

# PIREPS

A monthly newsletter for Nebraska pilots and aviation enthusiasts



'Encourage and Facilitate the Development and Use of Aviation in Nebraska'

## PIREPS

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## Plattsmouth Fly-in

It couldn't have been a better day for Plattsmouth's Fly-in breakfast on September 12th as the skies were clear and the temperature moderate. The wind was out of the south, favoring runway 16. As the morning went on, the wind began increasing in velocity and gusting up to about 20 knots but it didn't slow down the 55 aircraft which came in for a great breakfast hosted by Flight Nebraska Group and the volunteers from Plattsmouth's Eagles Aerie 365. Over 430 individuals participated in the breakfast of pancakes, sausage, hot biscuits and sausage gravy with juice and coffee.

### "Max Performance Take Off"



Mike D. Schneider and His Czechoslovakian L-29 Trainer

Two of the aircraft were L-29 jets and Mike Schneider performed a maximum performance takeoff in his beautifully painted L-29. Dr. Mike Haller was in another L-29 and did a very nice job of staying right on Mike Schneider's wing in a tight, two ship formation. Just after the two jets landed I was able to get a group picture of the two pilots, the Flight Nebraska Group Director of Maintenance and Chief Pilot. Not surprisingly, they didn't mind posing in front of Mike Schneider's L-29.



L to R: Mike Haller, Mannie Jones, Mike Schneider and Roy Kessell



L-29 Two Ship Formation

EAA Chapter 80 was also present and gave 60 "Young Eagles" their first ride in an aircraft. Ronye McKay and Mike Howard of Millard, Will Kroger and Dick Harriman of Omaha all provided pilotage and their aircraft for the benefit of these young people to learn more about aviation and especially the joys of flying.

Dick Harriman completed his homebuilt Rans S16



Dick Harriman With Young Eagle, A.J. Laflin

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## Director Comments

By Stuart MacTaggart

Congratulations to all the volunteers and airport managers who had Fly-in breakfasts or other public events at their airport this past year. It was a great summer for pilots, airplanes and people who just want to be around aircraft. This issue wraps up the summer session of flying activity and I hope you're planning another great year of flying for 2005.



**Director, Nebraska Dept. of Aeronautics  
Stuart MacTaggart**

Thanks to all the people who have taken pictures and submitted articles for inclusion in PIREPS. A special thank you goes to Lee Svoboda, Thomas Gribble, Scott Stuart and Diane Bartels for their dedication and expertise in providing regular articles. Your participation has helped make our publication one of the best in the country. From our NDA family to yours - - wishing you a wonderful holiday season and a Happy, Healthy and Prosperous New Year.

Stu & the entire NDA Staff.

## Meet The Commissioners

By Stuart MacTaggart

It is my pleasure to introduce five people who play a vital role in formulating policy, effecting plans, and orchestrating the distribution of funds to your airport. These people are unpaid professionals, appointed by the Governor, who volunteer their counsel and expertise to the Dept. of Aeronautics. They perform an invaluable role in supporting/enhancing aviation in Nebraska. They are Barry Colacurci from Lincoln, Doyle Hulme of Grand Island, Ken Risk of Kimball, Doug Vap of McCook, and Steve Wooden from Albion. This issue features the Chairman of the Nebraska Aeronautics Commission, Steve Wooden.

### Steve Wooden, Chairman

Born in Dallas, TX, and raised in Atlanta, GA, Steve and his wife Mittie came to Nebraska in 1979. Steve completed his education at the University of Nebraska Medical Center in 1982 (the same year their son Steve Jr. was born) with a Degree in Anesthesia and began practice as a Certified Registered Nurse Anesthetist in Broken Bow, Nebraska. It was there that his childhood dreams of flying became a reality.



**Steve Wooden**

In 1990 he was asked by a friend to join him in flight lessons. It did not take much arm twisting to get Steve to participate. Taught by George Land Sr., both students learned quickly from George's military style to "fly the plane". A year and a half later he earned his private license and he and his

friend bought a Piper Archer together. The aircraft became an invaluable part of his anesthesia practice as well as enhancing his professional and family mobility. The plane was well utilized. It became apparent early on that without an instrument rating, utilization of the plane would be limited at certain times of the year.

