

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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Nebraska Pilots Tour UNL Wind Tunnel Lab Facility

By Larry Schulze

It's common for ag pilots to fly at 140 mph, just 10 feet off the ground, while caring for their customers' crops. But, for this occasion, aerial applicators from the Nebraska Aviation Trades Association stood on solid concrete during their tour while learning about cutting-edge research being conducted in wind tunnels at the recently built University of Nebraska - Lincoln's (UNL) Pesticide Application Technology Laboratory at North Platte, Nebraska, earlier in October.

According to Ryan Henry, UNL Research Manager for the Laboratory who led the pilots through the tour, "The University's renovated facility was re-configured and equipment was received for installation in late 2011, so that the lab was able to begin operation the following spring." The lab has two wind tunnels within it. It is the high-speed tunnel that is built to replicate aerial application conditions, and the low-speed tunnel researches ground-based applications. UNL Research Technician, Annah Geyer, makes up the primary team with Henry testing pesticide nozzles under varying conditions of wind speeds, nozzle brands and models, nozzle deflection angles, spray solution pressures, and adjuvants. "Most of the aerial nozzles are being tested at 110 to 160 mph, but the high-speed tunnel can produce velocities up to 210 mph," she said. The wind tunnels measure droplet size by the use of a laser beam that is directed through the spray pattern.

Aerial applicators are constantly seeking advances in technology to help do their job better and the wind tunnel research is highly welcomed. It places our University in the international spotlight. The high speed tunnel is one of three in the world. This research is important so that we are able to determine the ideal droplet size for pesticide efficacy for farmers' crops and pastures while responsibly minimizing spray drift to sensitive sites. Ag pilots will be able to easily compare application methods under varying conditions.

"There were five stakeholder groups that were present for the tour, all of which have substantial interest in the wind tunnel research, the opportunity to learn of ideal droplet size, nozzle performance, and the management of spray drift." The five entities that were present: Pesticide users (Aerial applicators), Researchers (UNL Pesticide Application Technology Lab researchers), Educators (UNL Pesticide Education Office educators), Regulators (Nebraska Department of Agriculture pesticide inspectors) and State aviation agency personnel (Nebraska Department of Aeronautics).



High-speed wind tunnel powered by 200 hp electric motor



New Year is Coming!

By Ronnie Mitchell

Perhaps you recall the last Continuing Resolution (CR) expired on September 30, 2013. The Federal government shutdown and curtailed most routine operations from October 1 through 16. That led to the next CR authorizing funding for the government until January 15, 2014. So what is going to happen on January 16th? That is certainly anyone's guess and since my crystal ball is murky, I can't see the future.

What I can relate came from a meeting with the FAA Central Region Administrator on November 6 and 7, 2013. During that meeting, Jim Johnson, Manager FAA Central Region Airports Division, told the Central Region states: "with the political climate and the end of the Continuing Resolution on January 15, no one has a firm idea of what Airport Improvement Project funding will be in 2014 but to have projects ready to go if/when funding comes through." FY14 is a large year for AIP in Nebraska with 47 projects costing over \$72 million.

There was also discussion concerning the 954 Federal VOR's now in operation, 87% of which have reached the end of their service life. Starting this year, VORs will be decommissioned across the country, leaving 500 in service by 2020. Most of this is due to a necessity for monetary savings and the proliferation of GPS approaches.

There is good news during this season and I wish you and yours a very Merry Christmas and Happy New Year.

Lt. Col Charles Lane

By Dave Halperin

The Nebraska Aviation Community lost one of its own recently. Lt. Col. Charles Lane USAF (ret.) and CAP passed away on 8 November 2013 in Omaha, Nebraska. Colonel Lane was truly a member of the "greatest generation".

Charles Lane was born one of 13 children to Verna and Charles Lane in the black section of St. Louis known as "The Ville." Charles Lane, Jr. was attending Harriett Beecher Stowe Teachers College when World War II broke out. He volunteered for the aviation cadet program rather than be drafted. "The draft at that time was not treating blacks very well," he said. "They normally ended up in service units."

