

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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Night At The Museum, EAA Style

By Jess Banks

Ben Stiller wasn't at the Strategic Air and Space Museum on October 10th, nor was Ahkmenrah and his 3,000 year old tablet (which caused the Smithsonian Museum to come to life at night), but there were relics from WWII, the Korean Conflict, the Cold War, and the Vietnam era. Airplanes and more airplanes were on display and during the social hour members of Experimental Aircraft Association (EAA) Chapters 80 (which sponsored the event), 569 and their guests toured the facility until the EAA staff began their presentation in the theater complex.

If you've been reading the aviation news recently you know we're facing a huge pilot shortage in coming years, and the EAA as well as other aviation organizations are doing something about it. This event was called the EAA's Grassroots Pilot Tour, featuring US Airways Hudson River landing copilot Jeff Skiles, who is now EAA Vice President, Chapters and Youth Education. Accompanying him were Brian O'Lena and Trevor Jans.

Brian started the evening with some questions to the audience about EAA and their events. For example, did you know there are 170 EAA staff, 4,500 volunteers, 917 Chapters and 177,000 members? At the greatest aviation event in the US, AirVenture 2012 in Oshkosh, WI, they had 504,000 attendees, and 40,000 of them were campers.



Trevor Jans

to get them interested in flying as a hobby or profession. Trevor explained how adults also have a program leading to a pilot certificate called Eagle Flights for Adults. So how do you become a pilot? He suggested flying clubs as the most economical way, and that EAA is interested in creating the next generation of pilots.

Jeff Skiles, Vice President of Chapters and Youth Edu-



Brian O'Lena

EAA sponsors the Young Eagles program where "pilots volunteer their time and aircraft to give boys and girls ages 8 - 17 an opportunity to go flying in a general aviation airplane. These flights are offered free of charge and are made possible through the generosity of EAA member volunteers. Since 1992, more than 1.6 million Young Eagles have enjoyed a flight through the program. Young Eagles have been registered in more than 90 different countries and have been flown by more than 42,000 volunteer pilots.", (from EAA website). Jeff explained how many programs EAA has for youth



Jeff Skiles

Continued on Page 5, Left Column



A New Year Is Coming

By Ronnie Mitchell

I'm ready for a New Year as this one has been filled with too much excitement! In 2011 we had Missouri River flooding while this year a severe midwestern drought, devastating forest fires, a Presidential election and monster Hurricane Sandy hit the east coast causing billions of dollars in damage. Wall Street and its associated stock trading actually shut down for two days, October 29 & 30.

Does any of that have anything to do with aviation? Of course it does, as aircraft were used to control forest fires, and Presidential candidates used them to get more coverage for their campaigns while rescue and emergency medical personnel flew to evacuate survivors and treat people who had been injured by the hurricane. Some said that 1,900 airline flights were cancelled during Sandy's progress along the east coast. Aviation impacts our lives every day and is as critical to our economy as auto manufacturing, railroads and trucking lines.



Ronnie Mitchell
Director, NE Dept of
Aeronautics

We've also had a change in the makeup of our five member Aeronautics Commission. Gerry Adams, former Norfolk Regional Airport manager, left the Commission after the October 12th meeting and is moving to Dell Rapids, SD, where he will be closer to family. Gerry has been an outstanding Commissioner and we will miss both



Gerry and Sue Adams

him and his lovely wife Sue.

Gerry's replacement on the Commission is Terri Wachter, who is the current Norfolk Airport Manager. Terri had the opportunity to work with Gerry for a number of years prior to becoming the present manager. I feel confident Terri will be a wonderful addition to our five member commission as she carries out her duties.

Don't forget the upcoming NE Aviation Symposium and Maintenance Technician's Seminar coming up this January 23-26. There will be some great guest speakers and this is your opportunity to catch up on the latest happenings in the world of aviation. I'll see you there!

I would certainly be remiss if I didn't mention that I wish you and yours a very Merry Christmas and a Happy New Year. Let's hope 2013 will be a joyful and wonderful year, one which you and your family will recall with fond and pleasant memories.



