

# PIREPS

A bi-monthly newsletter for Nebraska pilots and Aviation Enthusiasts



Encourage and Facilitate the Development and Use of Aviation in Nebraska

## PIREPS

### Dec/Jan 2011/12

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## Bill Lyon Retires

“The search for an Aviation Services Representative and PIREPS editor ended on the first of November with the hiring of William W. Lyon to fill that position.” The year was 1969, and it was the beginning career of a Nebraska aviation icon.

Bill Lyon came to Lincoln from his home in Shelbyville, Illinois, on a promise from an Air Force recruiter that he could attend Air Force pilot training. The word is that Bill is still looking for that recruiter. However, Bill’s goal of becoming a pilot was to take a different route when he started flying lessons with Lincoln Aviation Institute, earning his Private Pilot Certificate prior to separating from the Air Force. The next two years would be busy with Bill graduating from A & P School and earning his Instrument, Multi-engine, Helicopter and Instructor ratings as he rapidly earned the reputation of being the consummate flight instructor.

When Bill Lyon joined the Department in 1969, having a VOR approach was wonderful;

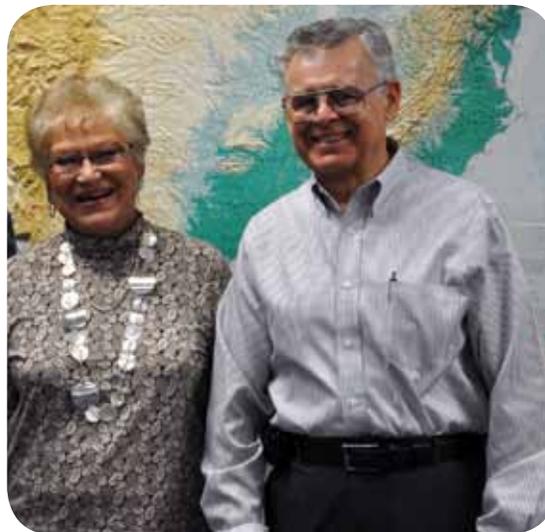


Bill Lyon in 1969



From the Left: Bill Lyon, Floyd Wilkinson, Gary Klein and Harold Maus in 1971

ILS was a luxury; few aircraft had transponders—let alone mode C; and ADF was used for much more than radio entertainment. In these last 40 years, Bill’s quiet professionalism has impacted nearly all facets of aviation in Nebraska. He has been on the cutting edge of new technology such as GPS/WAAS approaches and improved automated weather reporting systems. He has been instrumental in upgrading our airports. He has been editor, teacher, counselor, and supervisor. His accomplishments have been recognized by the National Business Aircraft Association, the National Association of State Aviation Officials, University Presidents,



Soni Stone, Flight Scheduler and Bill Lyon in 2011

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## Changes

By Ronnie Mitchell

You probably noticed the front page article about Bill Lyon retiring. Bill is one of those rare individuals who has worked for this Department 37 continuous years. I first met Bill during August, 2002, when I applied for a pilot position with the Department; Bill was soon to be my new boss. It's amazing how some things change but Bill has always been the one person who performs admirably every day, without complaint, and gets the job done! A true professional. All of us will miss Bill at the workplace but perhaps he'll still come by to visit and let us know how much he is enjoying retirement.



**Ronnie Mitchell**  
Director, NE Dept of  
Aeronautics

Thanksgiving is past and Christmas is just around the corner. Days are getting shorter and change is in the air! Now is the time to plan on attending the 20th Anniversary of the NAC Aviation Symposium at the Holiday Inn, Kearney, NE. It's January 25-28, beginning with events on Wednesday the 25th to include a 7pm pilot safety meeting. Thursday morning opens with guest speaker Christa Fornarotto who serves as the Federal Aviation Administration's Associate Administrator for Airports. This is "the person" who knows what's going on in Washington D.C. when it comes to airports across the nation. C. Edward Young, KDOT Director of Aviation, will be presenting "Strategic Airport Marketing: The Six Day Plan." FAA Central Region Administrator, Joe Miniace will also be speaking and the FAA Central Region Airports Division will be well represented by Jim Johnson, Manager Airports Division, and members of his staff. It's an informative four days of guest speakers talking about the latest in aviation news, and also with Maintenance Technicians updating their Inspector Authorizations on Friday and Saturday.