Out of Lane's original class of 138 cadet candidates, 78 made it to the Tuskegee Institute in Tuskegee, Alabama, where they first learned to fly. The tough training there further weaned the class to 38. He said some very good men washed out, not because they couldn't fly, but due to an unwritten quota system that passed

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Midwest Acro Pilots Rule

By David Moll

In late September, the International Aerobatic Club held its National Championship at the North Texas Regional Airport at Denison, Texas. Aerobatic pilots from all over the nation make the pilgrimage to Texas to prove who the best pilot is in each category. Unfortunately, nobody from our club made the trip, but quite a few pilots from the Midwest area did, and they ruled!

In the Primary Category: 1st place winner William Sullivan from the University of North Dakota and 3rd place winner Jonathan Sievert from the University



David Moll

of North Dakota. In the Sportsman Category: 1st place winner Paul Thomson from Overland Park, Kansas and 3rd place winner Cameron Jaxheimer from the University of North Dakota. In the Intermediate Category: 1st place winner Aaron McCata from Pocahontas, Iowa.

2014 United States Advanced World Team members include John Ostmeyer from Overland Park, Kansas, along with Craig Gifford from Minneapolis, Minnesota.

Every one of the above pilots normally competes in the Midwest Aerobatic Club's contest we hold at Seward every year. We know each of these pilots personally and are very proud of their accomplishments.

Nebraska has been the home of several female acro pilots who really rule the sport. Debbie Rihn-Harvey was born and raised in Omaha, Nebraska (although now lives in Houston, Texas) and won the title of U.S. National Aerobatic Champion in 2006. Debbie first qualified for the U.S. World team in 1983 and has been on the team ever since. No other pilot, male or female, has qualified for the team this many times! And let's never forget Chandy Clanton, who qualified for the U.S. World Unlimited Aerobatic team in years 2003, 2005 and 2007.

You don't have to be an acro pilot here in Nebraska to also rule in this sport. Lynn Bowes from Lincoln was selected as the Registrar for the World Aerobatic Contest that was held in Denison, Texas earlier this year. If Lynn got paid \$1 an hour for the volunteer time she put into our contests, the collegiate aerobatic contests, Chairperson of the International Aerobatic Club's Collegiate Committee, a member of the Board of Directors for the International Aerobatic Club, and now the World contest, she would never have to win the lottery. My wife Nancy is the Treasurer for the Midwest Aerobatic Club, so if you want money she has to sign the check. This sport, while heavily dominated by men, seems as though, when the women get involved in it, they totally excel and rule!

I have to wonder just how world class aerobatics can improve in the years to come. The United States National Champion has a routine that is unbelievable, winning both the 4 minute freestyle at the U.S. Nationals, plus the World Aerobatic Contest this year. I can't even describe some of the maneuvers he does. Go onto youtube.com and type in Rob Holland US Nationals 2013, or you can use the following link: <http://www.youtube.com/watch?v=ztLxPCoGc5s>.



G – Whiz

By Scott Stuart

Hello, friends! Well, I am not in Kansas anymore. I still wake-up at night, realizing that I am not a wizard at the G-1000. I recently went to FlightSafety for the G-1000 class and had the privilege to learn from James Hilliard, the best of “aftermarket” G-1000 guys!

FlightSafety is good...very good and thorough. I spent six days in class, every morning from 8:00am to 12:30pm, also spending the afternoon from 1:30pm to 5:00pm in the simulator. The class would teach and review the plane and its systems. The simulator would replicate the classroom discussions. The G-1000 has so much information, options, portals and abilities. It is like

trying to put 10 pounds of “stuff” into a 5 pound bag! I found it overwhelming, at first. At the end of day one, I was questioning if I had made the right decision to upgrade in the avionic world. The short answer is that after day six, I had no doubt that my choice was correct.