Terri Wachter

Meteorology "Light"

By Scott Stuart

I had to look up the spelling for the title of this little ditty; heck, not sure even the science teacher knew the word way back when I was in high school! But times have changed and we most surely have so much good meteorological information at hand now that we should never repeat, never make a poor weather decision before or during flight. Alas, just over 50% of all boo-boos are caused by weather; still...There is a lot to learn and know just by observing light. Before a day flight, take a look at the clouds. Do you see the tops, or thin spots? With lots of bright light? Some bright light? This will tell you that the tops are not very high and/or that there ARE tops, most of the time, and confirm a recent Pirep. Of course, the best Pirep is from the guy who just landed! Remember that the max ice issue is in the tops of the clouds this time of year, but your friend sublimation is hanging out just above!



Scott Stuart

Dark of night...oooo, scary! But, dang if those cylinders have no clue as to whether it is dark air or light air going in. But you do, and most of us have a bit more of a pucker factor at night, as well we should. Use light to help. You can see the ceilings, light from the ground reflecting off the cloud bases make it easy. And sometimes you can see light through the clouds; perhaps the moon is up? Sure, you can, and I do, go to Foreflight for good info, but the Mark One Eyeball is always the best weather source in my book. Many years ago, in the dark of night, I departed Columbia, Missouri. I popped thru the clouds into beautiful clear air, stars above and lighter below. Panic! My passenger thought we were upside down as the stars above looked like the farm fields on a clear night. Heck, I even checked the AI thrice again! The point is simple: night looks different than day, but the plane knows no different. So, piece of cake: get some night currency and the pucker factor will go away and make you, and me, better flyers.

And, lastly, approaches...night approaches are a piece of cake. Just like a day approach only dark! Duh! Hang in there on the gauges until you have the runway in sight, then hang in there longer as the temptation is to get too low, and then the ground can come up to smite thee. I even set up for a published approach in good VFR, and especially at a "strange airport". It makes guidance simple, and altitude your friend. Again, light at night looks so different. The city lights, the farms, and I have found that even returning to LNK at night looks weird to me after lo, these 47 years. Especially, repeat, especially if there is rain on the wind-screen! So set it up and let the lighting be your friend to the end!

There you have it, Meteorology 101 in a nutshell. Light is our friend, day or night; just noodle it before you go and all will be just fine and dandy. You do have a flashlight along, do you not?

Gear down and locked?



Cheyenne CS/T

By Tom Gribble

The Aug/Sep 2012 PIREPS saw me reporting for duty at the Cheyenne, Wyoming control tower on Friday, June 28, 1968. Most new hirelings report for duty on the first Monday of a two week



Tom Gribble

pay period. Which is what the personnel office wanted me to do. But, I told them I wanted to give my current employer a two week notice before leaving. They agreed.

Upon arrival, I climbed the first four flights of the six story tower building and saw the Tower Chief's office door ajar with him sitting behind his desk. I knocked on the door. The Chief, frowning, looked up. His frown changed to a scowl, but he said not a

word. I hesitated for a moment, then walked in and introduced myself.

There were a few brief seconds that seemed like minutes before he finally spoke. I still remember his exact words when he finally welcomed me to his facility.

"I know who you are." Another pause ensued. It felt like an hour. Then he spoke again. "I did not ask for you. I do not need you. I do not want you." Then came another long pause that seemed like hours but was probably not more than a minute or so while he continued glaring at me. I was bewildered and distraught. Anxious thoughts raced through my head. Now what do I do? We had not yet found a place to live, and all our possessions were stashed in an old, worn-out school bus we had bought to use as a makeshift moving van.

I wondered if Basil "Pete" Petersen, the refinery's Chief Pilot, would take me back. Even if he did, would I have enough money to get that timeworn bus, our old car, and the six us back to the Minneapolis area?

Finally, my new boss, still glowering, continued, "But, I'm stuck with you." Another long pause. Then, "You might as well go on upstairs and look around." Dumfounded, and with a mind racing, I stumbled out of his office and bumped into this great smiling big bear of a man who towered a good six inches above my short frame.

Wayne Smith threw an arm around my shoulder and I can still hear his exact words, too - reassuring me, "Don't you worry, little fella, we'll get you through the training program all right."

And they did. Six Journeymen and one Journeywoman worked in the tower, and they all helped in getting me qualified within the allotted time. Cheyenne was then a Combined Station/Tower with Approach Control authority, but no radar. Radar was at that time merely an added tool, with what is now called manual approach control being the primary element.