After obtaining an instrument rating, Steve's annual flying time regularly topped 300 hrs. Flying time was accumulated with a mix of short and long trips. Dovetailing the anesthesia needs of many area hospitals, Steve flew almost daily to maximize his time. Professional meetings in Chicago, Boston, and other far away communities developed his IFR and night flying skills.

As with all pilots, time has provided an accumulation of interesting experiences and lessons learned. Some of the most memorable have been long flights to Atlanta to visit relatives, and every flight taken across the Gulf to visit the Florida Keys.

In 1996 Steve began building a four place, pusher composite aircraft called a Velocity. With other priorities in life demanding his time, the plane has gotten limited attention at times, but continues to make progress. It is currently awaiting an engine, which will complete the building process. Steve hopes to be flying his experimental aircraft by the summer of 2005. The building process has been a joy, involving his wife, child and many friends. Steve hopes that flying it will be an equally enjoyable experience.

Steve was appointed to the Nebraska Aeronautics Commission (NAC) in 1999 by Governor Mike Johanns. After serving in several public positions, including Chairman and member of the Nebraska State Board of Health, President of the Broken Bow City Council, Chairman and member of the Broken Bow Airport Authority, and several professional organization positions, the NAC ranks among the most enjoyable position held. Contributing to the success of the State airport system combines the love for flying with the dedication of government service, a wonderful combination. Steve continues his work with NAC applying his experience as a pilot, aircraft builder, and rural community leader to the decision making process necessary for the commission to make sound and effective decisions regarding the Nebraska Aeronautics system. Steve and Mittie Wooden currently fly, work, and reside in Albion, Nebraska.

## NOMINATIONS DUE FOR 2004 AIRPORT OF THE YEAR

The Department of Aeronautics is accepting nominations for Airport of the Year for calendar year 2004. While only one overall award will be given, an airport's level of effort compared to their community size will be taken into consideration. The airport of the year will be selected by a committee of representatives from various aviation groups.

To nominate your airport, complete the form found at [www.aero.state.ne.us](http://www.aero.state.ne.us). Airports may nominate themselves. **Completed nomination forms must be received by December 22, 2004.** Mail completed forms to: Editor PIREPS, PO Box 82088, Lincoln, NE 68501.

Airports will be judged on community relations, community support, maintenance, development and innovative activities. The award will be presented at the Nebraska Aviation Symposium banquet in Kearney on Thursday, January 27, 2005.



# An Out-of-Date Old Codger

By Tom Gribble



**Thomas Gribble**

I was the lowest time co-pilot in the company's history. When I was hired they had to change their insurance policy's minimum experience requirements for flight crew members. In spite of the pay, which quite accurately reflected my flight time and skill level, I was, at thirty-

something, grateful to be there. Go back in time with me as I tell what happened.

We were over North Dakota, returning to our Minnesota home base in our DC-3S, one of only three conversions sold to civilian interests when the aircraft were new. The Navy bought 98, 99, or 100, depending upon which historian one chooses to believe, and called them the R4D-8.

During the day, I frequently twisted around in my seat just to look at that big nine cylinder R-1820 Wright Cyclone perched on the right wing about three feet behind me. In my reverie, my thoughts were of Ernest Gann's words, and "I daydream of yesterday and of adventures I'll never fly".

But, tonight the sky was moon-less and star-less, an inky blackness with only scattered farm and ranch house lights and an occasional small town to tell us the earth was still below us. Suddenly the instrument panel lights became very bright. A glance at the voltmeter revealed the DC Bus pegged at 32 volts. The pilot in command's (PIC) hand goes to the overhead panel and selects first the right, then the left generator. The right one reads zero. The left, like the Bus, is pegged at 32 volts. This tells the PIC, the low time second in command (SIC) is still in the learning mode, the left voltage regulator has failed. He flicks off the left generator and resets the tripped right one. Both the Bus and the right generator now read 28 volts and the panel lights resume their dim glow. We are VFR in VMC, so continue uneventfully towards home.