Don't miss out and perhaps you'll see some good changes! Hope to see you there!

## 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 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](http://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, 2012.

## Papa's Little Dividend

By Scott Stuart

OK, haul out the serious memory lifting apparatus. Got it? Remember the movie from 1951 entitled Papa's Little Dividend? Spencer Tracy and Elizabeth Taylor? Elderly male fosters a baby and you can let your mind go from there, and/or go to Google and learn more. Netflix anyone?

Where is he going with this? Is he nuts? Some might say so for sure, and they might be right! Still, on a recent flight from XVG to LNK I was pondering flight, and the plane. Planes cost money, and generally plenty of it to keep them fresh and flying safely. Where does



**Scott Stuart**

that money come from? In my case, most of it comes from dividends paid by big companies. About every three months in the mail I earn a trip to the bank. A good thing! But, I can receive a dividend ANYTIME I choose to go flying for fun, for travel, or for training.

Think about it. Some pay big bucks for golf clubs, and the clubs themselves; some for tennis; how about scuba diving? Horse competitions? Boats? Life in general. We all choose how to spend our time and money, freely, except for Uncle Sam's cut of course, and you and I have chosen to FLY, and isn't it glorious! Yes, we spend money to do it, but do we not receive a dividend of sorts from every flight? I sure do!

Eleven hours by car from XVG to LNK, or 2:20 in the Beech. I used more gas by 20 gallons, but I received the gift/dividend of flight. It is about the quality of life. Whether it is golf, planes, horses, cars, whatever, we extract pleasure and utility from our life choices. We have chosen planes and Amen to that!

Some dividends are more apparent than others, of course. Money in the mail is green, and I can actually touch it. Flight, not so much. Training, don't even go there! Never my idea of a good time, time spent with my friendly CFII, but guess what? The biggest dividend of all is knowing that we are safe, current, and as Ron always says: Good to go. You will never outspend the dividend of safe flight; you cannot. We cannot. We must not. To be well schooled in your primary aircraft is to be awarded the greatest dividends one can achieve: Freedom and Life.

So, next time you are on the way to the bank with a check from the ABC company, think about it. It fuels your true passion (mine, anyway), and pays you back in ways mortal men/women can only dream about, never grasp, and yet wonder. Flying is great, isn't it! Expensive? I think not for the marvelous value received.

So, there you have it. Another way to look at it, I hope. And, as Mrs. Stuart says to me: What is a day without a good rationalization! I think she is onto something there. Works for me as you have just read! Maybe you, too?

Gear down and locked?



## Sidney Fly-in

By Tom Gribble

Brothers Arvey and Craig Carlson in their Taylorcraft, Paul Phillips in his Kitfox, me in my Champ, and Sherry Fisher in a rented Cherokee all took-off from Scottsbluff an hour or so after sunrise on Saturday, October 22, 2011, headed for Sidney.



Tom Gribble

No, it was not a formation flight; it was more of a straggle gaggle. The T-Craft, Kitfox, and my Champ were being pre-flighted at the same time, but thanks to Craig holding the brakes while I did the propping, N4635E was off first.

Sidney was the destination. A Fly-In breakfast sponsored by the Sidney Campus of the Western Nebraska Community College was the lure. The students (all guys!) cooked up a great breakfast of pancakes, waffles, eggs, bacon, and sausage accompanied by juice and good hot coffee. These soon-to-be maintenance technicians will make great husbands for some lucky gals.

There were several home-built aircraft on the ramp, including a couple of exotic ones, but the two that fascinated me were a pair of Van's RV-10's. Both exhibited outstanding workmanship. N805HL is the work of Dean Sombke and B.M. Bluhm and conforms to VANS plans. N706RV, built and flown by Larry Reiter of Loup City, is truly unique.

