

PIREPS

A bi-monthly newsletter for Nebraska pilots and aviation enthusiasts



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

PIREPS

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16th NE Aviation Symposium & 36th Annual Mechanics Seminar

Even though the weather was freezing outside at Kearney, the comradeship and hospitality inside was warm and friendly. In my five years of attending, this was an outstanding event with representatives from many facets of aviation giving presentations and providing valuable information.

Wednesday evening kicked off a social hour with exhibitors and attendees, later followed by an FAA Fast Team aviation safety meeting. Bob Moser, a UNO instructor, gave an excellent presentation concerning "Takeoffs and Landings; The Good, The Bad and The Ugly". At the end of his presentation, June Tonsing, FAAST, presented Bob an award as the "Nebraska FAA Safety Team Representative for 2008" (served in 2007) for his outstanding efforts in promoting and supporting the FAA Safety Team to reduce aviation accidents and encourage a safety minded culture in Nebraska pilots.



Bob Moser With Demonstration A/cft

Thursday was the big day beginning at 8 am with remarks by NE Aviation Council (NAC) Chair-



NAC Members L to R: Barry Scheinost, Marcy Meyer, Diana Smith, Tom Trumble and Diane Hofer

person, Sandi Decker. Sandi recognized the key players in her organization who structured and set up this event during the past 11 months. Stuart MacTaggart, NDA Director, then recognized the guest speaker for the morning, Chris Blum, FAA Regional Administrator.



Chris Blum

Chris spoke about FAA funding for the Airport Improvement Program (AIP) and modernization of the National Airspace System. Nebraska received \$18 million in FAA grants in 2007 to improve our airports. Chris explained that FAA grants through the AIP program will not be given until probably March as the FAA's 2008 budget has not been approved by Congress which has kept them operating on a Continuing Resolution. As to modernization of the FAA airspace system, the agency hopes to ease congested airspace by accommodating a 30 percent increase in air traffic, reduce delays, and provide pilots and air traffic controllers with better weather information, precise data on aircraft location and more freedom to choose flight paths.

How will this modernization be funded? Many believe the Aviation Trust Fund is capable of paying for the modernization but Chris mentioned paying for it through a user fee of \$25 when you file an IFR flight plan regardless of distance traveled or size of aircraft. This would have a detrimental effect on general aviation and the battle is being waged right now between the airlines and general aviation on this issue.

Bill King of Cirrus Aircraft was the next presenter and he gave the real story about innovations being carried out by the only composite aircraft with a ballistic parachute recovery system. Cirrus

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Communicate!

We had just leveled at FL320 after departing Andersen AFB, Guam, enroute for a bombing raid over South Viet Nam. I was leading a flight of three B-52G's on a routine milk-run. With the "chicks" in trail formation, I installed the safety pins in my ejection seat and disconnected my helmet from the oxygen and interphone, leaving my able copilot, Eddie Piercy at the controls. Then it happened. Pop! Shhhhh... Rapid decompression! In my attempt to grab the Instructor/Nav oxygen hose, I realized an immediate conflict. My gunner got there first and had inserted the hose in his mouth. With the regulator providing 100% oxygen under pressure, Bob somehow managed to look me in the eye and smile. This was nonverbal communication at its best. With a rapid return to my seat for immediate O2 hookup, I was greeted by Eddie who was trying, unsuccessfully, to convince me that he could breathe the thin air at 32,000 feet with no ill effects. Now breathing 100%, I hooked up Eddie's oxygen mask and we left the formation to work the problem.

This story is not a lesson on life support systems, or hypoxia, or even crew coordination (the term used for years before CRM became popular). It's that communication—verbal, written, or otherwise is critical in the aviation business. Have a plan. As a pilot, your tactical plan might be to organize your ATC transmission into a crisp and logical request. As an airport manager, your strategic plan could be to communicate your vision in terms of a truly viable Airport Layout Plan (ALP).