Some small amount of time later, in the same airplane, but with a different PIC, we are heading north towards home base. It is just past midnight, the air smooth, the weather perfect. The To/From does its flip-flop, telling us we are over the Dubuque, IA VOR. As I reach for the nav log, we sense, more than feel or hear, a very slight "thump" in the night. The PIC asks, "What was that?" "I don't know for sure," I reply, "but it was on my side. It sounded sorta like what it did when Pete and I hit a small bird the other night landing

*Continued on Bottom of Page 5*

# Check Airman's Corner

By Lee Svoboda

A new Practical Test Standard for the Instrument Rating became effective 10/01/2004. Some of the enhancements to be found in the new FAA-S.8081.4D are: (a) The use of GPS for navigation and approaches has been clarified and the requirement for a GPS approach has been added. (b) The use of autopilot during testing has been addressed.



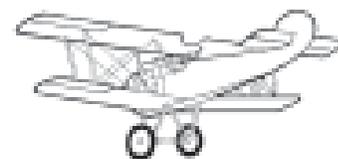
**Lee Svoboda**

As for the GPS requirement, if the practical test is conducted in the aircraft and the aircraft has an operable and properly installed GPS, the applicant must demonstrate GPS approach proficiency when asked. What this means is that if the aircraft that you are using for the instrument practical test has a GPS installed, certified for IFR and IFR approaches, and has a current database installed, you will be asked to demonstrate a GPS approach.

This is a departure from what we have seen as requirements for the instrument rating in the past. Most of the time if there was a GPS in the aircraft it was ignored during the practical test. Probably because the examiner was not sure of the certification requirements and he/she was probably not sure how to use the system. This is not the case for this examiner, because I have been asking applicants for years to demonstrate a GPS approach, if the aircraft had a GPS certified for approaches with a current database.

However, the autopilot usage is truly a departure from the traditional thinking. For years we insisted that the flight portion of the practical test, including the approaches, had to be hand flown. We might let the applicant use the autopilot between approaches while he/she was getting ready for the next approach, but as soon as the approach was setup, the autopilot had to be turned off. But now, the applicant is expected to know the autopilot system and utilize the autopilot to assist in the management of the aircraft and, if the autopilot is capable, the applicant must demonstrate a nonprecision approach using the autopilot.

Instrument instructors, if you are not familiar with GPS and autopilots, learn QUICK.





# Fly-in at Hastings



Sunrise Near Hastings on Hwy 281

The day started well with a beautiful sunrise poking through the clouds at 726 am on September 18th. The AWOS weather indicated clear skies below 12,000 feet with six miles visibility and fog. A short time later more fog drifted in drop-

ping the ceiling to 500 feet which caused several aircraft to come in late that morning.

For those already there, a hot breakfast was cooked by Doug and Kirk Abbott of Abbott Aviation and served by Steve Wildasin and Glenda McMurray. Boy Scout Troop 192 assisted by keeping the tables clean and giving help to



L to R: Kirk and Doug Abbott at the Hot Griddle



Back Row L to R: Zach Sealey, Chris Smolik, Miles Nelson & Dennis Hubl. Front Row L to R: Matt Brooks, Thomas Cooke & Dylan Hubl

anyone needing an extra hand getting from the serving area to a table. There was an incentive as well! A free airplane ride given by Floyd Lindstrom after the breakfast was cleaned up and all finished.

Wes Kloppenborg, who is a frequent visitor from Amarillo, Texas, rode his Honda Gold Wing motorcycle to Hastings for the breakfast. He had been visiting his uncle in Kimball who had just celebrated his 90th birthday. Wes, in his 70's himself, had already ridden 44,000 miles this year on his motorcycle. An interesting side note is that Wes soloed at Hastings in 1944 in an Aeronica TC. He went on to a military career which started in the Army and later transferred to the Air Force in 1961. He retired from the Air

Force in 1969 and went on to corporate flying until insurance requirements after 9/11 became unreasonable. At the age of 75 he continued with his other passion in life of motorcycle riding.