So unique that when I described it to Ken Scott of Van's Aircraft, he thought I must be mistaken - that it had to be something other than a Van's RV-10. I told



RV-10 With its Owners

Ken I will send him a photograph, and he can decide whether it is a RV-10 or not. N706RV is the only RV-10 without the signature



RV-10 Without the Gull Wing Doors

gull-wing doors. This airplane has a conventional hinged door on the side, similar to most factory jobs. However, it obviously could not be

an item of mass production; there is just too much attention to detail, and the work is superb.

(I've lost my notes and I'm going from memory. If I've put the wrong owner/builder/pilot names on planes, please forgive me, and drop a note to PIREPS.)

Of the Sidney Fly-Ins I've seen, this one seemed to be the best attended. There were aircraft from Kansas, Colorado, Wyoming, and the far corners of Nebraska. The ramp looked to be full when

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## Apples And Oranges

By Lee Svoboda

Lately I have been running into apples and oranges when it comes to flight planning and aircraft performance. What I am talking about is that most aircraft manufactured prior to 1977 have all their performance charts in statute miles per hour. However, winds aloft are in nautical miles per hour. So here comes the applicant with his cross country navigation log, and guess what, he/she has used winds aloft in nautical miles and then taken the statute miles performance from the aircraft manual and came up STNAT ground speed. Then, when I ask the applicant how the distances were measured, I get various answers; some say statute, and others say nautical. The bottom line to this is that when you are giving instruction in older aircraft, make sure your student understands that he/she must make all the same, no apples and oranges. Either the winds aloft are converted to statute miles per hour, then applied against statute miles per hour performance and that all distances are measured in statute miles; or convert the performance from the POH to nautical miles per hour and then apply it against the nautical miles per hour winds aloft and measure in nautical miles. NO APPLES AND ORANGES.



Lee Svoboda

As you read this I should be in Arizona enjoying the warm temperatures. However, both you and your students will be operating aircraft in the cold winter of good old Nebraska. And that means, you as instructors must make sure your students know how to start and operate aircraft in cold temperatures. When is preheat needed, how much prime is needed, can there be frost on the wings, how will snow affect takeoff and landing performance, and what is the braking action on an ice covered runway? Let me assure you, if your applicant shows up and cannot get the engine started, he/she will not pass the test.

Stay warm, and keep the aircraft warm.

## GRI Fly In

By Mike Olson

The forecast was rain, and rain it did! Even though the weather was not conducive for a Fly In, the community still came out to support their airport with approximately 135 in attendance.

A hearty breakfast, consisting of pancakes, eggs, sausage, coffee, and juice was held in T-Hanger K and prepared by its tenant, Reggie Schmit. The pancake feed was sponsored by the Hall County WWII Hero Committee and donations went towards the Hero Flight that sends veterans to see the World War II Memorial, Arlington Cemetery, and other sites in the nation's capital.

Grand Island's own Junior ROTC, led by Donald McQuown, Lt Col, USAF (Ret), set up a lunch booth and provided hot dogs,

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# Robert D. Lammers

By KNEB Radio Station and Bill Lyon

Bob Lammers, former Chief of Navigational Aids for the Nebraska Department of Aeronautics passed away at his home on October 29, 2011. He was 79 years old.

Bob retired after 28 years of dedicated service to the State. During his years managing NavAids he instituted the Shared Weather Observation Program. "SWOP" was a weather observation program teaming the Department of Aeronautics with FAA, National Weather Service and the local communities to provide hourly weather observations to the flying public. This system served several Nebraska airports



Bob Lammers

for many years until being replaced by the AWOS system. Bob was the kingpin that made the step to have automated weather stations installed at airports in Nebraska. In 1989, when other States were talking about the AWOS, Bob pushed to have weather stations installed in Nebraska. He made it happen.

