in the United States Air Force and arrived at Offutt AFB, NE, July 1968. After checking out in the RC135 reconnaissance aircraft of the 55th Strategic Reconnaissance Wing, Ronnie eventually flew over 100 long range, high duration Cold War missions over most of the northern hemisphere collecting intelligence data. Eventually transferring to the 2nd Airborne Command and Control Squadron at Offutt, he flew the EC135 aircraft. With a General officer and Battle Staff on board, they had the capability to take control of and launch land based missiles in the event the Strategic Air Command (SAC) was destroyed by nuclear attack. The highlight of his Air Force career took place from 1977 to 1982 when he was the Command pilot for the Strategic Air Command Senior Staff. During that time Ronnie flew to all SAC and SAC interest bases throughout the world transporting the Commander and Senior Staff of SAC.

After retiring from the Air Force, Ronnie said "I was fortunate enough to be hired by United Airlines". He flew both domestic and international flights during the next eleven years and received type ratings in the Boeing 737, 757, 767 and 747-400 aircraft. He continued to live in NE, commuting to domiciles in San Francisco, Denver, Chicago and Washington D.C. After the events of 9-11, 2001, Ronnie left United Airlines as all the Boeing 727 aircraft on which he was flying, were grounded as a cost saving measure.

On August 2002, he was hired as an executive pilot and Editor of PIREPS for the Nebraska Department of Aeronautics. As Director, Ronnie said his vision for the department is "to work with the 81 public use airports in our state, the Federal Aviation Administration and our many Engineering Consultants to provide the best possible system of airports". In light of today's diminishing funds, both state and federal, he said "this will be a challenging task". Ronnie added: "The door is always open so come in and visit when you can".

Don't Forget the 18th Annual Nebraska Aviation Symposium January 27-30, 2010 Held in Kearney

For more information; <http://avmechseminar.org/>



Ronnie Mitchell
Director, NE Dept of
Aeronautics



Why Old Airplanes Are The Best Buy

By Michael Kussatz

Over the years, I've had some wonderful adventures in my old airplanes. I meet so many people that wish they could do their own adventures in an old airplane but discount it as something too expensive, dangerous and/or time consuming. My story is of an average, middle income family-man who wanted my own airplane. My first airplane was a 1946 Luscombe 8A that I bought for \$12,500 in 1996. The Luscombe is a great airplane that is hard to beat even by today's standards. Its a side by side, two seater, dual stick control. It only had 65 hp, but had 480 lbs of useful load and could cruise right around 95 mph. I didn't know a thing about this airplane and didn't know anything about old airplanes or taildraggers. I just jumped in headfirst and learned as fast as I could and I'm glad I did. I bought the airplane, found an instructor to teach me basic taildragger skills and then flew for several months alone until I got the hang of everything. The only drawback was it didn't have an electrical system which, in the 1940's, was very common. So you didn't have a starter or radios/avionics. The only way to start it was by handpropping it, which after thorough instruction was very easy to do. But, due to the nature of flinging a propeller and getting it started without anyone inside said airplane, it was a serious, focused ritual. I got to the point where I had kids and couldn't figure out if I should start the airplane with the child inside, or get the airplane started and then load the child. Either way, I wasn't thrilled with either method and sold that airplane (for a profit!).

Like most people, I wanted the four seater to move the family around and somehow convinced my wife this was a good idea and gas prices shot up, insurance went higher and maintenance hit me hard. So I returned to the Luscombe. I will also admit that flying a small, old taildragger is more fun than I realized. I kept my eye on Trade-a-plane, Controller and Barnstormers. I was patient and looked for the right one (this time with an electrical system). Shopping for these old birds can be a pain. Right now only a handful of Luscombes are for sale and none of them very close. There are a few Cessna 120 and 140's out there too. My philosophy on pre-purchase inspections was to either pay for an annual at a reputable facility or hopefully it just had one done where I could talk to the mechanic. In the end, it's somewhat of a leap of faith. I just finished the annual on the Luscombe and it was my first one since I owned it and there were things that needed to be tended to. Which, for the first annual with "new eyes", I knew was good but was expensive. Now I'm struggling with a few other maintenance issues but know that it's over 60 years old and needs a little TLC.