There were several interesting aircraft at Hastings that morning which included a



Wes Kloppenborg



Don Cherry and His "Safari"

home built helicopter flown by Don Cherry of Grand Island. Don told me he had a great partner in the building of his "Baby Bell", Don David. Due to a lawsuit brought on by Bell, the helicopter is now called a "Safari" and was completed 3 years ago.

One of the local aircraft on display included Rick Nunley's Super Decathlon with his frequent passenger, Dr. Dave Halsted. Rick continues to give Dave free rides in the hopes of getting him to start on his pilots license. Dave



Dr. Dave Halsted and Rick Nunley

seemed very interested.

Mike Nelson from Boelus flew his Aeronca L-16A in for the breakfast. He says "if farming becomes profitable again he hopes to restore it to its original condition".

See you next summer at Hastings.



Mike Nelson and His L-16A



# Evelyn Sharp Days

By Diane R. Bartels

Some twenty-six airplanes flew into Evelyn Sharp Field at Ord on Sunday, September 12, marking the 56th anniversary celebration of the airfield being named for the young woman who acquired her first flying experiences in the North Loup Valley. There were several individuals who had attended that dedication in 1948 and recalled the P-51 and F-80 flyovers. Free breakfasts were accorded the pilots by local restaurateur, "Calamity" Jane John, and a BBQ lunch was served by Ritz'z. The Valley County Harmonizers provided religious and patriotic music for the Field Chapel Service and local pilot, Al Bader, closed the service with the playing of "TAPS".



**Diane R. Bartels**

The Nebraska Chapter of Ninety-Nines sold \$1 raffle tickets on an airplane quilt and Norman Bredthauer, Arcadia, won the \$5 raffle drawing for a one-hour plane ride donated by Jerry Wortman. Colin Koehlmoos took first place in the Kids Parade with his entry of a red-painted cardboard monoplane built atop a child's four-wheeler.



**John Babcock by Evelyn's Gravesite**

John Babcock, an aviation administration student from Indianapolis, Indiana, flew into Ord for the weekend celebration in a Cessna Skylane. For an English project last winter, he had researched Evelyn Sharp's life, later flying into Ord on the anniversary of her death and leaving a dozen red roses on her grave. He made a commitment to return in September.

Charles E. Zangger, a friend of Evelyn Sharp, was posthumously recognized as the recipient of the second annual "Charles E. Taylor Award". Mr. Zangger was an Army Air Forces instructor pilot during WWII, and when he returned home to farming, taught many people in the



**Chuck Zangger**

North Loup Valley to fly. His son, Chuck Zangger, speaking proudly of his father, accepted the award.

Rod and Pat Matlock from Waco were recognized for landing at all the Nebraska public use airports, earning them the title of Nebraska Department of Aeronautics "Aerodrome Aficionados". They bought their first airplane, a 1964 Cessna 172 on April 10, 2002, and within four days embarked on a mission to "see" Nebraska. When the wheels touched down at Tecumseh on July 25, 2004, their flying and navigation skills had been honed, but just as important, Rod and Pat reported they had fun.



**Pat and Rod Matlock**

At the conclusion of the program, State Senator Vicki McDonald released 100 red and white helium-filled balloons from the back of a tarp-covered truck into the cloudless, bright blue sky. Each was attached with a note which offered a free weekend of entertainment and accommodation to the first party who responded to the Ord Chamber of Commerce.

As the day's activities came to a close, Colonel Mark Novak departed Runway 13 in his North American AT-6 to fly up the North Loup River. He banked to the east before making a low pass, and turning for home. It was a fitting tribute to a young woman who herself had once ferried AT-6's and given her life for her country.



**Colonel Mark Novak and His AT6**

**"An Out-of-Date Old Codger" Continued From Page 3**  
at Cleveland Lakefront."

The words are no sooner said than the right-hand "Low Oil Quantity" caution light comes on. The Super DC-3 has both oil quantity gauges and this yellow light, which illuminates when the oil level reaches 11 gallons in the 29.5 gallon tank. The PIC instantly pulls the right engine's throttle to idle and simultaneously orders, "Feather number two!" As I punch the big red button the airplane gives a short, quick lurch. The PIC says that lurch was not normal and I should shine my flashlight on the engine.