His many accomplishments included the installation and maintenance of several state-owned VOR's, NDB's, and airport runway lighting systems. His dedication to keeping these facilities up and running is a testament to his deep commitment to the aviation public.

A Celebration of Life service was held at the United Methodist Church in Lewellen with Pastor Ray Weinerman officiating. Masonic rites and Air Force Military Honors were conducted at the church. Services concluded and a private family inurnment was held later in the Pioneer Memorial Cemetery near Blair, Nebraska.

Robert D. Lammers was born on August 9, 1932 in Hooper, Nebraska to Eugene James and Rosa Isabella (May) Lammers.

Bob graduated from Hooper High School in 1949. After graduation, Bob immediately entered into the Air Force. He served for 4 years before being honorably discharged on September 15, 1953.

On October 25, 1953 Bob was united in marriage to Patricia Allen in Blair, Nebraska. To this union 5 children were born: Bob, Candy, Mike, Pat, and Maggie.

Bob and Pat remained in the Blair area, living on a farm for the next 10 years, before moving to Millard, Nebraska. In Millard, Bob attended Radio Engineering Institution (REI). Following their time in Millard the family moved to Kearney where they remained for the next 30 years. In Kearney, he worked as the Chief of Navigational Aids for the Department of Aeronautics. It was also there that he obtained his pilot license.

In 1993, Bob retired from NDA and he and Pat spent the next 5 years traveling in their 5th wheel. Bob and Pat moved to Lewellen,

Nebraska in 1998.

Bob loved fishing, especially catching the salmon in Alaska, caring for his lawn, an occasional round of golf, and visiting with family and friends. He had an excellent sense of humor. Bob will be remembered as a wonderful role model for his children and grandchildren. He would always put his family first and respected his family name.

Bob was a member of the Masonic Lodge #39 of Papillion, Nebraska, and the Lion's Club in Lewellen. In 2008, he was inducted into the Nebraska Aviation Hall Of Fame. He also served as District President of the Mormon Church and helped build 5 new churches in Nebraska.

Bob has attended the United Methodist Church in Lewellen since 1998.

Bob is survived by his wife of 58 years, Patricia; 3 sons, Robert Allen and wife, Marilyn Lammers of Kearney, Michael Gene and wife, Kerri of Chandler, AZ, and Jan Patrick and wife, Cindy of Shenandoah, IA; 2 daughters, Candace and husband, Bryan Niemann of Rising City, NE and Maggie and husband, Chad Spicknall of Oceanside, CA; sister, Elaine and husband Al Croson of Fremont, NE; 9 grandchildren; 3 great grandchildren; as well as many nieces and nephews and friends.

## SAFECON: Safety And Flight Evaluation Conference

By Diane Bartels

For the first time in the school's history, the University of Nebraska-Omaha Aviation Institute hosted the National Intercollegiate Flying Associations (NIFA) Region VI SAFECON. Over eighty pilots representing eight aviation programs in Kansas, Missouri, Nebraska, and Oklahoma competed in ground and flying events.

By Sunday, October 16, some twenty airplanes had made their final approaches into the Council Bluffs Municipal Airport. Cessna 150s and 172s, Piper Warriors, and Diamond 20s stood wingtip to wingtip. They would, however, have to wait until Tuesday to fly!

On Monday morning, pilots, coaches, and volunteers reported to the College of Public Affairs and Community Service on the UNO campus. The event officially began with the contestant briefing and then moved to a full day of ground-based knowledge testing. Five pilots from each team competed in Computer Accuracy, Aircraft Recognition, and Simulated Comprehensive Aircraft Navigation.

On Tuesday, everyone was up before sunrise and out to the airport to fly and judge the Navigation event. Each school had three teams flying three different routes. Given leg coordinates and pictures of secret check points, each team plotted a previously



UNO Pilot getting ready for the Navigation Event

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Continued From Front Page, Bill Lyon Retires

and Governors.