It seems that the bulk of new pilots are learning with glass. Experimentals and home-builts can be fitted with glass for less than the price of a G-430 circa 1999. It is not the wave of the future; it is the present. I think it is best to embrace it, learn it, and make it work! Clearly, the gift of technology has changed society and the flight regime. Will it make me a better pilot? I don't think so. Will it make me a safer pilot? Yes, but with the same caveats as before. Avionics doesn't change our attitude in flying in weather such as ice and thunderstorms. No plane flies well without gas. Bottom line is that the rules of steam still apply, but with modern avionics, quantum leaps are safer with moving maps, synthetic vision, flight path markers and pathways. These are all new terms in my glossary. All from Garmin and there to help us be like the Army, all that we can be!

Delivery for N432FM remains about the middle of December. Although school is complete, you never quit learning. I need to make the system work for me. This will be like a marriage of new and old (me!), and armed with the training skeleton of the unit, I shall endeavor to do at least two things taught at FlightSafety. Touch twice and turn/tune one. Ensure that I have the correct knob before a change. It is best to recognize just that and take our time to get it right in everything we do. I see myself as a safe pilot, “accomplished” will take some time!

You could be a glass guy in your life, and when you pass into this brave new world, you will wonder what took you so long. Honestly, it is that special. Gear down and locked?



Scott Stuart

Chilling Out

By Lee Svoboda

Wow, this morning made me think that maybe I should crank up my old Lance and head for the valley of the sun. Omaha temperature was 11F with a wind chill of 1F. I did not have a check ride scheduled, which was all right, because watching an applicant performing a preflight on the ramp with a wind chill of 1F is not on my bucket list.

However, had I had a test scheduled, I would have been watching the applicant to make sure he/she was doing the extra things required for cold weather operations. Quoting from the Practical Test Standard (PTS), under engine starting it states, “the applicant must exhibit satisfactory knowledge of the elements related to recommended engine starting procedures. This shall include the use of an external power source, hand propping safety, and starting under various atmospheric conditions.” It also states under preflight inspection, “the applicant must verify the airplane is in condition for safe flight.”



Lee Svoboda

If the airplane to be used for a test this morning was setting outside over night, there would be a lot of the things the applicant would have to do before even attempting to start the engine. Was there frost on the wings and windows? If there was, what is acceptable for safe flight? Well, the windows must be clear so you can see out and the wings must be free of frost. There are several ways that the frost could be removed. If the sun is shining, it will melt off pretty fast, so time will take care of it in this scenario. On a cloudy day, another procedure will have to be employed. There are several things that can be done, but scraping with a credit card is not an accepted method. Probably the best thing that could be done is to get the airplane in a heated hangar, if available. That will get rid of the frost and warm the engine and instruments, making for a better start. However, if there is not a heated hangar available, hope for sun and preheat. Does the applicant know where the preheater is located? Does he/she know how to operate it, or will the local FBO do it for a fee/free? How long should the preheater be applied and not warp the paint on the top of the cowlings? Does the airplane have an electric engine heater that could have been plugged in over night? Can it be plugged in now to heat the engine? How long will that take?

Then when engine start time finally comes around, will the battery turn it over? Will external power be required, and does the applicant know how to set up the switches for an external power start? Then there is priming, how much and how.

Getting students ready for a practical test in Nebraska in the winter adds additional challenges for both the instructor and the applicant. And let me assure you, an additional challenge for the examiner. Rapidly exiting an aircraft, running for the fire extinguisher and putting out an inside-the-cowling fire due to over priming is not what I look forward to everyday, especially at my age.

I know we instructors “mother hen” the applicants through the cold weather tests. But while we are doing that, we must make sure that next year, when they are certificated pilots and we are not there, they do it right and safely, with no loss of aircraft and/or life.