Michael Kussatz

San Juan Islands

By Scott Stuart

Start planning now for this big adventure and you can thank me later!

I flew the Beech to the San Juan's last month, September 2009. Quite the adventure seeing miles of baron landscape followed by miles of vertical landscape! Kalispell, Montana. What a beautiful site it was flying into Kalispell, which is smack in the valley, just north of Flathead Lake. There is a General Aviation friendly airport right in the middle of town with restaurants and hotels within walking distance. Or, you can do as I did and stay on the western edge of town to be within walking distance of Baskin-Robbins! Kalispell is smack in a valley, just north of Flathead Lake, and the visuals are amazing. Reason enough to take the tennis shoes out of your suitcase and stretch your legs after arrival.



Scott Stuart

Day two, I advanced west over the mountains to Skagit Regional (KBVS). You can choose to either fly Victor Airways or go right over the top of the mountains, as I did, although Oxygen is required. On that day it was clear enough to see Mt. Rainier from 130 miles north, just another breathtaking view I was able to enjoy on that day.

The San Juan's are a cluster of islands very close to the north western border of the United States; it seemed to me that there was an airport at every island that I flew over. Each day I would get up, put on my tennis shoes and take a walk around the town for about an hour. Then go out to the airport for a fifteen minute flight to the island of my choice. Every island I landed at had a quaint little shopping area to purchase souvenirs or sit down and have a great seafood lunch; I have to say the crab sandwiches are my favorite!

Be sure you study your Airport Directory before going to the islands some airports have right hand traffic patterns. They are depicted on the sectional, but in very small print! Yes, I nearly blew it one day but was saved by a fellow flyer on the same common traffic frequency. Thank you, Sir!

The beauty of the daily flights is they are short, over beautiful blue water with land and islands all around. I am not word merchant enough to be able to describe the sights, but trust me, it is magnificent. If you go in the summer, you can take a whale watching tour and pretty much be guaranteed to see pods of orcas. When returning from your day at sea, you get more eye candy in the form of Mt. Wilson as you return to BVS.

I planned a precautionary "rain day"; after all we are in the Pacific Northwest, so when the rain came I drove forty minutes to Everett, Washington. I went to the public tour of the Boeing factory. Amazing sight to see and here is a nugget for you: The building they toured us through was big enough to house Disneyland and still have over 12 acres of covered parking! The warehouse was big enough to dwarf a 747 jumbo jet.

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It's Not the Airplanes

By Tom Gribble



Tom Gribble

It's the people. Yes, the old airplanes are beautiful to behold. But, it's the people who restore, maintain and fly the old airplanes who are Marvelous, Fabulous, and Wonderful. This year's fly-in sponsored by the Nebraska Chapter of the Antique Airplane Association was held on August 28, 29, and 30 at the appropriately named Pioneer Village Field in Minden, Nebraska.

My Champ has owned me for six years now, and during this time we've missed only two of the Chapter's fly-ins: the 2005 event due to an engine failure in June and in 2007 due to lousy weather at this end of the state.

From my perspective, this year's get-together was the best yet. The airplanes are always great; however, while there were a few newcomers, most had been there before. So, for me, this year it was the people more than the airplanes. Not that folks failed to be friendly and outgoing in earlier years. It's just that this year's crowd seemed warmer, closer, and with a greater feeling of camaraderie.

Perhaps this was so because of fewer low level fly-bys. With considerably less low-pass flying the noise level was way down, allowing more time for conversation on the field.

Without Chapter President Todd Harders, Nebraska would not have an Antique/Classic airplane fly-in. Todd is busy all year, taking time away from his business to plan and make preparations for the event. During all three days he is on the flight line continuously, organizing and coordinating all that takes place.

Glen Bredthauer, the Chapter Vice-President, was just as busy directing parking and helping the arrivals with tie-downs and furnishing transportation from that grass area to the main hangar area where we all checked-in at the registration desk.