The prop is standing still, but the blade angle is about 45° from

**Continued on Page 6**



**"An Out-of-Date Old Codger" Continued From Page 5**

being feathered. The engine has seized. There is a standpipe in the oil tank which the flight manual says holds sufficient oil to feather the propeller after the tank is otherwise completely empty. Didn't work this time.

The well lit Dubuque airport is right there below us, so it's a simple matter for the PIC to spiral down to a greaser of a landing. On the ground we see the entire right-hand side of the airplane and the tail completely covered with thick, black oil. In daylight, our mechanic discovers a big hole in a cylinder head and a destroyed piston.

My mind puts the two events together. The left generator is out. With the right engine frozen and its prop well short of feathered, we are unable to maintain altitude. We have only the battery for electricity. It is the dark of night. My imagination adds IFR in IMC.

Fast forward a dozen or more years. I'm the PIC of the DC-3C, an ex-Navy R4D-5. The thirty-something co-pilot in the right seat is considered low-time, but has more than twice the flight hours I had as a corporate co-pilot. We have been flight checking nav-aids at Yakutat, Alaska on this unusually bright and beautiful, crystal clear summer day. Over Yakutat Bay, we smell smoke in the cockpit and cabin.

I reach overhead and, extending three fingers, shut off both generators and the battery. Then we turn off individually all electrical devices. Now I throw a switch and the battery comes back on. With no smoke, it's the generators on, one at a time. We continue this drill until we discover the culprit. It's one of the inverters. We select the standby, and all is well.

Fast forward a couple dozen years, and I'm reading how everyone is thrilled with the new and modern, computer controlled, piston engine ignition systems. The ones which are not self-contained. The ones which require an external source of electrical energy. The ones which depend on the alternator. The ones which, should the only alternator fail, become dependent on the battery. The battery which had all it could do to start that stiff and reluctant engine this cold winter night, just before the airplane launched into the low overcast. The overcast which could not be seen due to the reduced visibility in snow and fog.

In some cases, these marvelous systems - they really do enhance both engine performance and fuel economy - have replaced both old fashioned magnetos. Now, I'm not overly fond of magnetos - I've had my share of troubles with these ancients. However, if I were to replace mine, I'd want something which could stand alone. Two of them. Completely independent one from the other. Neither one dependent on the alternator and/or battery. Perhaps something like what my lawnmower has, a capacitor-discharge system.

Everything made by man can and will eventually fail. In the event of an electrical system malfunction, I want to be able to turn off the alternator (or generator) AND the battery without having the motor quit.

That is, if my Champ had a generator and battery.

## Tommy Martin Memorial Fly-in

Over 100 aircraft showed up for the 26th annual Tommy Martin Memorial Fly-in breakfast on Sept. 12. Tommy was born on Sept 9, 1919 and opened the field in 1958. His son Gene now operates the field with the assistance of his sons and grandchildren. Martin Field was the scene where old met new. Both were well received by the crowd of pilots and onlookers who were there to see airplanes, eat breakfast and have a good time.



**Stearmans Flying Formation**

There were a total of three Stearmans in place with two of them in almost identical colors from Spokane, WA. Not shown is Jim Miller's Stearman, now being hangared at Martin Field.

John Link flew his LanceAir in from Minneapolis, MN. Coincidentally, John learned to fly at Martin Field and felt this would be



**John Link and His LanceAir**

a good time to return with his new airplane.

Transportation from the flight line to breakfast for pilots and passengers was in one of three vehicles; a Ford Model T Touring Car, a Model A or a

Hawkeye truck wrecker. Everyone seemed to enjoy seeing the vintage automobiles and getting the free ride in them.

Pictures courtesy of Gene Martin, Jolene Stevens and Mauck Photo. Excerpts from an article by Jolene Stevens in the Dakota County Star.