Omaha To Tel Aviv— Via Single-Engine Cessna!

by Jerry Tobias

"I don't trust single-engine airplanes any farther than I could throw them! But, I trust the One who leads me to do this." Those were the first words that United Airlines Captain Jim Bone said to me as we sat down to lunch during his layover in Omaha. I immediately knew that we were "on the same page."

I had been led to Jim by the staff at Jungle Aviation and Radio Service (JAARS) when I called them seeking a ferry fuel tank for the Cessna T-210 that I was planning to fly from Omaha to Tel Aviv back in 1981.

Jim and I talked further about ferry procedures, the probable route and the likely departure date. I was grateful then, when at the end of our lunch, he agreed to accompany me on the trip. I had about two thousand hours of over-water time by then, but all of it was with four engines at high altitude. Jim, though, had already completed several single-engine ferry flights and, therefore, had the experience and the expertise necessary to ensure that we did things right. Of course, that was what I wanted.

I first flew the airplane to North Carolina to have an HF radio and a second ADF installed. Then, with the help of an Eastern Airlines Captain, I found a maintenance technician in that area who could complete the ferry tank installation. That former Air Force F-105 pilot-turned-technician, a man committed to perfection, was certainly the right person for the job!

We knew, for example, that we would have access to every drop of fuel on board the 210, because – in addition to the standard, factory-installed engine-driven and electric auxiliary fuel pumps – he added a manual wobble pump that could be used, if necessary, to transfer fuel from the internal ferry tank to the wing tanks. The ferry tank and necessary fuel system modifications had been installed so perfectly that when it later came time to remove them in Tel Aviv, the impressed technician there even said, "This is all a piece of art; I hate to touch it!"

When all of the 210's systems and avionics had been tested, every trip detail checked and rechecked, and we had our FAA ferry permit in hand, Jim and I said our goodbyes and left for Langhorne, Pennsylvania. We stopped there to pick up the raft and other survival gear that we needed for our Atlantic crossing. Then, it was on to St. Johns, Newfoundland.



Jerry Tobias

In those days, Canada would not allow ferry pilots to depart Newfoundland's airspace eastbound unless they first went through a two-day dead reckoning (DR) navigation course. But, since Jim had already done that, we were able to begin our crossing the next day.

Early the next morning, we rechecked our weight and balance, got our Atlantic and destination weather briefing, put on our maximum fuel load, very thoroughly preflighted the airplane, and taxied to the active runway for departure. As we did so, it was comforting to know that, even though our flight to the Azores was about eight hours long, we actually had 14 hours of fuel on board – enough to reach the Canary Islands if we missed the Azores.

Missing the Azores – although not probable – was possible, because our "long-range navigation system" consisted of just two ADFs, a heading system and a compass. We also had forecast-but-uncertain winds, unfamiliar compass precession and magnetic variation issues to consider as we crossed the Atlantic. I confess that I have never listened more intently to an engine or paid more attention to ocean waves and swells than I did on that flight! But, the engine ran absolutely perfect during the eight-hour crossing. Then, when we locked onto the first NDB in the Azores after about six hours of DR, even Jim, my crossing-veteran copilot, was astonished. It was just like threading a needle: we were not one degree off course! Our navigation would not have been any more accurate with a GPS or the latest Inertial Reference Unit (although, yes, it would have been easier and considerably more comfortable!)

The legs that followed (Lisbon, Palermo and, finally, Tel Aviv) were just as amazing. As I rolled the 210 onto the runway at Israel's Ben Gurion airport, I realized that it was the end of what had been a very remarkable journey.

What can you "take away" from an experience like that? I believe that three very significant factors helped enable the success of this 6900 mile voyage: planning, preparation and precision. Maximum effort in these three areas absolutely made the difference. I can't forget the people! Not only were many very talented and dedicated individuals involved from start to finish, but we also encountered numerous kind and helpful folks on every leg of the trip. It never failed. Someone knowledgeable always showed up at each stop (local pilots, airline crews, airport personnel, etc.) to assist us in every way possible. Just another example that successful aviation endeavors are always team accomplishments!