The unsung Heroines at the fly-in are the gals manning (Woman-ing?) that registration desk. Every year they are there, rain or shine, hot or cold, calm or gusty. They spend many long hours over two days filling out forms, getting people registered, passing out paperwork, answering questions and always with a smile and a friendly word.

This year the ladies included Sondra Petersen (Treasurer of the Nebraska Chapter), Tabitha Harders, Paula Slimmer, and Donna Overturf. I've probably missed a couple, and I apologize for that omission.

Dan Petersen, husband of Sondra and a Supervisory Aviation Safety Inspector at the Lincoln FSDO, was the speaker at the Saturday afternoon seminar. The subject was accidents and how to avoid them (and how and why others didn't). Dan's low key presentation was one of the best I've heard on the subject.

(You've gotta respect an FAA enforcement type who flies antique and classic airplanes. The Petersens flew to Minden in their outstanding Cessna 195. They left the Waco to home.)

During the Saturday night banquet and awards ceremony I shared a table with Dave Holloway and his wife. Dave won the grand prize/best of show for his meticulously restored Cessna 120. The award could not have gone to a nicer person. He and his wife are quietly unassuming and very modest concerning his efforts and accomplishments with the Cessna.

It's a beauty. (I have a particular fondness for Cessna 120s; a 1947 model was my main mentor while working toward Private and Commercial



Dan Petersen's pristine Cessna 195

certificates.) The banquet awards ceremony was, as usual, held in the ballroom at the Pioneer Village Hotel and Restaurant. Mention must be made of the excellent service. Thanks to Marshall Nelson, the manager of the facility.

SIDNEY FLY-IN

This was my fourth fly-in breakfast this summer. Okay, I drove the 7 miles to the Scottsbluff fly-in, but I did fly to Chadron and Minden on September 19th, to this one in Sidney. The latter is sponsored by Western Nebraska Community College's Aviation Maintenance School located on the Sidney airport.

The beautiful morning with smooth air drew pilots and planes from Nebraska, Kansas, and Colorado. Beside all the fly-ins, a surprising number of local residents came out to the airport to see the facility, look at airplanes, and enjoy breakfast. The WNCC Sidney Campus staff



Ed Nelson and his Wife's vintage Fairchild PT-19

did provide a mighty fine breakfast of pancakes, bacon and sausage, coffee and juice. Tom Gartner, a May 1987 graduate of this school, took the award for farthest distance flown, traveling 375 nautical miles from Newton, Kansas in his PA-28-140. He is a lead mechanic on the Citation crew at Cessna's Wichita facility. The Peoples Choice Award went to Ed Nelson's Ranger powered 1943 Fairchild PT-19, what the Royal Canadian Air Force (RCAF) called "Cornell".

Hard working Stacy Schmidt once again kept all the paperwork flowing for the Young Eagle program and 41 future airmen went

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Continued From Page 2, Why Old Airplanes are the Best Buy

My view of these old airplanes is that they are worthy of going into museums for people to see in their quiet dusty buildings with kids peering through the window into the cabin, but with just a little care they can keep flying for all the people to see and have kids flying in them - peering through window at the countryside below. They are so much cheaper than anything new you could ever buy, you don't have to build it and you can usually sell them at a profit if you take care of it. If you stack its performance and safety numbers next to a newer airplane its tough to figure out which one is the antique. The greatest thing for me is how they fly - you have to dedicate yourself to learning how to master landing it because its designers weren't concerned with lawsuits from inadequate pilots who didn't take their machine seriously. Its noisy, smells of gas and oil and will throw you a fit from time to time. Its not new and flashy but they still draw small crowds at airports and you are one of the few that is keeping history alive. Now go and enjoy one for yourself!

Continued From Page 3, 'Sidney Fly-In'

flying. Pilots and aircraft were Wesley Hock (Cessna 150), Ed Nelson (Citabria), Ernie Schmidt (High Country Explorer) and James Gill (Cherokee Six).

In addition to a goodly collection of visiting aircraft to admire, the Nebraska Aviation Hall of



Beechcraft Staggerwing

Fame Mobile Display was available for viewing. And, Rick MacKenzie put on an amazing demonstration of Remote Control aircraft flying.