You can still see the old abandoned square tower atop the build-

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Flight Tests

By Lee Svoboda

Again this year as you read this, I should be in Gilbert, AZ enjoying the warm and clear sky weather. Hopefully, you will be enjoying the Holidays and moisture will be adequate to build subsoil for the farmers and the temperature will not be in the minuses. However, if all of those elements are not in order, have a Happy Holidays anyway.



Lee Svoboda

In this edition I am going to discuss the beginning of the flight test and the end of the flight test. Some tasks at the beginning that seem to get neglected or poorly executed are the:

a. Occupants briefing, which should include safety belts, shoulder harness, doors, and emergency procedures.

b. Engine starting procedures. Winter techniques and the starting of hot fuel injected engines seem to be the worse. Remember, if the applicant cannot start the engine, the examiner has no choice but to issue an unsatisfactory, unless there is something wrong with the engine. And by the way, this applies to engine restarts on multiengine tests.

c. Brake check IMMEDIATELY after the airplane begins moving. This means what it says, and a brake check half way to run up does not meet the criteria.

d. Flight control positioning during taxi. This seems to get abused a lot.

e. And of course the new task, RUNWAY INCURSION AVOIDANCE, must be given attention by instructors and the knowledge and application demonstrated by applicants during their practical test.

In Area of Operation XII, Postflight Procedures, we find several tasks that seem to get neglected or somewhat abused. They are:

a. Maintaining control during roll out. This area takes a beating because applicants seem to want to start doing things before the runway is exited. Now I understand that flaps should be raised for better braking during the short field landing, but why during a normal landing, Does the transponder and fuel pump have to be turned off before exiting the runway and coming to a full stop. I have had some dramatic roll outs because applicants were shutting things down during roll out.

b. Probably the worst thing I see at the end of a flight is the failure to "Conduct an appropriate postflight inspection and secure the aircraft."

Instructors, make sure your applicants are aware of and perform the pre-and postflight tasks.

Again, HAPPY HOLIDAYS!!!!!!!!!!!!!!



How Should You Learn Aerobatics?

By David Moll

The answer to this question is very simple. If you want to really scare yourself doing aerobatics, teach yourself. End of discussion.

Since PIREPS wants more than 22 words to my article, I'd better expound on this subject a little deeper. In reading the 2010 Nall Report put out by the AOPA Air Safety Institute at www.aopa.org/asf/publications/10nall.pdf it states that more fatal accidents occurred in the maneuvering portion of flight than any other pilot-related category. Some of these accidents were from attempted aerobatics by untrained pilots and/or in unapproved airplanes. Most were initiated at low altitudes and more than half of these began with stalls or other losses of aircraft control situations.

Going to an air show to watch aerobatics and then convincing yourself you can teach yourself how to do aerobatics, is about as logical as standing at the end of the runway watching airplanes land on a day when the weather is a foggy 200 overcast and half mile day thinking you can teach yourself how to fly IFR.

Does this mean that if you are taught aerobatics, or upset training, you can still do stupid antics in the airplane and be OK? Well, of course not. The first lesson you'll be taught is to always start at a high altitude so you always have a generous cushion for recovery errors. The second lesson is to understand the capabilities of yourself and your airplane, and never exceed them. The third lesson is use superior assessment skills of your situational awareness before you have to use your newly taught superior flying skills.

My point in all of this is simple. Pilots should never stop learning, every flight is a new learning session and nobody should be teaching themselves. A professional aerobatic school listed in IAC.org is a great place to start.



David Moll

CB Fly-in Breakfast

By Jess Banks

I always enjoy events across the river in Council Bluffs and the Fly-in breakfast on September 1st was not an exception. Hosted by the Council Bluffs Airport Authority and fixed base operator, Advanced Air, over 400 people turned out for a great breakfast provided by the original Pancake Man, Jim Kuper. Jim told me he has turned



The Pancake Man, Jim Kuper

and tossed over one million pancakes, but who's counting?