Rated as an Airline Transport Pilot, Bill will retire with over 16,000 hours, flying all types of aircraft. He leaves with a legacy of pride, professionalism, and personal magnetism that has touched so many of us in the aviation community. Bill and his lovely wife, Dianne, will reside at their home at Capitol Beach where they will continue their Independence Day tradition of jet boating with their two sons, wives, and grandchildren. Thanks Bill. May you enjoy blue skies, tailwinds and great lake wake!

## NDA Manager and Employee of the Year

Versatile, talented, and committed to excellence, Marcy Meyer has secured national prominence for Nebraska's aviation navigation programs. Her leadership in developing automated weather reporting systems and satellite instrument approaches has accelerated the economic recovery for our rural communities while providing enhanced accessibility for critical medical outreach. A skilled communicator, she provides clear, technical guidance for Nebraska's 81 public use airports, directing the maintenance for a wide spectrum of navigation systems. Her delightfully refreshing leadership style promotes harmony within her division and continuity of purpose throughout the department. Marcy's leadership in organizing the state's Aviation Symposium is a superb example of her commitment. Truly a leadership style for others to emulate. Absolutely outstanding!



Marcy Meyer



Lyle Johnson

Over Lyle Johnson's 28 years with the Department of Aeronautics, most spent managing the Scribner State Airfield, he has encountered numerous and difficult challenges, all of which he has handled with a calm and steady demeanor, often going above and beyond expectations. Lyle performs his duties in an exemplary fashion with a profound sense of integrity and with limited supervision. He is

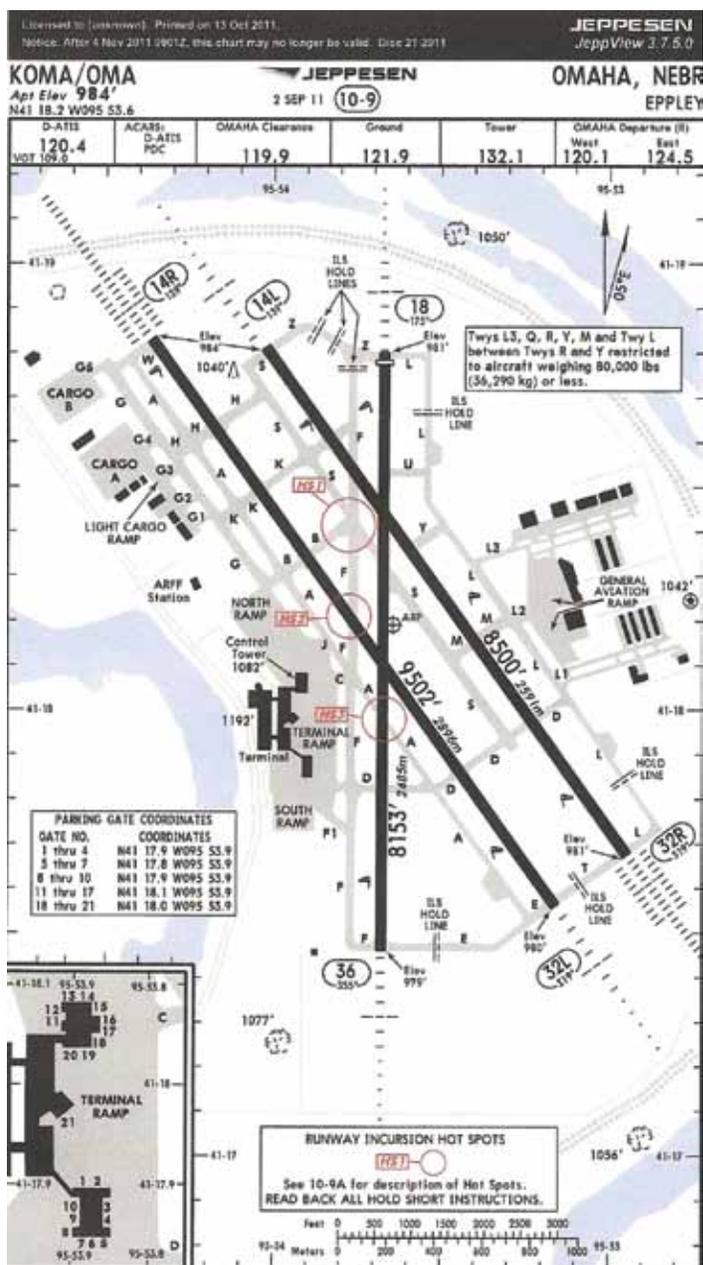
the consummate professional; garnering praise from coworkers and the flying public for the consistently high standard of maintenance of the airfield and for his cooperative nature. Knowledgeable, polite, and attentive to detail, his efforts are top notch and deeply appreciated by all.