Some call them "model" airplanes. I prefer to think of them as "miniature" airplanes requiring a pilot's finer touch. Full size airplane pilots should think about an airplane approaching head-on and visualizing which way to move the handheld controls to make it turn. Or, skimming along inverted just inches above the pavement. Oops! Not as easy as it looks.

A pilot from Crete, Nebraska flew 350 NM to take second place in the longest distance flown competition. He has the advantage over me. Both Crete and York have monthly fly-in breakfasts and every June and/or July I peruse the charts with a desire to fly to one or the other or both. Alas and alack, my slow and shortlegged Champ can not get to either before closing time.

They are on Central time and I'm on Mountain time. If I had lights I could leave in the dark. Or, if I had another 5- gallon wing tank I could go non-stop. Or, if they'd stay open until 11:00 AM . At least during those few weeks of early sunrise.

“Nebraska Airport Projects 2009”

2009 was a mixed year for airport construction. The federal Airport Improvement Program expired in 2007 and has not been reauthorized so funding is unstable. The FAA operated under a series of continuing resolutions which resulted in funding delays and uncertainties. However, in the end, all but one of the planned project received funding and are moving forward. 2009 also brought new opportunities with the federal stimulus bill. NDA submitted over 80 project requests to the FAA. In the end, the O’Neill Municipal Airport received funds to rehabilitate runway 13/31. The Omaha Airport Authority also received stimulus funds to rehabilitate runway 14R/32L at Eppley Airfield. 2010 is planned to be a busy year. There are major pavement rehabilitation projects planned at many general aviation airports. The design phase of these projects are underway and NDA has started reviewing plans and specifications. It is very important that all 2010 projects stay on schedule and be ready to accept funds when they become available. 2011 is just around the corner. Project requests are due to NDA by January 29, 2010 so they can be presented to the Nebraska Aeronautics Commission for approval before the FAA deadline.





“Nebraska Airport Projects 2009”

Airport	Project	Project Description	Federal \$	State \$	Local \$	Project Total
Ainsworth	07, 08	seal runway	296,647	10,533	9,180	316,360
Alliance	12, 13	seal runways	672,997	12,219	23,202	708,418
Atkinson	03, 04	land, rehab runway, design only	354,160		18,640	372,800
Auburn	03, 04	building	599,287		20,742	620,029
Bassett	08	hangar, design only	60,059		8,909	68,968
Beatrice	09, 13	ALP, trailer park relocation	840,458		44,235	884,693
Blair	07, 08, 09	taxiway, PAPI	2,208,474	33,620	82,616	2,324,710
Chadron	10	Master Plan	184,300		9,700	194,000
Cozad	04, 05	apron	729,783	14,600	23,810	768,193
Creighton	05, 06	PAPI & beacon	175,833		9,255	185,088
Crete	08, 09	MIRL, MITL, PAPI, REIL	547,892	17,938	10,899	576,729
David City	06	extend, widen runway, construction	763,686	23,409	16,785	803,880
Fremont	09, 11	land & relocation	1,220,750	40,000	24,250	1,285,000
Grand Island	31	rehab taxiway, design only	187,110		9,848	196,958
Hartington	05, 06	SRE bldg, SRE	353,390		18,600	371,990
Hastings	11	SRE	204,250		10,750	215,000
Kearney	20, 22	seal coat	714,618		37,612	752,230
Lexington	10	apron & taxiways for terminal	405,685		21,352	427,037
Lincoln	40, 41	relocate 35 threshold	2,311,610		121,664	2,433,274
Loup City	03	rehab rwy, design only	156,085		8,215	164,300
McCook	11	wildlife study	31,350		1,650	33,000
Minden	SA-12	Tier 1		9,000	1,000	10,000
NDA	14, 15	PCI, LPV	125,577		6,610	132,187
Nebraska City	11	ALP	95,000		5,000	100,000
Neligh	04	parallel taxiway, construct, MITL, PAPI	776,757	22,954	77,327	877,038
Norfolk	16	runway rehab, design only	671,772		30,094	601,866
North Omaha	SA-6	ALP, Tree Removal		40,000	4,444	44,444
North Platte	24	parallel taxiway	2,652,821	66,520	14,603	2,733,944
O'Neill	04, 05, 06	grade runway, pave rwy	3,061,967	10,000	36,327	3,108,294
Ogallala	06, 08	hangar	563,569		145,944	709,513
Omaha Eppley	48, 49, 52, 53	rehab runway (14R/32L)	20,657,432		1,869,338	22,526,770
Oshkosh	06, 07	SRE bldg	174,822		9,201	184,023
Red Cloud	04, 05	PAPI, REIL	155,989		8,210	164,199
Sargent	05, 06	building	307,693		47,402	355,095
Scottsbluff	30	rehab taxiways, runway	4,250,000	75,632	148,053	4,473,685
Seward	07, 08	access road, construction	258,885		42,446	301,331
Superior	02, 03	land, rehab runway, design only	257,500		13,553	271,053
Tecumseh	07, 08	hangar	300,000		24,199	324,199
Tekamah	04, 05	apron	312,959		16,472	329,431
Wayne	10, 11	easements, rehab rwy, design only	226,385		11,915	238,300
Grand Totals			47,767,652	376,425	3,044,052	51,188,029





