

PIREPS

A bi-monthly newsletter for Nebraska pilots and Aviation Enthusiasts



Encourage and Facilitate the Development and Use of Aviation in Nebraska

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State Fly-In at Kearney



From the Left: Keith Harbour and Zach Miller

After breakfast, we began making our way around to see some of the other airplanes that had flown in. Parked right in front of the FBO were two CJ-6B Nanchang's and a BT-13. As I was looking at them, I struck up a conversation with Keith Harbour, who just happened to own and fly one of the CJ-6's. He later mentioned he, Kurt Muhle, and Jeff Krings were planning on flying a



From the Right: Kurt Muhle and Doug Vap

few formation passes for the crowd. Keith was kind enough to invite Aeronautics Commissioners Dorothy Anderson and Doug Vap, and myself, to ride along with them.

We all sat down and had a preflight briefing as to what maneuvers we were going to fly. After the briefing we walked to our respective airplanes and suited up for flight. Keith explained to me how to use the parachute, "in case I needed it," and into the plane we went. Once



Ready for Take-off

Keith completed some checklists, he cranked over the engine and the roar of the 285 horsepower radial came alive. We then taxied out, one by one for runway 36. Stopping short of the runway we performed the engine runs and taxied into position.

Kearney, NE was chosen to host the 2010 annual State Fly-In. Jim Lynaugh chose the date (October 2), which turned out to be an excellent choice. The weather was great, calm wind, cool air and lots of sunshine, with 40 airplanes which flew in for the festivities.

Col. Bob Todd and I started our morning at the Millard airport as we jumped into one of the Civil Air Patrols Cessna 182's and made our way out to Kearney. Once we landed, I could tell we were both thinking the same thing; let's eat!



From the Left: Jeff Krings and Dorothy Anderson

First to blast off was Kurt and Doug in the BT-13, up next was Jeff and Dorothy in the CJ-6, and then Keith and I. Once we were airborne Keith explained



Jeff Krings ready to taxi in his CJ-6B

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“Winter Time Blues”

Feeling sorry for yourself? It's cold outside and you haven't flown your aircraft in a few weeks but you know what?? There's a lot you can do concerning aviation this winter and it won't cause you to have those winter time blues!

There are still two fly-in breakfasts every month which you can attend; York the 1st Saturday of each month and Crete on the 3rd Saturday of each month. I've heard you can special order your eggs and pancakes!

Let's go to Kearney the end of January for the 19th annual NE Aviation Symposium. Sounds like a lot of fun doesn't it? On January 26th there's an event from 1-4:30pm for Airports and Engineers on Airport Surveying and GIS; that evening a Pilot Safety Meeting and a Pinch Hitter course for the non-pilot. Thursday morning starts out with guest speakers Henry Ogrodzinski - NASAO President, Joe Miniace - FAA Central Region Administrator, and Jim Anderson - FAA Airports Division Manager. Retired MG Mark Musick is going to talk about the "Secret Life of Howard Hughes", there is speculation he didn't die in that Las Vegas hotel! Breakout sessions all day long with luncheon entertainment by the AVI8ORS ensemble. During the evening banquet guest speaker Rod Machado, famous aviator and writer, will be talking about "Mach 2 With Rod Machado". Did I mention there's lots of food! Many presentations will be given out as well. Friday and Saturday is the Aircraft Maintenance Seminar for renewal of the Inspector Authorization. Rod Machado will also be speaking at their banquet.

What will you do in February? The aerial applicators have their annual convention in North Platte this year at the Sandhills Convention Center, February 21-23. About 75 aerial applicators meet each year to recertify with lots of great speakers and of course good food.

Okay, now I've given you some ideas about what to do this winter, so are you going to sit home by the fireplace or are you going to get out among "them" and shake off those winter time blues?

Here's wishing you and yours a very Merry Christmas and a happy New Year.



Ronnie Mitchell
Director, NE Dept of
Aeronautics

Hat and Tennis

By Scott Stuart

I just had a wonderful trip to the left coast! The weather was perfect the entire 17 hours aloft; a total of only 10 minutes in IFR conditions! Hey, a person trains and keeps current, so in return he/she should have some fun! All training and no fun makes Scott a dull boy, right?