**Model T Ford With Pilots**



*Plattsmouth Fly-in*

*Continued From Page 1*

aa.little over a year ago and as you can see it has a great paint scheme with outstanding workmanship.

Other interesting aircraft that arrived that day included Mike Howard from Millard flying Young Eagle Tyler Abott of Omaha in his beautifully painted and built RV6.



Mike Howard with Young Eagle, Tyler Abott



Rick and Nancy Jacobsen and 1957 Piper Pacer

Rick and Nancy Jacobsen from Omaha showed up in their 1991 Sun "n" Fun Grand Champion 1957 Piper Pacer, which had been converted from a tricycle gear to a tailwheel. The aircraft went from the factory to Jamaica, wound up in Florida and now resides at

Scribner State Airfield just north of Omaha.

Not to be left out of the story were two homebuilt Challenger ultralights owned by Dean Cox and Jim Duke, both of Plattsmouth. Dean's aircraft has a 32 foot wing span allowing it to land at 28mph.

He hopes to put it on floats and do some water landing activity. Jim's aircraft is almost identical to Deans with the exception of a shorter 26 foot



L to R: Dean Cox and Jim Duke's Homebuilt Challengers

wingspan which requires a 35mph landing speed.

It was a great Fly-in breakfast and a wonderful opportunity to see some beautiful aircraft. Let's do it again in the summer of '05.

# Falls City Fly-in

**By George Ketner, Photos by Natural-Beauty Photography**

Once again Darrin Schawang organized, and the Falls City Rural Fire Department served, a great breakfast at a bang-up fly-in at Brenner Field Sunday, August 15<sup>th</sup>. The Boy Scouts from Troop 7 counted 42 aircraft and Darrel Rannebeck's visitor log counted over 400 persons were served breakfast. Breakfast was different this year. The firemen added scrambled eggs containing ground sausage to the usual menu of pancakes and ham, coffee, milk and OJ. Numerous visitors from Falls City and fly-in pilots said this was one of the best breakfasts they have attended.

It all started late Saturday afternoon when Danni Montgomery and her dad, Michael, brought their golf cart so Danni could help park the 42 aircraft. Then the firemen came and started unload-

ing their material. Michael said, " I think these guys have done this before".

At 530 am Sunday, the hanger door opened and in came the cold air and food. By 630 am the griddles were hot, the coffee ready and Kent Dorste was our first aircraft from Auburn. Kent and wife Judy, displayed

numeros handcrafted airplanes and other items for sale. By 730 am Danni arrived



**Breakfast Line Inside the Hangar**

dressed in shorts and a long sleeved shirt. I noticed later in the morning Danni had wrapped her legs in a blanket. Must have been cold out there on the tarmac. I didn't notice as I was inside visiting.

Also present was Inez Kennedy from the Columbus Flight Service Center who visited with many of the pilots explaining the services available to the pilots. Hal, from Express Flight of St. Joe, brought one of Clark Hampton's charter aircraft for public inspection. One of the medivac crews from St. Joseph brought one of their choppers for people to look over inside and out, thanks to the efforts of Kim Schawang.

By noon on Sunday the breakfast was over, equipment packed, the syrup cleaned from the hanger floor and the resident aircraft returned to their spot in the main hanger. Thanks to Dave Doerr, Kim, Darrin & Willie Schawang, Chris Wegner, Philip Chaffee, and others too numerous to list.

## New Pilots and Certificates

### PRIVATE

- Calvin Jones – Papillion
- Raymond Kisinger - Palisade
- Scott Harms – 93Y
- James Foster – OMA
- William Swett – OMA
- Larry Courtngae – OMA
- Brandon Sprague – OFF
- Richard Gass – OMA
- Marques Morris – Bellevue
- Patricia Gauthier – Papillion
- Matthew New – Nehawka
- John Haugen – LBF
- Euclid Desouza – OMA
- Megan Robertson - HSI