Good Enough?

By Jerry Tobias

Aviation is a demanding and often unforgiving industry. The standard effort required by everyone involved will always be defined by the words “thorough, exact and precise.” We have all heard phrases, though, like “good enough,” or “close enough for government work,” or “it’s no big deal” used within the aviation environment. Saying things like that is one thing; believing that they are true, however, is a serious mistake.



Jerry Tobias

A mentality that settles for “good enough” or accepts “close enough” responses does not belong in the management office,

the flight planning room, the maintenance hangar or the cockpit. Unfortunately, though, such thinking does occasionally appear.

Why? One reason is complacency. When complacent people are hurried, pushed or otherwise inconvenienced, they often relax their standards and consent to short cuts and omissions. And what’s worse, each time a deviation is “survived,” that non-standard practice moves one step closer to becoming a person’s (or crew’s, or company’s) “standard operating procedure.”

Complacency often begins subtly and appears rather benign: “We’re running late; I’ll look into it after we’re airborne.” Left unchecked, though, it can escalate and eventually contaminate sound judgment.

I used to ride on other airlines’ jump seats from Omaha to my airline crew base at LAX. During those years I was stunned to watch – more than once – as crews at a no-longer-flying airline briefed instrument approach procedures using only these exact words: “This airplane, that airport.” What an incredible example of a dangerously complacent, “it’s no big deal” attitude. Such thinking tarnishes our profession and erodes aviation safety.

But, before declaring that these attitudes could only occur in others, ask yourself the following:

Have you ever told an employee that “we don’t have time to worry about the little things?”

Have you ever skipped a weather briefing because you were “just going up for a short VFR hop?” Have you ever abbreviated your flight planning efforts because you were “already familiar” with the route or the destination?

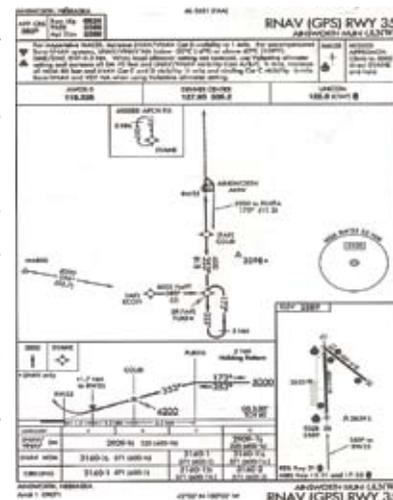
Have you ever omitted reaching for the torque wrench and settled for the TFAR (“That Feels About Right”) technique instead? Have you ever completed a maintenance procedure without referring to the appropriate manual or checklist?

Have you ever noticed a slightly deflated tire or other anomaly, but flown (without actually checking it out) anyway? Have you ever allowed yourself to continue an unstabilized approach, to land off runway centerline (for no good reason), or to touch down “waaaaay too long?”