When I travel I wear a bright red ballcap with Nebraska written on the front. You would be surprised at what a good conversation starter it is, especially out west where they still think we drive on dirt roads under attack from the Sioux Indians. Once the cat is out of the bag, that I am really from Nebraska and I actually flew my own plane "all that way", the fun begins. Old perceptions die, and new ones are made of not only our state but of the people who live here. I try to be a good travel ambassador when I travel, both here and elsewhere, as perception is everything.

Last week I was at the tennis courts up in Longville, and about the time we were to begin, we all saw a Tiger come racing into the airport pattern. He was going as fast as the wind blows, made a good crosswind, then sharp/steep turns to downwind, base and final. Since my playing companions know me better as a pilot than tennis player, I was quizzed about the approach. They were frightened by the Tiger's approach. I had little doubt the Tiger was under control, I know the pilot who was from KBRD, but, the perception was that his approach was unsafe. Once again, perception is everything to those who question the safety of "little planes."

There is no magic to safe flying, just training and experience. We crash too often, we being general aviation. Note the airlines, they may charge us for our baggage now, but they have a stellar safety record. They are pros! Emulate them, I say. Piece of cake, do everything by the book, hold yourself to the highest standard of excellence. Standard rate turns work for them, they will work for you and place no concern in the hearts of passengers or folks looking on from the ground.

Yesterday, near KMSP, a small plane went down. It hit power lines and crashed. Hmmmm, wonder what he was doing down so low? Can you spell buzzing? Dumb stuff hurts people and the image of our passion. I am surely no professional pilot, I have only a private license, but that does not mean we all cannot aspire to fly like a professional, and behave as one as well.

There is no magic to safe flight, but there is plenty of negative perception we can erase with our positive and repetitive safe flights. I say go get a fine Nebraska hat and have some fun, you have earned it just for reading my stories. Every stop you make out of state you will further foster the image and perception of



Scott Stuart

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A Biennial Flight Review

By Tom Gribble



Tom Gribble

The CFI asked for steep Turns, a Chandelle or two, and some Lazy Eights. Then, about 45 minutes into the BFR, he told me to head to the airport.

We were on the forty-five to downwind and just a couple miles from the field when he said, "How about a Ten-Eighty Overhead Approach." Ten-eighties, although not required, were a part of a student's training in the 1960's, but seem now to be a

forgotten maneuver.

For the aeronautically young who may not have experienced it, a ten-eighty is a power-off approach to a landing that includes three 360 degree turns (1,080 degrees total) over the touchdown spot. For our example we'll presume runway 9 is in use with a wind from the south.

An approach to the landing runway is made parallel to the upwind leg and a little to the right of the centerline. In our case that would be on a heading of 090 degrees plus whatever crab angle is required due to the south wind. Abeam the numbers the power is reduced to idle and a left turn is begun.

The bank angle will be continuously variable so as to remain at an equal distance from the numbers, the intended landing spot. In our example, the steepest bank angle will be abeam the numbers on the downwind side of the runway, and the shallowest will be abeam the numbers on the upwind leg. Two complete 360 degree turns are made first.

At the 135 degree point in the third turn, the pilot must fly a straight course at 45 degree away from the runway on an otherwise downwind leg to this is done so as to position the aircraft on the extended runway centerline following the next turn, which will be 225 degrees, plus or minus the wind. Done properly, the aircraft will roll out on final and a smooth power-off landing will result.

Yes, Sir, that is how it's done. I wish I'd remembered that on the day of my BFR.

By the time I pulled fragments of the maneuver from the depths of memory I was on the downwind leg. And, that is from where I began the 10-80.

My next mistake was forgetting to rollout onto that straight leg after 135 degree of turn during the third circle. This put me back on the upwind leg, quite low, and abeam the numbers rather than on final. So, with a needed burst of power, I continued the turn another 45 degrees, then, when over the runway and well beyond the numbers, reversed the turn by 45 degrees and landed.