This year's Aviation Symposium provided an excellent opportunity to communicate your ideas, influence policy and learn from the experts. It was certainly a thrill for me to meet and learn from you. Let's maintain the dialogue—and maybe someday we can communicate as well as Bob.



Stuart MacTaggart
Director, NE Dept of
Aeronautics

Aviation Art Contest 2008

A REMINDER TO ALL OUR YOUTH: It is not too late to enter the Aviation Art Contest 2008. The contest is available for all youth ages 6-17. This year's theme is "*Aviation in the Heartlands*." All entries are to be sent to the Department of Aeronautics and need to be postmarked by March 7, 2008. Winners will be recognized along with their art work on April 12 at the Nebraska National Guard base at the Lincoln Airport. For additional information contact David Morris at the Department of Aeronautics 402-471-2371 or e-mail David.Morris@aero.ne.gov

ACE Camp 2008

The Aviation Career Exploration (ACE) Camp 2008 is scheduled for June 22-27. The camp is available for youth ages 13-17. Students will spend their days exploring the many facets of aviation. The schedule includes classroom activities, field trips and piloting an aircraft. For additional information contact David Morris @ the Department of Aeronautics 402-471-2371 or e-mail David.Morris@aero.ne.gov

Crunch Time

By Scott Stuart

I suspect most of us have been in a fender bender, or close enough to one to have heard the sound of steel bending! Surprisingly, a short time ago two taxiing big boys got into a bending match at London's Heathrow Airport, causing the sound of bending aluminum and careers ending.



Scott Stuart

But so far so good. I suspect most of us have never heard the sound of aluminum wrinkling and that is a good thing! Hopefully what follows may help us keep it that way.

Bonanza 789FM you are cleared to Signature, taxi via charlie one to alpha three, then delta two to whisky 5, hold short whisky five. Yikes!!! Hey, I did not make this up, this happens in the real world at MSP, one of my haunts. There you are, just landed with the big boys and smack here comes a taxi clearance staccato style. This after you have expedited everything to blend in and clear the runway. So, now what do you do?

Well, in this age of runway incursions we surely don't want to add to the toll, so what is a flyer to do? Stop, get out the paper and pen and try to write the clearance, then find your way on the airport chart? I think not! Just tell the ground controller you want Progressive Taxi--this is not a problem for them as they WANT us to get it right! From the spot where you clear the runway you will then be directed turn by turn to the destination. Sure beats the sound of screeching tires or the doorbell ringing with someone greeting you from the FAA.

Yes, you may spend a bit more time getting to the destination but you will get there and no flight is safely completed without a safe arrival at the ramp, right? Progressive Taxi, it works.

Leaving MSP included a simple taxi clearance from Signature to Rwy 30L. It is a simple right turn from the FBO onto the taxiway that takes one to the start of the runway. Away I go, slowing only to take a peek to my left before joining the taxiway on the general aviation side of the field and bingo!!! Moving fast, a SWA 737 that would have made a very bad wrinkling sound. Squish comes to mind! You would think the ground controller might have told me to follow the 737, but nothing. They can make a mistake, so LOOK before you taxi! You too might be glad you did!

At LNK it is weird enough that we have parallel runways named 35 and 36, go figure! We also seem to have an issue with flyers landing on Taxiway A alongside Rwy 35! So, the airport now has lead in lights for 35, and has a squiggly line painted on Taxiway A to keep us off the taxiway and on the center line of 35. We, of course, always land on the center line, right?? I suspect landing on Alpha might get you a call or visit, if it did not get you something worse, a crunch! So, make my crunch from Nestles, please, and do the same for yourself. Remember, Progressive Taxi and all will be smooth as a Valentines chocolate! Gear down and locked?



“Fly Me To The Moon”

By Tom Gribble

“Hi diddle diddle, the Cat and the Fiddle, The Cow jumped over the Moon. The little Dog laughed to see such sport, And the Dish ran away with the Spoon.”