## Question Corner

You are flying into Omaha Eppley, (KOMA), which is a class "C" airport. The METAR reads: KOMA 131352Z 31006KT 10SM CLR 12/06 A2985 RMK A02 SLP107 T01170061. The approach controller says to you "King Air 123 best forward speed until five mile final, cleared visual approach runway 32 right."

You are flying a King Air 200, in which the maximum indicated airspeed the plane can fly is 259 knots. What airspeed do you fly and when do you slow down, if at all?

E-Mail questions, comments, and concerns to: Zach.Miller@Nebraska.gov.





# Risk Management

On November 14, at the Council Bluffs Airport, Dan Petersen held a gathering explaining some of the accidents that have taken place in the state of Nebraska. The main goal was to inform pilots of what has caused some of the accidents around Nebraska and how the chain of events take place. Becoming mindful of the misfortunes of others can help us avoid making similar mistakes.

Dan is a wealth of aviation knowledge when it comes to aviation. He has flown air-

planes from Cessna 195's to DC-3's to Boeing 777's. He is now the Supervisor, Aviation Safety Inspector at the Lincoln FSDO.

Dan started out the seminar by listing three traits of a good pilot, which are:

*Skill*- being able to fly the aircraft. A pilot's ability to handle the aircraft in adverse situations, along with normal situations, is key to being safe and avoiding an incident or accident.

*Knowledge*- Knowing the regulations and being able to use them appropriately. Also knowledge of the aircraft you are flying, being able to work through a malfunction and knowing what systems



Dan Petersen



The Crowd is Captivated

have become inoperative and which ones have not. Dan emphasized today's training aircraft systems are becoming more and more complex and pilots are not as proficient as they should be with them. One example he gave was an aircraft, equipped with a G1000, took-off on an IFR flight plan into IMC and was almost the victim of a controlled flight into terrain (CFIT) accident. After take-off the pilots lost the magenta route indicator on the G1000 and were unable to figure out how to fly the obstacle departure for the given airport. They then began to hear the TAWS, warning them about terrain ahead. Fortunately they broke out of a cloud layer and were able to visually avoid the terrain. The lesson: know how to use the avionics outfitted in your aircraft.

Another good example Dan gave was one of a Lear 55 crew who were having problems with their lavatory not flushing and the lights not turning on. Every time a passenger would use the lavatory a circuit breaker would pop. The crew would reset it to

allow the toilet to flush. Upon landing and after deplaning the passengers the crew decided to reset the circuit breaker "one more time." As a result there was an explosion in the cabin. The root cause was found to be that during a refurbishment, mechanics moved the light next to the oxygen line and the rubber grommet on the wires were arcing on the oxygen line, causing a hole to form in the line. By resetting the circuit breaker "one more time" there was a spark and ignition of the oxygen. This crew and passenger were very lucky to have this problem on the ground, instead of at 35,000 feet. If it had happened in the air all crew members passengers would most likely not be alive.

*Attitude*- Are you fit to make the flight? There are many things that affect your ability to make sound decisions in the cockpit. The example Dan gave for this one was funny, yet scary.