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Winter Flying Procedures

By Lee Svoboda



Lee Svoboda

Just as a reminder for you instructors, winter is not far away; or by the time you read this, winter may be here and if the applicant cannot start the aircraft, the test will be unsatisfactory. So it behooves you to make sure your applicant is knowledgeable and proficient in operating the aircraft in the cold weather conditions found in our great state of Nebraska. This includes but is not limited to preheat considerations, priming procedures, airframe ice and frost removal procedures, operating off runways contaminated with snow and ice, etc. It is knowledge and experience that they must have in order to safely operate aircraft in the Midwest or any other cold winter region.

The most recent test failures reflected a lack of knowledge and judgment. Knowledge tasks found unsatisfactory were the National Airspace System and Principles of Flight with an engine inoperative on a multiengine airplane. The judgment failure demonstrated poor Aeronautical Decision Making (ADM) and Risk Management, in that an applicant elected to fly in a crosswind that he was not able to handle. He failed and the examiner got a few more gray hairs.

Another task that could stand a bit of tuning is the spin awareness task. The following text of questions and answers is kind of how the discussion goes during the ground portion of the test.

Examiner (E), what is the best way to avoid spins?

Applicant (A), hopefully answers, do not stall the aircraft.

E—Correct, NO STALL NO SPIN. However, for certification, you will have to stall the aircraft in order to demonstrate stall recognition and recovery. So since you have to stall the aircraft, now what is the best way to avoid a spin?

A—Most of the time I get, "keep the aircraft coordinated".

E—What does that mean?

A—Keep the ball in the middle.

E—What does that mean?

A---??????????????

E—Okay, what wing is the pitot tube on?

A—In most cases I get, "on the left wing". (If it is on the left wing).

E—So what you are reading on the airspeed indicator is the speed of the LEFT wing, right?

A—yes.

E—How can you tell if the RIGHT wing is going the same speed?

A---??????????

E—There is a "SAME WING SPEED INDICATOR IN THE

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Continued From Front Page, "State Fly-In"

how he was picking out a intercept line to join up with the other two airplanes. We were going to be number three behind our lead, Kurt and Doug, Jeff and Dorothy would be number two, off of our left wing. I have to admit I was a little confused as to what was about to happen. It looked as if we were just going to keep Jeff and Dorothy on our right wing until, we scooted below, just behind Jeff, and bang, we were right in formation. Lead turned us to the south and then to the east, we then circled the airport and came down in formation for a low pass over the runway, smoke on! I knew right away when Keith turned it on



My view of the formation



Smoke on

because the cabin filled with billowy white smoke. A few seconds later Keith said, "Oh, and the airplane gets a little smoke in the cabin."

After the low pass we flew out

to the south and Keith talked me through how we were going to enter and fly different formations as he later demonstrated so perfectly. We broke formation and played a game of follow the leader, Keith and I were the leaders. Keith put us in a 60 to 70 degree nose up climb and then rolled us into a 90 degree turn to the right while dropping the nose. On the downhill slide we gained airspeed, leveled the nose for a few seconds, pitched to about 20 degrees nose up and rolled the airplane 360 degrees. Once we were upright again we banked to the left and headed for home. We joined up with the other two birds and made



Stacked up



A view from Keith's office

for a few seconds, pitched to about 20 degrees nose up and rolled the airplane 360 degrees. Once we were upright again we banked to the left and headed for home. We joined up with the other two birds and made



This picture sums up how much fun the flight really was

a low echelon pass over the runway, then broke out of formation again and came in for landing. By the way, Keith greased the landing.

I couldn't wipe that cheesy grin off my face.

After the great flying experience was over it was time for more food!

As I sat down to enjoy my lunch I had the pleasure of listening to the Rumbles perform. I noticed the lead guitarist would put on a different hat or a mask for every song they sang, I have to say the Rumbles were quite entertaining and I think they had as good a time as I did.