Thomas Gribble

So, why didn't one of the space agencies, either the U.S. or the Soviets, name their first Lunar Lander “The Cow”?

Unlike the Cow, the closest I've come to the moon is in a Sabreliner at FL390. The FAA had five model

40 Sabreliners and fifteen of the 80 model. Except for a third cabin window on each side, the 40 is identical in appearance to the Air Force T-39A, but gets 300 more pounds of thrust per side from its Pratt & Whitney JT12s (military J60s) than the 3,000 pounds they provide in the T-39A.

The model 60 has the same wing as the model 40/T-39A, but the fuselage is stretched by one row of seats. The 75, 75A, and the 80 have the same stretch and, in addition, a raised roof, giving the occupants a little more headroom. The 60 and 75 are also powered by the JT12 engine while the 75A and 80 have General Electric CF700 turbofan engines. The model 65, the final production version, has the model 60's long fuselage, a supercritical wing, and a pair of Garrett TFE731 engines.

The 80 model is the 75A with an entirely different electrical system designed solely for the FAA's Flight Inspection mission. So great is this difference that, when going through initial and recurrent ground school, we were separated from corporate and military pilots when the course reached that point.

Now, just to add a little confusion to the mix, the model 80A is the 75A modified to have a Raisbeck wing. As a used airplane, it is usually advertised as a model 80. This is done only to befuddle me.

I flew both the 40 and the 80. The 80's maximum certified altitude is given as 45,000 feet. Why then, you ask, did I not fly above FL390? I'll tell you why.

Some time after certification, a limitation was added to the airplane's flight manual. One could still fly as high as FL450, however, the power levers could not be moved when flying above FL390. This means whatever was set at that point must remain set during the climb to the higher Level, while in cruise up there, and during descent back to FL390.

The reason for this limitation is the possibility of what General Electric and Sabreliner called “Roll Back”. This is a euphemism (definition: the use of a mild or indirect expression instead of one that is harsh or unpleasantly direct; for example, “passed away” instead of “died”) for “Quit”, “Flame out”, “Stop running”. Seems the airplane may become a glider should the power levers be moved while above FL390. Not only will the engines no longer produce

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Aviation Symposium

By Lee Svoboda

Another memorable Nebraska Aviation Symposium occurred from 23 to 26 January at Kearney.

A lot of good information was shared by knowledgeable people and we all learned something. Of course there was the normal amount of story telling and maybe some tall tales and at times as I passed groups of people I could not tell who was the spreading the tallest tale.



The Examiner and Instructor Seminar was well attended. All four of the Nebraska Examiners were present and about 25 of our distinguished instructors were in attendance. Each examiner made a short presentation and the session was completed with a question and answer period.

Terry Gibbs discussed the importance of making sure students are not only taught to land within the prescribed distance limits of the Practical Test Standard (PTS), but also to make sure that the aircraft is aligned with the center line of the runway and that there is no side motion upon touchdown. He demonstrated that importance by citing several aircraft accidents where poor landing techniques were cited as a cause of the accident.

Bert Aagesen and Fred Meier discussed some of the good and some of the bad that they have observed during their administering of practical tests.

Yours truly discussed how important it is for the instructor to prepare the student/applicant for the eligibility and oral phase of the practical test. There are no secrets, it is all in the PTS and the applicant should not have that, “deer in the headlights stare”, when they appear before the examiner. I also mentioned that recently applicants have been especially weak in their knowledge of the “National Airspace System”.

For you instructors that attended this symposium, I hope you were able to pick up some good information that will help you better prepare your students for their practical test. Remember, the best compliment your student can give you after they passed a practical test is, “THAT WAS EASY”.