So, whether you maneuver, maintain or manage an airplane that is powered by a single wooden propeller or four high-bypass turbofans (or anything in between) around the pattern or around the globe, being committed to and respecting the planning, preparation, precision and people involved will not only lead to successful flights, but will also undoubtedly help to maintain or even improve Nebraska's aviation safety record in the months and years ahead. That should always be our goal.



Manager of the Year

2013 Department of Aeronautics Manager of the Year is Anna Lannin. Anna Lannin is a superb leader, role model and motivator within the Nebraska Department of Aeronautics. Employees respect her dedication as she leads by example. Twice in 2013, the Federal Aviation Administration tasked the Nebraska Department of Aeronautics with two very time sensitive projects. Anna took the lead role in developing and implementing a plan of action. Ms. Lannin was very effective in motivating and coordinating activities with Aeronautics staff and several Nebraska Airport Officials. Due to Ms. Lannin's dedication and tireless efforts, the tasks were completed in a very timely manner without errors and duplication of work. The Federal Aviation Administration's timelines were met. In addition, the Federal Aviation Administration acknowledged Ms. Lannin's superior efforts in a letter to Mr. Ronnie Mitchell, NDA Director.



Anna Lannin and Governor Heineman

Employee of the Year

2013 Department of Aeronautics Employee of the Year is Bob Richter. Bob Richter has been assigned a wide variety of duties throughout the years with the Department of Aeronautics and his work is always high quality, detail oriented, and exceptional. Mr. Richter is highly recommended for this award by his supervisors and peers as he constantly demonstrates outstanding work ethic, motivation and tireless efforts. Bob was instrumental in upgrading the Department's computer systems through very effective communication and coordination with DAS IT personnel. Mr. Richter worked a varying schedule to ensure department staff's daily duties were not interrupted. In addition, Bob maintained his daily project management duties with the same high quality output and never missed a critical deadline. Mr. Richter is an extremely dedicated professional as demonstrated in his exemplary efforts.



Bob Richter and Governor Heineman

Alma Municipal Airport

The City of Alma hosted an open house/dedication of the Alma Municipal Airport on October 10, 2013. The Alma Municipal Airport was built in the mid 80's with a sod runway. In 2004, a hangar loan from the Nebraska Department of Aeronautics was approved. In 2006, a federal grant for a fuel farm was issued. The following year was for an apron. By August of this year, the runway was paved to 3,200 feet by 60 feet, new pilot controlled lighting, and beacon was installed at the airport. The project cost was approximately \$1.9 million, with 90 percent of the money coming from a federal grant and the remaining 10 percent from state and local funds. The airport is currently uncontrolled and unattended.

There were many people involved with a project of this nature. Congratulations to the people of Alma that support their airport; City administrator, Doug Wilson; airport manager/board member, Ron Hawley; and the rest of the airport board members: Bryan Lubeck, Rick Neilson and Doug Walker. Engineering teams from Olsson Associates and Nebraska Department of Aeronautics had countless hours in the project.

Prior to the paved runway, planes that were unable to land



Alma airport supporters

on the sod runway had previously landed in Holdrege and passengers then drove to

Alma. With the runway project complete, the airport can accommodate a larger variety of general aviation aircraft. Alma City Administrator Doug Wilson said having a paved runway is a "pretty big deal for the area and will make medical flights more convenient." Wilson said he believes the new runway will help increase tourism for Harlan County. "I think it will help the whole area, with the tourists who can fly in and land in the area and for hunters and fisherman," he said.

Airport manager, Ron Hawley stated, "We've had some more interest from people who want to put planes out there, but we just don't have the hangar space right now for them." Eight names are on a waiting list for additional hangar space.

In the spring of 2014, the airport will add precision approach path indicators (PAPI's). Future plans for the Alma Municipal Airport include a facility for an aerial spraying business, a terminal building to accommodate customers, and a GPS instrument approach.