The Rumbles

Next, Diane Bartels presented the Kearney Municipal Airport and Airport Manager Jim Lynaugh a Charles E. Taylor plaque. Charles E. Taylor built the engine for Orville and

Wibur Wright's airplane, the Wright Flyer. The engine weighed



From the Left: Marcy Meyer, Dorothy Anderson, Jim Lynaugh, Diane Bartels and Doug Vap

170 pounds and produced 12 horsepower. Charles E. Taylor made Kearney, Nebraska his home after being born in Cerro Gordo, Illinois.

This years State Fly-in went off flawlessly; had a great showing with a multitude of activities. Good job Kearney! Thanks to all those who made this year's event happen.

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general aviation safety and Nebraskans. For sure visit the Seiad Valley Cafe and feast on their pancakes the size of a turkey platter! Gear down and locked?



Welland "Doc" Bates Master Mechanic

On Friday October 1, Welland "Doc" Bates was presented with the Charles E. Taylor Master Mechanic award. To qualify for the award a person must be in aviation maintenance for at least 50 years as an accredited mechanic or repairman, and be an FAA-certificated mechanic or repairman for a minimum of 30 years.

Welland Bates was born just north of Omaha on a small farm; he would later learn how to fly and join the U.S. Air Force. Once in the Air Force he worked on B-36's, which were equipped with the Pratt & Whitney R-4360 radial engines. This engine had 28 cylinders, each with dual ignition. That's 56 spark plugs!

Welland demonstrated that he was an elite mechanic while working on many of the Air Force's B-36 fleet. He later became the "go-to" guy at the Blair airport. Many people would call on him for his expert advice for their aviation problems and situations.

Congratulations, Welland, for your achievements and contributions to aviation. People like you help make the aviation industry as good as it is today.

Thank you.

AIRCRAFT"

Sometimes after a long pause, I will get the following,

A—The ball portion of the turn coordinator.

E—That is correct, so now could we say keeping the aircraft coordinated is keeping the wings going the same speed?

A—yes, and that means that both wings should stall at the same time and if that happens the aircraft should not spin.

E—Correct, WOW we finally got to a good answer.

Now if we could just get this message to the pilot that overshoots the turn to final and elects to apply full left rudder in an attempt to pull the nose around and make a landing from the poor approach. Putting the "brakes" on the left wing that way can cause it to stall and from that low an altitude, recovery prior to touching terra firma is questionable. **KEEP THE WINGS FLYING THE SAME SPEED.**



Bruce Belgum Presenting the Charles E. Taylor Master Mechanic Award to Welland "Doc" Bates