B2 Bomber Being Air Refueled Over Missouri



NE Aviation Hall of Fame Inductees



Clifton Buske

Clifton A. Buske was born on September 14, 1927 on the family ranch north of Lisco, Nebraska. A friend, Marvin Stevensen, purchased a Curtis Robin, which he stored on the Buske ranch. Eleven year old Clifton became fascinated

with flying, and got to ride with Stevensen every weekend. He was always buying airplane models, putting them together and flying them. After the war, Stevensen started a flight school with army surplus trainers. Buske talked his father into buying a Piper J3 Cub so that he and his sister could learn to fly. A hangar was built on the Buske ranch that would hold five small planes.

After graduation from high school, Buske's parents insisted that he have two more years of school. So he agreed to go to the Spartan School of Aeronautics in Tulsa, Oklahoma for a year. There he received his mechanics rating. Upon returning home, Buske flew his dad, who was county commissioner, to check the roads in his district. He also flew for some of the neighboring ranches twice a week to check their summer ranges for water.

In 1967, Buske was appointed to the Airport Zoning Board and in 1970 to the Garden County Airport Authority. Under his leadership the Authority was able to construct the main hangar/office and an eight unit t-hangar. Buske was also responsible for the addition of 1000' to the existing runway making it 4700' X 60'. In 2005, a parallel taxiway to runway 12 was built. In 2006, a credit card fueling system was installed. Prior to that, Buske or one of the other board members would have to make the fifteen mile trip to the airport to provide fuel for aircraft.

Buske maintained the Garden County Airport facilities with his own labor. He hosted Nebraska Department of Aeronautics and FAA meetings at the airport, which he felt was very important to thank officials for the projects.

Several other projects are planned for the airport over the next few years. After their completion, Buske plans to retire with 40 years of service to the community and airport.



Bob Lammers

Robert D. Lammers was born in Hooper, NE. He served in the United States Air Force from May, 1950, until his discharge in September, 1953, having earned the rank of Staff Sergeant. Bob's electronics career began as a Fire Control Systems Technician.

Following his discharge, he studied engineering at the University of NE, Omaha and in

1964 earned an electronics degree from R.E.I. [Radio Engineering Institute] graduating at the top of his class. Bob joined the Department of Aeronautics, NavAids Division in April of 1966 as an Electronics Specialist, was promoted to Assistant Chief in October 1969 and became Chief of NavAids in April 1971. Bob earned his pilots license in 1975.

During Bob's early years with NavAids, it was not uncommon for a VOR at McCook, Alliance or Chadron to have the uncanny ability of going off at 5 o'clock on Friday. Many week-ends and children's functions were missed in order to get the equipment back on line.

In the early 70's, the need for a VOR in the Thedford area became evident. Bob began working from the technical side, while the Department's Engineering division assisted with designing the Thedford VOR facility. A location in the sandhills, northwest of Thedford was selected and the land agreement signed in October, 1973. The VOR was commissioned on June 20, 1974. In 1978, another VOR facility was constructed near Broken Bow, NE. Known to pilots as the Custer County VOR, it was commissioned in 1979.

Bob was the state's key player in developing the Shared Weather Observation Program. It was entered into with the Department of Aeronautics, the National Weather Service-Central Region, the FAA-Central Region and local communities, joining two Federal Agencies, one State agency and initially 17 locations working together. It provided more in-depth weather data and more observations. In 1992, the Department of Aeronautics received the "Most Innovative State Program Award" for their "Weather Program" from NASAO at their annual meeting.

In the 1980's Bob saw the need for an airport lighting program, which was approved by the Aeronautics commission on March 19, 1982. NDA provided the light fixtures, cable, lighted wind cone assembly, rotating beacon less the tower, the electric eye and installation. The sponsor provided the trenching and backfilling, connectors, ducts, beacon tower, wind cone pole, obstructions lights and labor. Several of those low-intensity systems are still in operation.

Under Bob's leadership in 1984 the NavAids division designed, re-built and installed many beacons around the state providing pilots guidance at night at a lower energy cost to the local airport.

Bob focused in on a new weather gathering opportunity, working initially with Henry Wulf, Diane Hofer and others in the Department's Engineering Division to receive federal AIP funding for installation of eight Automated Weather Observing Systems (AWOS's). These systems were installed by NavAids personnel while their observations were disseminated into the National Airspace Data Interchange Network.