The Commemorative Air Force Museum was open to the public while the breakfast was served in their hangar. The P51, "Gunfighter," was on ramp display while pilot Larry Lumpkin was available to take anyone up for a ride in a piece of history. \$1400 got you into the back seat which in normal WWII configuration held an 80 gallon fuel tank. The ride normally would last about 20 minutes but what a thrill for an aviation enthusiast. No, I didn't have the opportunity (money) to go up but certainly enjoyed watching folks who were contemplating going for the ride.

The ramp held a number of general aviation aircraft but almost



L to R: Big Beautiful Doll, Barbara Jean and Gunfighter

all were interested in the war planes. By mid-morning three P51 "Mustangs" adorned the area and were lined up in a colorful formation. Behind them sat a Vietnam era Mohawk OV-1 and an Alpha Jet German Fighter.

There were also three icons of aviation attending, one of them a maintenance technician on P51s (Bernard Michael), a seasoned Cold War reconnaissance pilot (BG ret Reg Urschler), and Lincoln's own Harry Barr (former Duncan Aviation partner).



L to R: Bernard Michael, BG (ret) Reg Urschler and Harry Barr

President of Advance Air, Lisa LaMantia, just had her second son born on July 23rd but she was there selling C172 rides. The weather was perfect for a great crowd at this Iowa event.

Four Generations

It is not often that four generations of family get out of the same airplane. The picture shows Bud Pence, Son Doug, Grandson Derek, and Great Grandson Cayden after a flight in their Piper Lance at the Aurora airport.

Bud Pence is a WWII veteran who served with the 315th Troop Carrier Group in England and France, flying the C-47.



R to L: Bud Pence, Great Grandson Cayden, Son Doug, and Grandson Derek



Continued From Front Page, Night at the Museum

cation and Young Eagles Co-Chairman, then described how Ron Fagan of Granite Falls, MN, donated a WWII training flight to EAA who then raffled it off. The winner donated it back to EAA who in turn gave it to a very deserving Young Eagle. He received flights in a PT19, a T6 and a P51 Mustang. Wouldn't you believe that young man is now interested in becoming a pilot?

Of course we all were interested in the EAA information but many had come to hear Jeff talk about the "Miracle on the Hudson" as it was called by New York Mayor, Mike Bloomberg. "US Airways Flight 1549/United Airlines Flight 1919 was US Airways' scheduled domestic commercial passenger flight from LaGuardia Airport in New York City to Charlotte/Douglas International Airport, Charlotte, North Carolina. On January 15, 2009, the Airbus A320-214 flying this route struck a flock of Canada geese during its initial climb out, lost engine power, and ditched in the Hudson River off midtown Manhattan.

The bird strike, which occurred just northeast of the George Washington Bridge about three minutes into the flight, resulted in an immediate and complete loss of thrust from both engines. When the crew of the aircraft determined they would be unable to reliably reach any airfield, they turned southbound and glided over the Hudson, finally ditching the airliner near the USS Intrepid museum about three minutes after losing power. All 155 occupants safely evacuated the airliner, which was still virtually intact though partially submerged and slowly sinking, and were quickly rescued by nearby ferries and other watercraft.

The entire crew of Flight 1549 was later awarded the Master's Medal of the Guild of Air Pilots and Air Navigators. The award citation read, "This emergency ditching and evacuation, with the loss of no lives, is a heroic and unique aviation achievement." It has been described as "the most successful ditching in aviation history." Copied from Wikipedia.

Jeff gave us a pilot's perspective of the event and how Captain Sullenberger and he worked together as a well trained team through the remaining 2 and 1/2 minutes of the flight. Just prior to impact, Sully turned to Jeff and asked, "Got any other ideas?" Jeff responded, "Actually no!" Jeff related a few other humorous happenings after the impact as he and Sully went to the passenger area to make certain everyone got out. One male passenger had stripped to his undershorts as he was planning to swim ashore. Shivering, he asked what he should do? Jeff told him to get into the raft! The outside temperature was 20F and the water might have been 35-40F, Jeff said it was cold!

He and Sully continued to get passengers out of the airplane and into the rafts until Sully said, "I believe we should leave the airplane, we're the only ones left". They had been standing in knee deep water and they were cold. After getting in the raft, Jeff looked for the knife with which to cut it loose from the aircraft. It was so over crowded he couldn't find it so asked if anyone had a knife. One passenger did have and handed it to Jeff, who cut the attaching cord and then thought, "I'm standing in an inflatable

raft with an open knife!" He just threw it overboard.