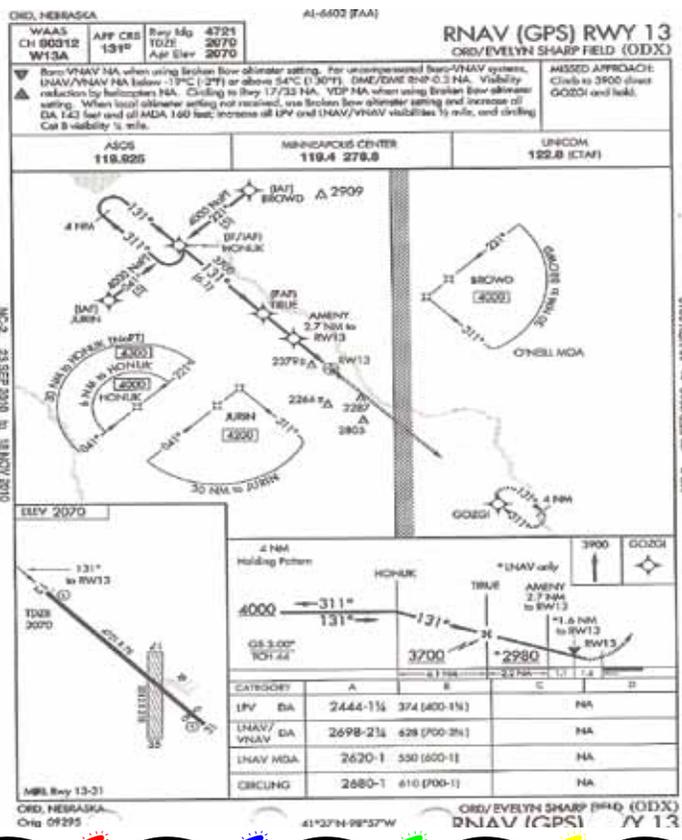
Question Corner

Last issue I asked how procedures would differ while flying a GPS approach, if you noticed the GPS did not sequence from "armed" to "approach" mode after you had passed the final approach fix versus before you had passed the final approach fix? If you are inside the final approach fix then you can continue on the approach. If you are outside the final approach fix then the missed procedure needs to be flown. The reason: The GPS does not scale down from terminal mode to approach mode. Terminal mode scale is one nautical mile and approach mode scale is point three nautical miles.

Now, if you receive a RAIM error message outside the final approach fix you will need to execute the missed approach procedure. The next question would be, how do I fly to the missed approach fix, since the GPS is unusable? Well, you can't. If you were unable to contact ATC you would climb to the missed approach altitude and then start on a heading toward your alternate (if you were cleared to fly that specific approach). Once you are able to contact ATC tell them what the situation is and ask for another approach to your destination airport via another means of navigation.

The main thing to keep in mind is that preflight planning would make these type of situations an almost non-event. Always have a plan.

THE SITUATION: You are flying to Ord/ Evelyn Sharp Field, the weather conditions are IFR, with winds favoring runway 13. The MOA is active from the surface to 25,000 feet. Would you be able to shoot the RNAV (GPS) RWY 13 on an IFR flight plan?



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Learning About Airspace

By John Rued

"A good instructor is always learning," they say, and I believe that to be true. Take airspace. Airspace is one of the more difficult subjects for a student to master: equipment, clearances, and weather conditions can restrict airspace operations. Fortunately, we in the eastern Nebraska region have an outstanding availability of controlled airspace with which to experience these restrictions and gain some practical knowledge in the process: Congested "Charlie" and "Delta" in the immediate locale, the busy "Bravo" just south of us, and the everywhere-else "Echo."



John Rued

But what about uncontrolled "Golf" airspace? It gets little respect. Heck, it doesn't even have a mnemonic! I'll be honest; I haven't done much with it except use it as an opportunity to warn my students to the dangers of unregulated flying. Specifically, the "cowboys" who lived in "Golf:" 1) didn't talk; 2) flew non-standard patterns; and 3) ran scud, and were—to me—accidents waiting to happen. I used "Golf" just as the Brothers' Grimm used dark forests—to be avoided at one's peril. By downplaying the attractiveness of unregulated flying, I was ensuring student survival.

That was then.

Recently, I was plying the very restrictive trade of monitoring a fellow pilot, "Leo," in his quest for instrument proficiency. Upon our return from a very challenging day in St Jo's "Delta" airspace, I was presented an epiphanic opportunity. "John," Leo said. "We're over Sidney [Iowa]. Let me show you some of the local farm strips."

I accepted the deal. Off came the foggles and, in return, Leo showed me some very intriguing swaths of turf cut into the surrounding corn. Leo pointed at the ground: "That guy owns a Carbon Cub. That guy owns a Four-Oh-Two. And that guy flies a Cessna One-Seventy." Three fields all within a mile of each other. And then there is Old Man Golden (and his One-Fifty -Two)—just to the west—upon whose strip I learned to three-point the Champ. And a guy named Lormer (and his Super Cub)—about four miles north—who lives on a field where you can land or takeoff in pretty much any direction.

"Do they like visitors?" I asked, intrigued with the idea of flying into a "non-public use" strip of grass. "I tell you what, John," Leo replied. "I'll talk to these guys and see if we can set something up."

And Leo did. For the following Sunday with a friend of his named "Greg," I was to meet Leo at Greg's place, a sloped runway with a distinct dogleg situated on top of the bluffs. From there, we would venture to the other strips and spend the day visiting

with these "back woods" flyers.

Sunday arrived and it looked to be a perfect day of flying. I launched out of Oak Tree with the Champ in tow and headed south. It looked like I was making very good time as I was keeping pace with a long line of bikers travelling on the "L" road that traced the base of the bluffs. Yep, very good time indeed.