In the early '90's a request for a better approach to the Fremont airport was received. Bob was instrumental in working with the Fremont city administrators to cost share the installation of a



VOR at the Scribner State Airfield, providing better approaches to the Fremont airport. Scribner is the only state owned airfield that has a VOR, it was commissioned September, 1995.

In his 28 years he was always looking for ways to strengthen the Aeronautics Division. Bob had a gift of teaching and presenting the knowledge he had gained which was evident in the many presentations he did at airports, weather events and conferences. Bob retired from NDA on September 1, 1994.

Donald William Nyrop was born on April 1, 1912 on a farm in West Cedar Creek, NE. He grew up in Elgin and graduated from Elgin High School in May of 1930. He graduated from Doane College in Crete, NE in 1934 with a degree in history. He then completed a law degree from George Washington University Law School.



Donald Nyrop

Nyrop joined the Civil Aeronautics Administration (CAA) in the spring of 1939 as a staff attorney. He was involved in the legal agreements when new routes were established for airlines. A few months later, he was transferred to the section that dealt with legal issues concerning aircraft accident investigation. This is where Nyrop developed his interest in aviation safety that would stay with him for the rest of his career. In 1940, President Roosevelt created the Civil Aeronautics Board (CAB). The CAB was given power to control airlines routes, airfares and subsidies. It was also responsible for safety rule making and airline accident investigation. Nyrop was asked to be the Executive Assistant, a position he accepted but had to resign later that year, when he joined the Army Air Corps.

After the war, Nyrop worked with the Air Transport Association, which was responsible for establishing peacetime overseas routes for US airlines. He also served as a delegate to the International Civil Aviation Organization Assemblies, an international advisory body endorsed by 26 countries.

In October of 1950, Nyrop became Administrator of the CAA. This federal agency employed more than 18,000 people and had an annual budget of over \$187 million. As administrator, he had a hand in everything that went on in the CAA. He constantly questioned his staff to know what was going on in each department so that he could make the most educated decisions. Nyrop made it mandatory for aircraft flying within designated air defense identification zones to file flight plans with the CAA. He also made it mandatory for all licensed pilots to obtain identification cards through the CAA. President Truman asked Nyrop to be chairman of the CAB in 1951.

Northwest Airlines was in trouble in the early 50's and Nyrop was aware of it. They had safety problems and averaged a plane crash every 45 days. They usually didn't have enough cash on hand to meet the payroll for more than 40 days. Members of Northwest's

Board offered Nyrop the presidency but he declined in order to join a private law practice. Later he reconsidered when asked again.

Nyrop's first move as head of Northwest Airlines was to restore their financial credibility. He began paying off debts and nine months later the company didn't owe anything. He standardized the existing fleet of airplanes ultimately ending up with just three types of aircraft.

Frequent strikes cast shadows on his record. From 1961 to 1978, there were 378 days of employee strikes. Union members were driven to strike by dislike for the same qualities that had made Northwest successful. While Nyrop and the unions fought bitter battles, many individual pilots had great respect for their boss.

Nyrop served as Northwest's president and CEO from 1954-1976 and as chairman and CEO from 1976-1978. Nyrop had reached retirement age in 1977 but the board of directors asked him to stay on to deal with some labor problems that were going on at the time. But by 1978 Nyrop had lost control over the directors and the ducks stopped lining up at his command. Nyrop announced his retirement at the end of the company's fiscal year. He had served 24 years and had the longest tenure as CEO in airline history. He served on the board of directors until 1984, making his total service thirty years.

During those thirty years, Nyrop transformed the struggling Northwest from a \$27 million company to one worth \$800 million, an industry leader in safety and one of the most financially sound airlines. Northwest turned a profit for 24 straight years with Nyrop in charge and ranked first in operating efficiency with its low break even load.