A farmer flew his Cessna 152 from his farm to the local airport to get the annual done. After leaving the aircraft for the mechanic to look at, the farmer called the mechanic a few days later and wanted a price estimate. After hearing the annual would cost over 4000 dollars the farmer did not want to pay that amount so he came to pick up the airplane. The farmer and his wife jumped into the airplane and took off. After take-off the engine quit and the farmer ended up making an off-airport landing, hitting a fence post, flipping the airplane over. When the FAA investigator came to the airport to interview the pilot he followed the trail of oil to the end of the runway and found the airplane. Upon further investigation it was found the cause of the engine failure was due to a missing oil filter.

When the pilot was interviewed he mentioned the aircraft was out of annual for over five years and that he had just gone through a quadruple bypass surgery and did not have a medical.

Overall, Dan put together a very good seminar. There were about 70 people in attendance and I think everyone walked away with a better understanding of how to make the right decision before taking the controls of their aircraft as well as while at the controls.

Thanks Dan!

## Aviation Art Contest

By David Morris

Since 1986, the Nebraska Department of Aeronautics has sponsored an annual Aviation Art Contest for the benefit of our youth. The program goal is to motivate and encourage young people to become more familiar with and participate in aeronautics, engineering and science. There are three age categories of contestants: 6-9, 10-13 and 14-17; for both boys and girls.

The 2012 theme is "Silent Flight". Many pilots began their first flights running down a field with a kite holding onto a string waiting for the kite to catch the wind and jump into the sky. The same wind that holds kites can lift a glider thousands of feet into the air and take it over hundreds of kilometers from where the pilot started. Paragliders are even closer to the wind knowing their colorful wings will hold them aloft. Parachutists travel even

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**Continued From Page 4, NIFA SAFECON**

unknown course on a Sectional. Then it was time to fly it! Those flying closest to their estimates of fuel and time, plus course-tracking and identification of the secret check points earned top places.

On Wednesday, it was another pre-dawn gathering at the air-



**He Shoots...He Scores!**

port. There was a cold, north wind, but fortunately it was within limits

for the power-off and short field landings. Chalk lines were laid down before and after the zero line, and distance markers were placed along the edge of the runway. Ten heats of four airplanes

each were flown, giving pilots the best two out of three landings. Pilots were not only judged on where and how they landed, but also on the specific turns and tracking within the pat-



**Getting ready for the drop event**

tern. Later that afternoon, pilots and drop masters completed the flying activities with the Message Drop event. Two boxes built according to size and weight specifications were dropped from an airplane at least 200AGL toward two targets some distance apart. Whoever had the closest averaged distance from the targets took home the trophy.

On the final day of competition, the ground simulator event was held at the Aviation Institute and aircraft preflight was judged in a hangar at Council Bluffs. The intent of preflight was to find as many "bugs" as possible which would render an aircraft unworthy for flight. A Coke bottle behind the co-pilot's left rudder pedal, a bird's nest on top of the engine, and switched navigation light covers give you an idea of how much fun this event is to judge.

The awards banquet was held under the wings of historic aircraft at the beautiful Strategic Air and Space Museum. Kirby Chambliss, a five-time winner of the U.S. National Aerobatic Championship, was the keynote speaker. Nebraska's Flying Mavericks from UNO secured a third straight regional championship by a margin of only one point. They along with Kansas State-Salina, Southeastern Oklahoma State, and Oklahoma State University will be competing in the National SAFECON at Salina, Kansas, the week of May 14, 2012.

NIFA SAFECONs would not be possible without the support of community volunteers and donors. Some of these include Jet Linx Aviation, NeBAA, ConAgra Foods, Advanced Air, Inc., AOPA, Council Bluffs Airport Authority, Kiewit Building Group, and Nebraska Chapter of Ninety-Nines. NIFA appreciates those who choose to support this event for our future aviation and aerospace leaders.

**Continued From Page 3, GRI Fly-in**

chips, cookies and water for the public.

The airport's Fixed Base Operator Trego/Dugan Aviation of Grand Island opened their large hangar for public to view aircraft and local tenants brought out their aircraft for the static display.