Fortunately, many boats were almost immediately available to take passengers and crew to shore and warmth. Jeff lives in Madison, WI so he called his wife and said, "I won't be home tonight, we hit Canada geese, the engines quit and we landed in the Hudson River. I'm okay, goodbye." So much for the excitement of the moment! All was well, though, as only minimal injuries occurred and no one was killed. A "Miracle on the Hudson".

Central Nebraska Regional Airport (GRI) 75th Anniversary Celebration

By Debra Potratz

September marked the Central Nebraska Regional Airport's 75th Anniversary. To celebrate this milestone an Open House/Fly-In was held on September 8, 2012. Over fifteen planes were on display for public viewing. Other events included a pancake feed, GISH Jr. ROTC food stand, games and rides for kids, and a dedication ceremony unveiling the 6th Bomber Group plaque held in Arrasmith Park.



The 6th Bomber Group trained in Grand Island on a B-29 Superfortress before deploying to Tinian Island and the Pacific. Richard Sidders, tail gunner who was trained in Grand Island and deployed to Tinian Island, gave a rousing speech on sacrifices, fears and loneliness endured during this period by the airmen, soldiers, sailors, and families.



6th Bomber Group Plaque

The B-29 was instrumental in ending World War II with Japan.

The Central Nebraska Regional Airport has come a long way in 75 years and the future is looking bright. Enplanements will exceed 55,000 boardings this year. Currently we are working with the FAA on extending Runway 17-35 to 8,000 feet and building a new airline terminal. Other capital improvements include a new FBO terminal building and all new parking lots. Life Team, a critical care air transport company, will be stationed here later this year to provide service to the surrounding area.

"Even though the airport has come a long way, the airport history isn't over yet. I would venture to say the airport will look very different in five years," said Airport Executive Director, Mike Olson.



The IAC has a Program for Collegiate Pilots

By David Moll

The International Aerobatic Club (IAC), which is a division of the EAA, has a program that has been specifically designed for pilots enrolled in a college flight program, known as the Collegiate Program. In this program, collegiate pilots compete in IAC sponsored aerobatic contests throughout the nation with the goal of being awarded the Individual Collegiate Champion, or for the Collegiate Team Championship.

The program was developed in 2001 by IAC member E. Allan Englehardt. The concept is a great one, and that is to get collegiate student pilots involved in the IAC and compete against other college students. The best part of this competition is that the students compete in regional IAC contests, but the scores are tallied on a national level to determine the individual and team champion. This saves the students tremendous amount of time and money.

Over the years, the colleges who are powerhouses in regular aviation training have dominated the IAC Collegiate series. These colleges include Southern Illinois University, Embry Riddle, United States Air Force Academy and the University of North Dakota. It is very clear these schools have found benefit in recruiting new students to their program by offering upset training combined with sponsoring an aerobatic team. The IAC program is not limited to just flight schools, but includes pilots who are enrolled in A&P schools or aviation based trade schools.

The collegiate pilots compete in the Primary and Sportsman categories. These are the two entry level categories whose aerobatic maneuvers are based around the Loop, Spin and Roll. Minimum altitudes for all maneuvers are 1500 feet AGL, and most teams compete with a safety pilot who is a CFI.

The IAC prides itself in being the industry leader in safety through the best practices taught in precision flying techniques. The IAC uses the term Precision flying in conjunction with aerobatics for a very good reason. Precision flying is best described as knowing exactly how, why and where each aerobatic maneuver will stop at. Stunt flying is not having any idea where the maneuver will end.

For those who think college age pilots are just beginners, you'd better change your mind on that. At the Midwest Aerobatic Championship held at Seward, Nebraska, sponsored by IAC Chapter 80, there were 9 collegiate pilots competing. They took home first, second and third in the Primary Category, and first and second in Sportsman. The third place pilot in Sportsman has over 30,000 hours, normally flies the Advanced category and probably has more time upside down than the total time of any collegiate pilot competing. These collegiate pilots are very well trained, well disciplined and a thrill to be around all weekend.

But more importantly, it shows how well the upset training curriculum prepares the collegiate pilot's safety procedures they will retain for the rest of their aviation career.