Tuskegee Airmen

On January 16, 1941, the War De-



Accepting for TA: L to R: Phillip Reise, John Orduna (Son of Ralph Orduna) Harrison Tull, Robert Holts, Paul Adams, Karen Davis (Dau of Charles Lane)

partment announced the formation of the 99th Pursuit Squadron, a black flying unit, to be trained at Tuskegee, Alabama, home of Tuskegee Institute. The Secretary of the Army announced that 11 white officers would be assigned the duty of training 429 enlisted men and 47 officers as the first black military personnel in the flying school. From the inception of the 99th through the period that signaled the end of WWII (1946), the following numbers of black combat flyers completed training: 673 single-engine pilots;



253 twin-engine pilots; 58 liaison Field artillery officers; and 132 navigators. The bulk of the flyers were in the 332nd Fighter Group, which consisted of the 99th, 100th, 301st and the 302nd Fighter Squadrons; the 61st, the 616th and the 619th Bombardment Squadrons. These men called themselves the "Lonely Eagles", a name which became their reality.

Among these men, were Nebraskans Alfonza W. Davis, Paul Adams, Ralph Orduna, John L. Harrison, Woodrow Morgan, Edward Watkins, Harrison A. Tull, and Charles A. Lane, Jr., who trained to become flyers. The enlisted members trained to be aircraft and engine mechanics, armament specialists, radio repairmen, parachute riggers, control tower operators, policemen, administrative clerks and other skills necessary to fully function as an Army Air Corps (AAC) flying squadron or ground support unit. Enlisted men from Nebraska were: Melvin C. Robinson, Jethro Spurlock, William B. Patterson, Ellsworth P. Pryor, Calvin Hobbs, Albert Johnson, Jr., Erven McSwain, Marion N. Moore, and Robert D. Holts. The first aviation cadet class trained at Tuskegee Army Air Field (TAAF) in Tuskegee, Alabama beginning July 1941, completing training 9 months later in March 1942. From 1942 through 1946, 993 pilots graduated receiving commissions and pilot wings. Black navigators, bombardiers and gunnery crews were trained at bases elsewhere in the US while mechanics were trained at Chanute Air Base in Rantoul, Illinois until facilities were in place in 1942 at TAAF.

These airmen fought wars against an enemy military force overseas and against racism at home and abroad and forged a path that forever changed the fabric of this country. Airmen who did not go overseas trained at Selfridge Field, Michigan as bomber crews in the 477th Bombardment Group (Medium). This composite group also included the 602nd Air Engineering Squadron, 616th, 617th, 618th and the 619th Squadrons and was equipped with B26 and later B25 aircraft.

Campaigns of the 332nd Fighter Group included Sicily; Naples-Foggia; Anzio; Rome; Arno; Normandy; Northern France; Southern France; North Apennines; Rhineland; Central Europe; Po Valley, and Air Combat-EAME Theater. The 99th Fighter Squadron earned the "Distinguished Unit Citation" for Sicily, June-July, 1943; Cassino, May 1, 1944 and Germany, March 1945. On July 2, 1943, the 99th shot down their first enemy aircraft. The 99th Squadron and allied forces landed in Anzio January 21, 1944. The unit had 17 confirmed kills, 4 probable victories and 6 damaged enemy aircraft by February 10th. News of the success of the TA reached military leaders who began to favor them and praised their achievements, including them in more vital missions. Dubbed the "Red-tail Angels" by groups they escorted, the unit's greatest claim to fame was they never lost a bomber to enemy fighters. Sixty six of these pilots were killed in aerial combat while another 32 were shot down and captured.

Achievements and accolades attributed to these courageous men returning to their civilian lives in Nebraska have been: holding positions in leadership and respect as businessmen, teachers,

civic leaders, community mentors, proclamations from public and City Officials and even public and military buildings named in their honor.