# Flyin' Fairbury Fun!

By Cristi Higgins

The weather started off as if to keep things on the ground September 18th but the clouds soon broke away and it was a glorious day to be out enjoying flying and friends. The Flying Conestoga's

host this annual fly-in and they sure know how to have fun. This was my first time there so I was surprised when we all gathered out on the taxi-



**Kim Jordening coming in for a flour drop**

way with lawn chairs. That really is the best seat for a flying competition. The first was a flour drop and the goal is to drop the bag of



**John Sr. and John Jr. breaking balloons**

flour from 100' AGL closest to the orange target on the runway. Kim Jordening beat Randy Prellwitz by 2" dropping the flour bomb 25' 6"

away from target. The second was to break 2 balloons released over the runway. John Cox Sr. and John Cox Jr. (dispute over who was PIC at the time) tied that one with Nate with 3 balloons each. The

third is a spot landing challenge that Jeff Engels won with an amazing



**Jeff Engels about to be spot on with his landing**

touchdown just 18 inches past the goal line. Tires must touch after the line or notably Kim Jordening would have won with 12". Each pilot gets 3 tries at all 3 competitions. Time literally flew by as we laughed and cheered for all the pilots. We finished up with grilled hotdogs and a potluck dinner. I recommend this fly in to any aviation enthusiast and their family. I know I will be there.

## 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](http://www.https://oeaaa.faa.gov). Go to light outage reporting- under "Information Resources." Or call 1-877-487-6867.
- **January 25-28-** The 20th Annual Nebraska Aviation Symposium. It will be held at the Holiday Inn Kearney, Ne. For more information contact: Barry Scheinost (402) 471-7930 or [Barry.Scheinost@Nebraska.gov](mailto:Barry.Scheinost@Nebraska.gov)

Continued From Page 6, Art Contest

faster, until their chutes open, and they float gently down to earth under a billowing canopy of nylon. When it comes to silent flight, though, nothing quite compares to traveling by hot air balloon. Its riders see the world below in absolute peace and quiet. These are just a few examples of how people travel through the sky with the silent power of the wind alone.

This is an excellent opportunity for our youth to grab their favorite artist's tools and create a poster celebrating the wonder that is "Silent Flight".

Entries for the contest need to be submitted to the Department of Aeronautics and postmarked by January 13, 2012. An awards ceremony will be held in Lincoln during April 2012, recognizing state, national and international winning students for their accomplishments. The winning art will be displayed for everyone to enjoy as well as numerous aircraft on static display and refreshments. For more information and an entry brochure contact David Morris at 402-471-2371 or e-mail [David.Morris@nebraska.gov](mailto:David.Morris@nebraska.gov)

Continued From Page 3, Sidney Fly-in

I arrived, but more planes kept coming. This, in spite of knowing avgas would not be available in large quantities due to all the construction going on at the field. Ed Nelson's Sidney Aviation, the Fixed Base Operator, will have a new fuel farm early 2012, with both 100 octane and jet fuel in large quantities. In the mean time, Ed has 100 octane available in his fuel truck and always has a story to tell.

In the 1960's I was a low-time co-pilot with a company that owned and operated three aircraft. Our largest aircraft had a total capacity of 1,204 gallons and burned about 108 gallons an hour. That would give us 10 hours endurance plus an hour reserve.

However, we seldom topped all the tanks, sometimes departing home base with 600 gallons, or 5:30 hours until it gets very quiet. Our Chief Pilot told us to buy fuel at every airport we landed on. That way, he said, the FBOs will be there when we need them.

I try to do that today, even though my Champ may take only ten gallons or less. I don't want to find myself on a gasless field and not enough fuel to get to another. Bad form, indeed.

## NDA Looking for Pilot

The Nebraska Department of Aeronautics will be starting the hiring process for an Aviation Specialist mid January, 2012. To be considered you will need a commercial pilot certificate and 2500 hours total time, including 1000 hours of multi-engine time. Preferred applicants will have King Air experience or equivalent. If you are interested in applying, please visit: <http://statejobs.nebraska.gov> to find out more details.