Nebraska Governor Heineman praised Alma and its community leaders for a job well done. The Governor stated that airports and general aviation are important parts of infrastructure in any community.



Flying a Sailplane

By Tom Winters

Me: "You know, Jason, I believe we're stuck up here!"

Jason: "Isn't it grand!"

We are high over the Arizona desert in a Schweizer 2-33 sailplane. Jason Stephens, CFI-G (and four-time national aerobatics champion) was my main instructor at the Estrella Sailport. "That mountain at three o'clock," he added, "is on the other side of Tucson: 90-mile visibility!"



(L) Tom Winters, (R) Jason Stephens, and Schweizer 2-33 Sailplane

Visibility! Wow! In a sailplane, you, not the engine, are the weight up front, and the visibility out the canopy will spoil you for anything less -- like, for instance, the visibility out of your Cessna!

And we actually were sort of stuck in the sky. We were in lift, no matter turning right, or turning left, or going straight. Lift. The variometer kept saying "lift." Of course, we eventually found some descending air, and returned to the serious airmanship matter, of planning and executing our landing.

I was there a week, for my retirement present to myself, in quest of the glider rating.

The place has a deep history. 46 years ago, Lazslo Horvath, being primed for the Hungarian Soviet Republic Air Force, by means of glider training, was fed up with Communism, and managed to escape to the West. No interest in jets; he was in love with soaring. He made it to London, then to the U.S. He Americanized his first name to Les, scouted out and found the perfect spot for soaring, and started Arizona Soaring, Inc. in April, 1969.

Les Horvath was national champion in Aerobatics thrice, and he taught Jason Stephens, the current owner, aerobatics starting when Jason was a teenager.

The airmanship was a constant challenge. I break it down as follows:

1. The acceleration behind the towplane: Back on the stick just a tad to get us off the skid. (There's one wheel and a skid in front of it.)

2. Skimming over the runway: forward pressure on the stick so we do not lift up the tail of the towplane. Side drift? Touch of wing

low to correct for drift. Keep adjusting because control authority is changing as we accelerate.

3. Climbout. Tiny let-up of forward pressure to climb with the towplane. (In tow, there is ALWAYS FORWARD PRESSURE ON THE STICK: Tow speed is ~25 mph faster than the Schweizer's best glide speed, so the glider wants to climb and pull the tail of the towplane into the sky. Not good!!)

4. The tow: focus on the horizon, and adjust so the towplane STAYS on the horizon. You cannot see your own wings. Fortunately, the pitot-static tube is straight up-and-down in front of you, and it becomes your attitude indicator, so you keep the pitot tube vertical to the horizon and your wings are LEVEL. When the towplane banks in the turn, match its bank angle. How? Just keep the pitot tube parallel to the tail of the towplane. If you are really focused on the horizon, your two eyes may give you a paired doubling of the pitot. No prob: keep the towplane right between them!

5. The release: Get your left hand on the release knob. Drift to the right of the towplane. Wings level. A little whoop-dee: up, down. (This puts slack in the tow line.) See the curve of the slack and pull the release. You do a climbing turn to the right. Climb? Oh yeah: you've got ~ 25 mph of extra speed going: do it right, and you end up above the towplane.

6. Since airmanship was the mission, you're perhaps 700 feet above TPA. Descending around 200 feet per minute, you have only two and one half minutes. Do not shilly-shally: Plan the landing.

A. Staying upwind of the field, turn in to eyeball the windsock. Gauge windspeed and any X-wind factor. Choose target aiming point on the runway. Choose runway; choose your descent speed based on the wind. Do not waste any time getting this done. Jason was adamant: You MUST see the windsock; you MUST see the runway aiming point.

B. Adjust so you find yourself on midpoint when you get to TPA and the downwind. Get the attitude right by the position of the horizon on the pitot. Soon you learn the 60 mph noise, the 65 mph noise. Keep the noise! Put your left hand on the dive brake handle.