The distinguished record of the TA include 993 fighter pilots flying 1,578 missions, 15,533 sorties; while awards included one Legion of Merit, one Silver Star, two Soldier Medals, eight Purple Hearts, 95 Distinguished Flying Crosses, 14 Bronze Stars and 744 Air Medals and clusters. On March 29th, 2007, the TA was collectively honored and bestowed the most distinguished award established by the US Congress, the Congressional Gold Medal in recognition of their selfless service to their country.

"Master Pilots"

William J. Kerr (Willie) started flying in the late 1940's, soloed in 1954 and has been flying since. He began flying for recreation, then in 1959 he started Sandhills Aero Aviation Service, receiving his Commercial certificate in 1963. He became a full time commercial pilot and instructor until his retirement in the late 1990's. He still keeps current and attends FAA Safety Seminars.



William J. Kerr

Willie provided service to his community for many years, doing charter and ambulance flying while dedicating his time "on call". Having worked with Willie for approximately 45 years I witnessed his commitment and service to his community. (Written by Robert Kilmer)

Bob Kilmer's first Solo was in 1952 in an Aeronca 11BC (Chief). He flew charter, Air Ambulance and taught flight Instruction for 45 years; has been FAA Safety Counselor for almost 20 years and is still supporting the latest evolution of the FAA's Safety Program as a Representative for the FAA Safety Team (FAASTeam).



Bob Kilmer

One former student of Bob's who is now an ATP with over 14000 hours, Kermit Walsh, says of Bob's instruction: Bob taught, "when the chips are down if you go back to basics and fly the airplane you usually will come out with the blue side up". These building blocks that Bob instilled in Kermit helped him through his corporate flying career, accident and incident free. Kermit says, "I really owe it all to Bob Kilmer. I know he taught and encouraged many others to go on with their dream and I hope they had as much success as I did."

Another student, David Higgins, DDS, said: "Mr. Kilmer provided my flight instruction in 1977-78. He is just as skillful and patient now with his students as he was back then. He instills the qualities of confidence and skill, tempered with safety and good



judgment, into his pilot trainees of whom there are too many to count”.

Don Maxwell's first solo was on August 29, 1957 in a Luscombe 8A. Don's flying includes personal, business and just for enjoyment. He has test flown engines, rebuilt and restored aircraft. He has been a Jaycee local, state and national officer for fifteen years.



Don Maxwell

Don served as an FAA Safety Counselor for several years and flew to present forums and seminars in a wide area. He is a member of NE A.A.A. and a National lifetime member since 1968. He served three

years on the Board of Directors at Colorado Aero Tech and has presented programs at career days at different schools in the area. He has been a volunteer with the local and state C.A.S.A. program and very active in Flying Farmers and the Antique Aircraft Association.

Chuck Thompson was born on a farm in Pomona, KS. It wasn't his father's plan but he unexpectedly had to deliver Chuck himself. Chuck's first solo was in March of 1957 in a Cessna 120. ROTC flight training took place at Manhattan, KS and Chuck thought he was going to Air Force pilot training. The needs of the service dictated otherwise and he became a computer specialist, serving 20 years in the military. While stationed at Hahn Air Base in Germany, he flew an Aeronca Champ at the base Aero Club. He continued



Chuck Thompson

to fly and after the service, Chuck received an A & P License in 1981, training at Iowa Western Community College. He had his CFI check ride in May 1983.

His most epic flight occurred in June of 1983, when he flew a Piper Super Cub from Omaha to Anchorage, Alaska. Currently Chuck is the Assistant Chief Pilot for Flight Nebraska Group in an FAR Part 141 flight school at Plattsmouth Municipal Airport.

"Fly Me To The Moon" *Continued From Page 3*
thrust, there will be no bleed air for pressurization. Yikes!

One FAA crew did experience "Roll Back". An instructor at the FAA Academy and a GA Safety Inspector working on a type-rating were at FL450 when for some long forgotten reason it was deemed necessary to descend rather briskly to a lower altitude. They reduced power. Both motors passed away. Ah, er, that is, died. Stopped. Quit. No longer ran. Thrust was lost, as was pressurization and heat. Of course, the latter didn't matter; they were sweating profusely.