The other benefit the IAC collegiate program has is unique to normal college competition. During the weekend of the contest, these pilots will have interaction with professionals from many different occupations in a very relaxed atmosphere. The person they are helping on the judging line wearing blue jeans and a worn out bucket hat may be an airline captain, a gastroenterologist or the owner of an FBO. The love of flying is the magnet that brings these pilots together for a great weekend of flying combined with the hope of bringing home a trophy combined with lots of bragging rights.

The University of North Dakota has developed a YouTube video called "You're Next" to promote their programs through social media. <http://www.youtube.com/watch?v=bo9xI7lKg7A>

Their aerobatic team is led by Michael Lents, a lecturer at UND, who not only instructs aerobatics, serves as a "Safety Pilot," but also competes in the Intermediate category at the regional and national aerobatic contests. Through Michael's leadership, the aerobatic team has won the collegiate series four consecutive years.

With upset training becoming a hot topic with the FAA, colleges are discovering the better they can keep up with new training regulations, their students will be better candidates for the job market. Kansas State University sent two pilots, along with a safety pilot, to the Midwest Aerobatic Championship contest in Seward to test the water and see if the IAC Collegiate series was something they wanted to add to their program. The two pilots, Joel Harts and Jack Henry finished 4th and 5th respectively, out of seven competitors, in their very first contest. They took back the enthusiasm and respect for safety the IAC promotes in these contests that convinced the department head to give the green light for more aerobatics in the program.

In spite of the poor economy, the Kansas State University aviation department is totally full this year with their airplanes flying 1500 hours per month. While the IAC collegiate program can't take credit for their success, it is one more selection their students have to choose from.

To date, the IAC has just under 40 chapters spread throughout the United States that can do so much more for the colleges than just sponsoring contests. For example, they can:

- Be a guest lecturer

- Be a mentor to the students

- Critique basic aerobatic maneuvers

- Invite the students to the various social gatherings of the club. Be an excellent source of networking

The IAC Board of Directors member who is in charge of the Collegiate program is Lynn Bowes. She can be contacted at lynn.bowes@hotmail.com.

The FAR's do not require all the hours for your Commercial license to be straight and level, so why not spend some of it upside down.



Duncan's Adjust Your Altitude

by Danielle Kavan

Duncan Aviation welcomed 200 students, parents, counselors and teachers to its aviation career day, Adjust Your Altitude, on October 3. The program educated, inspired and ignited students' passion for the aviation industry.

Adjust Your Altitude gave high school students from Nebraska, Iowa and Kansas the opportunity to meet with education and aviation exhibitors, tour Duncan Aviation's campus and partici-



John Brown gets hands on with safety wire

participate in hands-on activities as they learned about working in the industry. Highlights of the event included a message from Todd Duncan and \$3,000 in scholarship giveaways.

Representatives from area colleges and universities, tech schools, aviation exhibitors, government agencies and military organizations were available on site. Students met with vendors to ask questions, gather information and network. Twenty-four vendors attended, including Kansas State University, Lake Area Technical Institute, Spartan College of Aeronautics and Technology, Federal Aviation Administration Safety Team, Flight Standards District Office, Nebraska State Patrol, Nebraska Air National Guard and others.

The career day planning committee prepared for months prior to the event to ensure an exceptional turnout. More than 80 Duncan Aviation team members volunteered and contributed to the success of the day's events.

Continued From Page 3, Cheyenne CS/T

ing just east of the airline terminal. The console faced northeast, parallel with runway 12/30. Local control, i.e., Cheyenne Tower, was on the right, approach control in the center, and Cheyenne Radio (the FSS portion) on the left.

All journeymen were qualified to work all positions, and when less than three were present, any or all positions could be combined with either two or one person on duty.

Modernization came in the mid-1970's when the Station portion was remoted to Denver FSS. Most of us missed the FSS work. All but two of us were pilots, and taking flight plans and providing weather briefings kept us closer to our customers than what tower/approach control work alone can do.

Next issue you'll finally find me flying FAA Flight Check aircraft.

By the way, Wayne Smith and his wife Neva are still among our best friends. We had lunch with them a couple of weeks ago.