I found Greg's bent runway and proceeded to set up for a standard 800-foot left pattern to land into the wind—which also happened to be the direction of a dramatic upslope. I went around and set up for an opposite direction—albeit slightly downwind—down-sloped landing...followed by an inclined up-taxi across an active driveway. I ended with a pirouette in front of Greg's impressive hangar.

Greg was a very personable entrepreneur who made his money inventing things. He made enough to invent a veritable living paradise—which is what he named his airport: Paradise. Greg had more than just a hangar and runway; he had the Carbon Cub. An awesome airplane, it looks just like a Super Cub until you notice that there is no trussed framework visible through taut fabric. Because on the Carbon Cub, there is no trussed framework. Nor fabric. It is a perfectly smooth, perfectly finished airplane.

After a short visit, Leo and I took off over the bluffs to visit Old Man Golden—well, his son, really, as the elder Golden had "gone west" a few years earlier—whose beautiful house and hangar is separated from the runway by a public "L" road running along the base of the bluffs. The runway itself is situated in a bean field and is short—and narrow. Narrower than I remembered, anyway. But we managed to put the Champ down, and taxied up to—but not across—the public road where we shut her down. It was there that I realized it hadn't been me making good time on the trip down to Sidney. It was the bikers on that public "L" road. Or, more accurately, the bicyclists.

After a short visit, wherein Young Man Golden apologized for his son inadvertently narrowing the runway with his over-zealous soybean seeding, we



paid our respects and prepared for departure. This meant a one-eighty on the "L" road—making sure we were clear of all those ridiculously fast cyclists. Then another crossing of the bluffs. Followed by another downwind landing. Then another climbing taxi. Then another pirouette. This time, Greg wasn't there to greet us. At least not in the conventional way.

You see, the mighty Champ had enticed Greg to fire up the Carbon Cub and do what up-engined pieces of plastic do so well. Fly. And fly Greg did—with a very impressive display of Cub-flying prowess. Eventually he landed and pulled up next to us.

Leo had to leave. But I didn't. Especially when Greg offered

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Tired?

By Arlin Pops

We have all been in a situation where we feel too tired to complete the task at hand, whether it be driving or flying. The situation that comes to your mind may be one of those, "I will never do that again" situations.

First, what is the definition of fatigue? To sum up a long definition, it basically is a feeling of weariness or tiredness that can decrease awareness, capacity to handle workload, and the ability to function normally. Two major factors contributing to fatigue are, loss of sleep and a change in circadian rhythm.

Studies have shown if a person loses two hours of sleep from their regular cycle they lose performance and alertness. The effects are compounded when sleep loss is accumulated over consecutive periods. Changes in circadian rhythm can have the same effects as sleep loss, when the body does not have ample amount of time to adjust to the shift.

Symptoms of fatigue can be different for each person, but signs to look out for are: Lack of organized thoughts; eyesight going in and out of focus; continuous yawning; loss of short-term memory; and having a hard time with routine procedures, to name a few. These symptoms have a significant effect on a person's ability to control an aircraft safely.

Pilots who fly for a living routinely have schedules that start at different times of the day and do not have a so-called "set schedule." Therefore, professional pilots are prone to experience the two main factors which cause fatigue. On the other side of the coin, pilots who do not fly for a living can experience the same type of issues. It can be as simple as having a long work week full of stress and then taking the family on a vacation for the weekend. Throughout the week your body would be losing out on much-needed sleep and when you get to the controls of your airplane you would effectively



Sen. Frank Lautenberg at a Senate meeting for pilot fatigue issues. The sign in the background is a quote from a pilot, it states... "I have been doing everything in my power to stay awake. Coffee, gum, candy. But as we entered one of the most critical phases of flight, I had been up for 20 straight hours."

Photo Courtesy of Mark Wilson/Getty Images North America

be fatigued.

The FAA and the NTSB have, of late, stepped in to change the duty regulations to alleviate some of the fatigue issues in aviation. There have been many meetings in Congress to change the current

duty rules, but ultimately it will be up to the pilot to recognize the onset of fatigue.