C. When to turn base? Look back: see your aiming point behind and left; judge by your angle relative to the aiming point.

D. Keep the pitch angle (Pitch controls speed!) the same all the way down final.

E. Keep the angle to the aiming point the same all the way down final. Do this by adjusting the dive brakes as needed. This keeps your speed the same. Pitch!

F. Keep the runway right between your feet. And the runway is nine paces wide!! Sideslip as needed, but the big glider wings need less wing-low than your 150. Footnote: be alert for rogue thermals that even on final may lift a wing and try to bank you into an off-runway turn! (Did I tell you there were challenges?)

G. Transition to level flight at about a man's height. Gradually add more spoilers and keep it off, keep it off, keep it off. Centered the whole time, of course.

Every one of these steps, 1 through 6, and what I have called 6A through 6G has to be practiced and you have to have them



wired before you've got the whole package. And the beginner, even a power-plane pilot (especially a power-plane pilot?) has problems with every one of them. And at every step, you will hear the instructor's calm voice saying what to do, or even saying "I have control." Oh, the things I had to unlearn!

First challenge: I kept trying automatically to control the plane with body language. Sit up straight; control only with your feet and your hands. Move your body and you change your sight picture. Not good. Lilienthal controlled gliders with body language, but we have advanced. I guess I kept doing it getting used to a 700-pound plane in busy boisterous air. I only fly the Cessna 150 in smooth air. Is there lift in smooth air? Not much! It took them five days to break me of this.

I kept holding the stick with my left hand, just like the yoke in my C-150. Not good. The stick is in your RIGHT hand so your left hand is free to set the trim lever, adjust the spoilers, and pull the release knob. And once, I even pulled the spoiler lever instead of the release knob. How on earth? The spoiler lever is on your left side: the release knob is as big as a baseball, and it is dead center in front of you! I can laugh at it now, but...

My difficulty with the tow was this: if the towplane got high, I'd start moving the stick the wrong way. Same thing if the towplane got low. I called the result the "Tom Winter roller coaster." I finally figured that one out: I was flying the towplane as if it were in a video game! That problem got better as soon as I realized which plane I was flying!

Finally it got so the towplane stayed on the horizon, and when turning, did a clean sweep on the horizon. What a great feeling! Nevertheless, being on tow commanded my alert concern every second, every flight. And a good thing!

I did not complete the glider rating; I did not even solo. But the last landing of my last day, I put the Schweitzer down smack in the middle of the 25-foot-wide runway despite a 7-8 knot direct crosswind, and brought it to a stop centered in front of the hangar.

My "diploma"? Jason Stephens said "The sideslip in crosswind was everything it should be." I'm going back. Meanwhile thinking of the classic motto of the aerobatic pilot ("If you don't want your plane over there, don't LET it go over there"), I'm adopting Jason's calm words "I have control," as my personal pilot mantra.



Beautiful scenic backdrop in Arizona

Council Bluffs Fly-in

By Jess Banks

It was a "just right" day for a Fly-in breakfast Saturday, September 14th, a bit cool in the early morning but with little wind and mostly clear skies. Sitting on the ramp at Council Bluffs Municipal Airport was a North American P-51 "Mustang" next to a Boeing B-17 bomber



P-51 "Gunfighter", B-17 "Sentimental Journey" and T-6's

and two North American T-6 radial-engined aircraft. In the next row forward was another P-51 and several civilian aircraft of Cessna and Piper makes.

Inside the Commemorative Air Force hangar was the "Pancake Man", Jim Kuper, who told me he's somewhere in the 5 to 6 million pancakes cooked and tossed. He has the right mixture of ingredients to go along with sausage, juice and coffee and a great blend of pancake syrup.

Guarding the flight line were three uniformed Military Police (MP's) in uniform and with their ever ready Jeep carrying attached rifles in leather scabbards. They looked very professional and I suspect would have caught any perpetrators trying to sabotage the former military aircraft.