Safety Wire Activity

CAP Gets New C-182

By Dave Halperin

Col. David Plum, Commander of the Nebraska Wing of the Civil Air Patrol, announced that the Wing has added a sixth aircraft to its fleet. The Cessna 182T is the newest version of Cessna's venerable Skylane Aircraft. The Airplane incorporates the latest in aviation technology including Garmin's G1000 all-glass avionics suite. The G1000 is a seamlessly integrated package that makes flight information easier to scan and process. G1000's revolutionary design brings new levels of situational awareness, simplicity and safety to the cockpit. The system puts a wealth of flight-critical data at CAP pilots' fingertips. Its glass flight deck presents flight



instrumentation, navigation, weather, terrain, traffic and engine data on large-format, high-resolution displays.

The new aircraft is equipped with a Lycoming engine and three blade constant-speed prop. The efficient combination of engine and prop allows the C-182 to climb at over 900 feet per minute and attain a cruise speed of 145 Knots.

The new aircraft is stationed in the metropolitan Omaha area.

Civil Air Patrol, the official civilian auxiliary of the U.S. Air



G1000 Equipped

Force, is a nonprofit organization with more than 61,000 members nationwide, operating a fleet of 550 aircraft, including 6 in Nebraska. CAP, in its Air Force auxiliary role, performs 90 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center and was credited by the AFRCC with saving 54 lives in fiscal year 2011. Its volunteers also perform homeland security, disaster relief and drug interdiction missions at the request of federal, state and local agencies. The members play a leading role in aerospace education and serve as mentors to nearly 27,000 young people currently participating in the CAP cadet program. CAP received the World Peace Prize in 2011 and has been performing missions for America for 70 years. CAP also participates in Wreaths Across America, an initiative to remember, honor and teach about the sacrifices of U.S. military veterans. Call Dave Halperin, Nebraska Public Affairs Officer at 402.880.4803 or visit www.gocivilairpatrol.com or www.capvolunteernow.com for more information.

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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.
- To report any tower with lights burned out contact- www.https://oeaaa.faa.gov. Go to light outage reporting- under "Information Resources." Or call 1-877-487-6867.
- Jan 23-26- Kearney, NE. NAC symposium. Holiday Inn Event Center.
- Feb 18-20- Kearney, NE, NATA convension at Younes Convention Center. More Info.:NATA@windstream.net
- June 14, 15, 2013- Holdrege(HDE) Fly-in. More information to come...

2012 Airport of the Year

Once again it is the time of year to nominate your favorite airport for airport of the year.

There will be two airports awarded this year, Part 139 airports and General Aviation airports. Part 139 airports include; Alliance Municipal Airport, Chadron Municipal Airport, Grand Island Central Nebraska Regional Airport, Kearney Regional Airport, Lincoln Municipal Airport, Omaha Eppley Airfield and Scottsbluff Western Nebraska Regional Airport. The second category includes all others.

Remember Fremont airport will not be eligible this year, since they were awarded for 2010. Nomination forms can be found on NDA's website: www.aero.state.ne.us under the title "Airport of the Year form."

Completed forms must be MAILED to: Editor PIREPS, PO Box 82088, Lincoln, NE 68501 no later than January 15, 2013.

Fairbury Fun Day

By Diana Smith

Flying Conestoga Fun Day was held on Sunday, October 7th at the Fairbury Airport. The pilots that flew were: Dean Doyle, Bill Stelling, Randy Prellwits, Jeff Engels, Chad Lottman, Ed Printz & Eric McCubbin. The day was cold and windy but fun was had by all! There was a total of three tries for each – the "Flour Bomb Drop," "Balloon Bust" and "Spot Landing."



Spot On

The winner of the flour bomb drop was Dean Doyle, flying approximately 100 feet above the target, missing it by only 5 feet, covering the orange plastic target with flour. Chad Lottman and Eric McCubbin tied for second place, missing the target by only 17 feet.

The winner of the balloon bust was Dean Doyle, breaking both balloons the first pass and 1 the next pass. Eric McCubbin came in second breaking 2 balloons. It was very difficult to hit the balloons due to the very windy conditions.

The winner of the spot landing was Bill Stelling touching down only 10 feet from the line. Randy Prellwits won second place, touching down 11 feet from the line.

Hot dogs & brats were cooked after all of the activities, along with tasty pot luck dishes and desserts. We had great attendance! For all those that joined us, it was a great time and great food!