Being able to recognize the symptoms of fatigue in its early stages is key to maintaining maximum alertness while at the controls of an aircraft, whether you fly for a living or just fly for fun.

Continued From Page 3, "Flight Review"

Or crashed. I dropped it in from about 20 feet. The Champ's "No Bounce Landing Gear" saved the day. I told the Instructor I'd try again. He thought that might be a good idea. I flew a considerable distance straight-out after take-off so as to gain more altitude for the next attempt.

Once again I entered from the downwind. Once again I added the extra 180 degrees of turn. Once again it put me too low. Once again I added power. Once again I forgot to rollout at the 135 degree point in the third turn. Once again I continued another 45 degrees. Once again a 45 degree reversal was required. Once again a crash landing ensued. Once again the No Bounce Landing Gear saved the day.

I told the Instructor I'd try one more time. He thought that might be a bad idea.

That extra 180 degree turned the 10-80 into a 12-60, and the two 45 degree turns made it a 13-50. That's an extra 270 degrees of turning. No wonder I needed to add considerable power into the third turn.

Hey! I've got an excuse! I had not done Ten-Eighty Overheads, nor even thought of them, in nearly half a century.

Continued From Page 6, "Learning About Airspace"

me a chance to visit the remaining Sidney strips in his Cub. I had to stay. Really, I had to...

Greg was kind enough to let me fly the Cub with just enough instruction to keep me safe: "You won't have time to look at the airspeed indicator. Advance the power, push forward on the stick, then pull back." In the Champ, you had a little bit of time to watch the world pass by. Not so in the Carbon Cub. The thing accelerated and climbed like von Richtofen's proverbial monkey (the Fokker DR.1).

The rest of the afternoon was spent shooting landings in the plastic rocket and visiting with the local pilots. And learning that there is nothing wrong with a five-hundred foot pattern. Or a right-hand pattern. Or never leaving the vertical limits of "Golf" airspace. Greg described this to me as "backwoods" flying. I won't lie; I was hooked.

So lest you think I have been subverted by a bunch of Iowan "cowboys," let me stress that these guys are not those guys. Sure, they know how to have fun...but they know their airplanes, their fields, and their operating environments—going so far as to have a Sidney advisory frequency (123.45). Greg—and the rest of the guys who fly out of the "Sidney 5"—are adamant about being safe.

So the next time you think about looking down on "Golf" airspace, look closer. You might just see me—and I'll be looking up! You want me to teach you about "Golf" airspace? "God's Golf?" How 'bout I just show you!

PIREPS

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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](https://oeaaa.faa.gov). Go to light outage reporting- under "Information Resources." Or call 1-877-487-6867.
- Jan 26-29 Kearney, Nebraska Aviation Symposium, see Directors Column.
- June 4, 2011, Scottsbluff Airport- Annual State Fly-in. Bring your family and friends, they won't want to miss out on the fun!
- All of the above are great opportunities to meet people and do some "hangar flying." Everyone is welcome!

2010 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 Regional Airport, Kearney Regional Airport, Lincoln Municipal Airport, Omaha Eppley Airfield and Scottsbluff Western Nebraska Regional Airport. The second category includes all others.

Remember Grand Island and Aurora airports will not be eligible this year, since they were awarded for 2009. 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, 2011.

The Open Canopy of Quotes

- Flying a plane is no different from riding a bicycle. It's just a lot harder to put baseball cards in the spokes.
-Captain Rex Kramer, in the movie 'Airplane.'
- Now I know what a dog feels like watching TV.
-A DC-9 captain trainee attempting to check out on the 'glass cockpit' A-320.
-A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asks, "What was your last known position?" The reply:
"When I was number one for takeoff".
-Anonymous.
- United hired gentlemen with the expectation of training them to become pilots; Northwest hired pilots hoping to train them to become gentlemen. To date, despite their best efforts, neither carrier can be considered successful.
-Ed Thompson
- A military aircraft had gear problems on landing, and as the plane was skidding down the tarmac the tower controller asked if they needed assistance. From the plane came a laconic southern voice:
Dunno - we ain't done crashin' yet.
-Anonymous