L to R: "Military Police" Terry Klahn, Bill Tibbles and Tom Ryan

You could take a tour of the B-17 for \$5 and a flight for \$425. Two passengers would sit in the clear plexiglass nose and six would ride on the troop seats about midway back in the fuselage. The mid-fuselage Browning 50-caliber machine guns poked their barrels out an opening nearly 24" by 24." Today they were screened in by clear plexiglass, but during WWII, the 135mph wind and cold would have gone through the openings into the uninsulated interior of the aircraft. Only 13 of the B-17 aircraft remain in flyable condition as of 2011.



Browning 50-Caliber Machine Guns

Perhaps you would like a 20 minute ride in the P-51 "Gunfighter" for \$1,650. That money goes for maintenance and upkeep for the aircraft and to keep the memories alive for those who either worked on or flew them in our country's time of need.

Another great fly-in breakfast which had over 350 people for breakfast and over 800 total to eat and to come look and enjoy seeing the WWII aircraft.

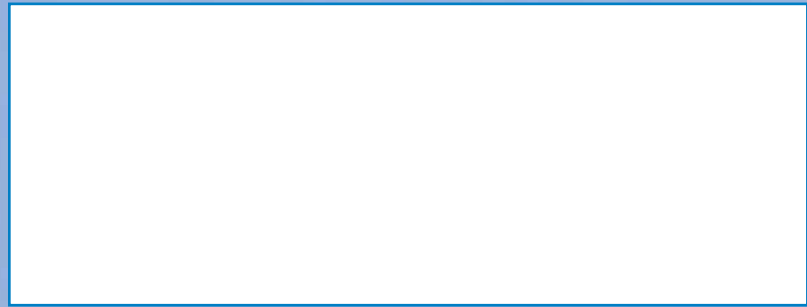
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Events Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 8:00-10:00.
- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 8:00-10:00.
- **Seward Airport (SWT)**, Midwest Aerobatic Club has regular meeting on 3rd Sat of the month.
- **NAC Aviation Symposium**, January 22nd-25th in Kearney. For more information visit: nebraskaaviationcouncil.org
- **Nebraska Aviation Trades Association Convention**, February 24th-26th in Kearney. For more information visit: gonata.net

2013 Airport of the Year

It is that time of the year to nominate your favorite airport for Nebraska Airport of the Year.

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

Remember, Gothenburg airport will not be eligible this year, since they were awarded for 2012. Nomination forms can be found on NDA's website: www.aero.state.ne.us under the title "Airport of the Year form." Return forms by January 7th, to the editor.

Continued from Page 1

a bare minimum of flyers. Those that made it, like Lane, knew they must meet stringent standards. "We had the same curriculum as white cadets, but we held ourselves to higher standards," he said, as instructors looked for "any excuse" to axe them.

Lane joined the 99th Fighter Squadron in Ramitelli, Italy, near Foggia. He was 19 when he piloted a P-51 in combat. "It was a very fanciful airplane," he said. "Speedy, maneuverable, extensive strike range. All those things a fighter jock needs — it had them." He was a wing man, meaning he protected "the shooters" whose wing he flew on. He flew 26 missions escorting B-17s and B-24s on bombing runs. Escort missions took him as deep as Berlin.

He made the military a 27-year career. He flew fighters, transports and the B-52 in the Korean and Vietnam conflicts. He and his family settled here after being assigned to SAC. From 1970 to



Lt. Col. Lane in WWII

1992 he headed Greater Omaha Community Action (GOCA), an Omaha-based poverty program. He's been active in the Nebraska Civil Air Patrol, founding the 99th Pursuit Squadron, named after his WWII fighter Squadron. Lt. Colonel Lane served as the 99th's first commander. He was, until his passing, Commander Emeritus. Col. Lane was inducted into the Nebraska Aviation Hall of Fame in 2003.