If you answered “yes” to any of the above, it might be because – at some point – you adopted a complacent, “it’s no big deal” attitude or a “good enough” mentality. The truth is, though, it really is a big deal, and “good enough” really isn’t good enough. Am I suggesting, therefore, that you guard against complacency and commit to being consistently thorough and exact? Precisely!

Question Corner

Here is the situation. The weather in Ainsworth is overcast at 500 with 2 miles visibility. You are approaching Ainsworth from the south. You are in radar contact with air traffic control. You have decided to fly the RNAV (GPS) to runway 35. You want to go direct to PUKFA, one of the initial approach fixes, for the straight-in approach to runway 35. The question is, can air traffic control clear you straight-in without flying the hold entry course reversal at PUKFA?



E-mail comments, concerns or any questions to: Zach.Miller@Nebraska.gov

NDA Employees Recognized

Bill Lyon and John Wick were honored on Tuesday October 20, for their dedicated service to the Department of Aeronautics. Bill has been employed with us for 35 years. With all of his years of flying he has accumulated more than 16,000 hours in all sorts of aircraft. He has expansive



L to R: Governor Heineman and John Wick



L to R: Governor Heineman and Bill Lyon

knowledge about Nebraska and its airports.

John has been employed with us for 20 years. John also has a wealth of knowledge about flying and Nebraska. Over his tenure as a pilot he stacked up over 13,000 hours of experience. Congratulations gentlemen!



AOPA Safety Meeting

By Andy Miller

The AOPA Air Safety Foundation is dedicated to just one goal - making flying easier and safer for general aviation pilots.

Founded in 1950, ASF makes multiple resources available to all pilots at no cost, including an extensive web site, live seminars at more than 200 locations around the country, research, and safety education. The web site www.asf.org, includes nearly 30 online courses, interactive quizzes, publications and materials that can be freely downloaded and reproduced, a searchable database of aviation accident information, and much more. In addition, the Foundation's staff participate in industry events and frequently submit articles on safety topics to various aviation magazines and publications.

Pilot Safety Announcements (PSAs), which can be found on the web site, are short public safety announcement-style videos intended to raise awareness of common aviation safety issues.

In addition, the ASF recertifies more flight instructors than any other course provider through its popular ASF Flight Instructor Refresher Clinics, which are offered at a modest cost to the CFI community in both live and on-line versions.

The AOPA Air Safety Foundation is funded by safety-minded pilots who make tax-deductible contributions for the benefit of all pilots.

Editors Note:

Andy Miller was in Bellevue on September 23, giving a seminar on general aviation accidents. The turnout for the seminar was very good; there were about one hundred people in attendance.

The seminar was geared toward viewing an accident through the eyes of an NTSB investigator. There were many good points made, but one of the main points was; what lessons could be learned from others' accidents and how to prevent it from happening to you. The other important focal point was how to recognize the accident chain and how to break it before an accident can occur.

Aviation takes you anywhere you want to go. The goal is to get there and back safely, while having fun doing it! These seminars are a great way to learn from the mistakes of others and become a safer pilot.

Aviation Art Contest 2010

A REMINDER TO ALL OUR YOUTH: It is not too late to enter the Aviation Art Contest 2010. The contest is available to youth ages 6-17. This year's theme is "Flying With The Sun." All entries are to be sent to the Department of Aeronautics and need to be postmarked by January 15, 2010. Winners will be recognized



Andy Miller

along with their art work in the month of April during an awards ceremony at the Nebraska National Guard base, Lincoln Airport. For additional information and entry form, contact David Morris at the Department of Aeronautics 402-471-2371 or e-mail David.Morris@nebraska.gov

Gothenburg Fly-In

By Robert Mann

The Gothenburg Airport hosted a fly-in breakfast Sept. 19, 2009 in conjunction with our local Harvest Festival. Although hampered by early morning

fog, we had a good turnout with about twenty aircraft, hot air balloons, and powered parachutes. In the process, lots of town



A great day to be at the Gothenburg Airport

people had an enjoyable day. With such success we are already planning another Fly-In for the third Saturday in September 2010. We are already looking forward to next years event.