- Shane Wilson – K46
- Jeffrey Dannehl – Bertrand
- Steven Sherwood - St Edwards
- Mark Payne – OMA
- Karly Kolden – PMV
- Thomas Lobdell – LNK
- Brendan Wier – OFF
- Alisandra Delcore – OMA
- James Foley – Gretna
- Rodney Meeler – Papillion
- William Tucker – Bellevue
- Kayleen Amerson – Papillion
- Sherry Fisher – BFF



### INSTRUMENT

- John Anderson – Bellevue
- Brent Wiese – PMV
- Brian Devoss – CBF
- Rick Summers – SNY
- Arthur McArthur – LNK
- Matthew Saunders – CBF

- Alfredo Rivera – Bellevue
- Lucas Stritt – Indianola
- Arnold Robinson – OMA
- Nicholas Potter – Gretna
- Jared Reibold – Papillion

### MULTI ENGINE

- Martin Peterson - OMA
- ATP
- George Pfeiffer - SWT

### FLIGHT INSTRUCTOR

- Robert Moser – OMA (SE, ME, Instrument, Glider)
- Matthew Wright – OMA(Instrument)
- Andrew Schmidt – OMA(Instrument)
- Michael Henry – 93Y (ME)
- Ryan McGrail – Papillion (Instrument)

- Robb Burbach – OLU (ME)
- Terrence Kenefick – OMA(Instrument)
- Timothy Gerber – Bellevue (SE)
- William Post – OMA (SE)
- Levi Gray – Harrison (SE)

# PIREPS

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## Nebraska Aviation Symposium and Maintenance Seminar

**Jan 26-29 Kearney (EAR)** The annual Nebraska Aviation Symposium (Jan 26-27) and Maintenance Seminar (Jan 28-29) will be held at the Kearney Holiday Inn.

Wednesday evening NAC Meeting and a FAA Pilot Safety Meeting. Thursday, Registration, opening speaker MGen Mark Musick, NE Air National Guard, also registration and "Breakout" sessions which include: Designated Pilot Examiner session (for all pilots) with Lee Svoboda, Terry Gibbs, Burt Ageson and Fred Meier, Garmin Avionics, Duncan Aviation, Sport Pilot Standards, Airmen Medical Certificates, FAR Part 135 Meeting, Remote Aerial Sensing, Airport Environmental concerns, Part 77 Airspace and Zoning issues, and NE Assoc of Airport Officials meeting.

The Thursday luncheon speaker will be Jim Wark. In 1999, he flew the Lewis and Clark Trail from near St. Louis, MO to Fort Clatsop on the Pacific Coast. Through slide images and anecdotes he will share his dream of retracing the steps of the Lewis and Clark "Corps of Discovery" in his airplane.

Featured guest speaker at the Thursday evening banquet will be Cliff Robertson, pilot, actor, producer, writer and star of movies and television. He was personally chosen by President John F. Kennedy to portray a World War II, US Navy Lieutenant Kennedy

in "PT 109", a 1963 movie. He appeared most recently in the 2002 movie "Spiderman" as Uncle Ben. He was also the first President of the EAA Young Eagle program.

On Friday and Saturday, the Maintenance Seminar will have numerous presentations. Maintenance personnel may renew their Inspector Authorization (IA) by attending. The Friday Maintenance Seminar banquet guest speaker will be Paul Schlien, Ph.D., "Apollo, A Nuts and Bolt Prospective".

For those of you wishing to attend the Symposium and/or Maintenance Seminar (Early Registration \$65 for either or both for \$100). After Jan 17th, \$85 for either or both for \$120). Send your check to **NE Aviation Council, PO Box 80292, Lincoln, NE 68501**. For Exhibitor information contact Diana Smith 402-223-5349. This promises to be an outstanding event.

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## Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 8-10am. Free to PIC.
- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 730-1030am.
- Lincoln FSDO Aviation Safety Meetings scheduled to begin 7pm local time at the airport for the named city:
  - Dec 1 - Tekamah
  - Dec 8 - O'Neill

For additional information contact Larry G. Becherer, SPM (402) 458-7817 or see [www.faasafety.gov](http://www.faasafety.gov).