In the early afternoon a ceremony was held to dedicate the recently restored Cupola that watched over the airport atop the old office building from 1942-2002. It was dedicated in recognition of the service of the two previous airport managers and their families-Kak Fiese, who managed the airport from its beginning in 1946, and Roger Peden who managed it from 1968 until he passed on.



Kak Fiese's first spray plane, new home for the Cupola



The Cupola's old home Picture taken from the Gothenburg Times

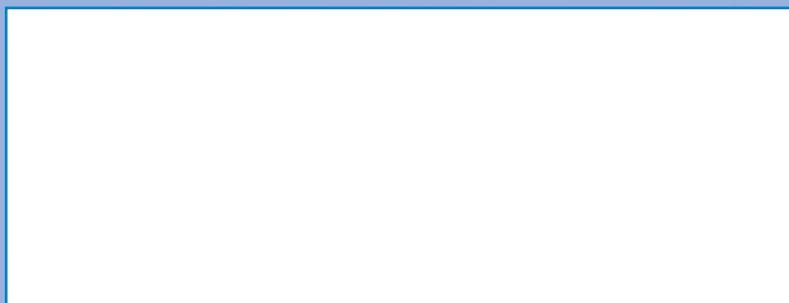
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Events Calendar

- **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.

THE NEBRASKA AVIATION COUNCIL IS REQUESTING YOUR INTEREST IN HOSTING A STATE FLY-IN FOR 2011 OR 2012. INFORMATION HAS BEEN SENT TO ALL NEBRASKA AIRPORTS. DEADLINE FOR SUBMISSION IS DECEMBER 15, 2009. SUBMISSIONS SHOULD BE MAILED TO NEBRASKA STATE FLY-IN, NEBRASKA AVIATION COUNCIL, P.O. BOX 80292, LINCOLN NE 68501. PLEASE CONTACT DIANE BARTELS AT 402-489-3059 OR DBSHARPIE@AOL.COM, IF YOU HAVE QUESTIONS.

Continued From Page 2, San Juan Islands

After all the fun, it was time to fly home. More fun! Or, at least it should have been, No fair! I did have to do some negotiating with ATC, there was a line of nasty ice and snow along my route. I needed a northerly deviation as the line was over 100 miles long to the south. ATC was not too keen on that due to a hot MOA off my left wing. I tried south, found nothing, and then went around the north end while ATC was fretting my flight path. I told her I would get no closer than 2.49NM to the MOA, amazing what GPS can do. That assured her enough to get a pleasant hand-off a few minutes later.

This trip is not a weekender, but a fine way to spend a week. All destinations were filled with friendly and helpful folks. You would have thought they were all Nebraskans! Speaking of Nebraskans, I ran into one from Gothenburg and another couple from Omaha! See, it pays to wear a Nebraska hat when on the road!

Gear Down and Locked?

The Open Canopy of Quotes

The strength of the turbulence is directly proportional to the temperature of your coffee -- Gunter's Second Law of Air Travel
Eagles may soar, but weasels never get sucked into a jet air intake. -- Anon.

Remember that the radio is only an electronic suggestion box for the pilot. Sometimes the only way to clear up a problem is to turn it off. --Anon.

Airport of the Year 2009

It is time to send your package nominating your favorite airport for "Nebraska Airport of the Year 2009".

Two airport categories are eligible for the award; Air Carrier Airports (large) and General Aviation Airports. Air Carrier airports include: Alliance Municipal Airport, Chadron Municipal Airport, Grand Island's Central NE Regional Airport, Kearney Regional Airport, Lincoln Airport, McCook Regional Airport, North Platte Regional Airport, Omaha's Eppley Airfield and Scottbluff's Western NE Regional Airport. All remaining airports fall into the General Aviation category.

Holdrege's Brewster Field won "NE Airport of the Year 2008" and must wait one year prior to being considered again. Nomination forms can be printed from the NDA's website at www.aero.state.ne.us under the title "Airport of the Year form".

Completed forms must be mailed not later than December 21, 2009, to: Editor PIREPS, PO Box 82088, Lincoln, NE 68501.