By somewhere around FL200 they had both engines resusci-

tated and the air conditioner turned on high. The rest of the flight was uneventful. After landing and debriefing at ops, they asked to be excused. Something about changing undershorts, as I recall.

I am fully aware that unexpected atmospheric disturbances can and do occur at high altitudes which may dictate a rather hasty reduction in speed or an expeditious descent. Clear Air Turbulence for example. Or a loss of pressurization. A natural reaction to such an event, and in my thinking a rather prudent thing to do, would be to reduce power so as to facilitate such slowing and/or descending.

I did not take the 80 model Sabreliner above Three Nine Oh. Nor did any of the other FAA "Flight Check" pilots I flew with. And now, in my declining years, I seldom take my Champ there, either. (Anyone see a rotor cloud downwind of Denver?)

"Aviation Symposium and Mechanics Seminar", Continued From Page 1
started as a kit design in 1984, called the VK30. It is now a production, composite aircraft called the SR22, the #1 selling product in Aerospace. It was first with a ballistic parachute recovery system and an all glass cockpit. The company is located in Duluth, MN, has 1300 employees and delivered over 700 aircraft in 2006.

The General Session took place at 10 am with speakers Mike Faltermeier, FAA Airports Division; Lisa Piccione, National Business Aviation Assn. and Angel Velitchkov, Rep. Fortenberry's office. Mike gave more information concerning the FY08 FAA budget,



Mike Faltermeier

Lisa Piccione

Angel Velitchkov

that \$3.6 billion had been appropriated for AIP but the spending authority had not yet been approved by Congress. He thought by March, Congress will have granted spending authority.

Lisa outlined the situation between general aviation and the money being spent on lobbyists by the airlines to influence "user fees" with our Senators and Representatives. She stated that the present system of fuel tax works very well while a user fee system would create another bureaucracy just to administer and collect the \$25 fee. She also mentioned that individuals can do more to influence Senator's positions on this issue than lobbyists.

Angel stated the Finance and Commerce Committees are working the issue and that each individual should contact their Senator to let them know where they stand concerning user fees.

Ron Sanders, FAA Flight Procedures, gave a presentation concerning GPS LPV approaches. He stated that the mandate from Washington is to give priority to the smaller airports for this type approach. The FAA's goal is to approve and build as many as possible. In Nebraska today, we have 27 airports with 50 LPV approaches.

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PIREPS

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Calendar of Events

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800-1000. Free to PIC.

- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800-1000.

February 18 - 20 North Platte (LBF) - NATA Convention at the Sandhills Convention Center & Quality Inn & Suites, 800-760-3333 or 308-532-9090. State that you are with The NATA Convention to confirm the group rate. Registration fee is \$75 which covers the PAASS recertification program. There will be a Monday afternoon session at 2 p.m. on 2007's fungicides performance. To recertify, attendees must attend the PAASS session on Tuesday and the recertification session on Wednesday. **Schedule of events: Monday:** 8 a.m. to 3 p.m. Exhibitor Set Up, 10 a.m. Board of Directors, 2 to 3 Session: Fungicides, 3 to 6 Exhibit Hall Open, 6 UAP Distribution, Inc. Dinner. **Tuesday:** 8 Welcome, 8:15 PAASS Recertification Session, (Presenters: Ronnie Taylor & Leif Isaacson), 10:30 Coffeebreak in Exhibit Hall, Noon Awards Luncheon, 1:30 to 3 PAASS Recertification Session, 3 p.m. Coffeebreak in Exhibit Hall, 3 to 6:30 Exhibit Hall Open, 4 to 6:30 Reception, **6:30 Banquet, 7:00 Speaker – Brian Udell (only pilot to survive 800mph bailout)**, 7:45 Live Auction. **Wednesday:** 9 to 11 Exhibit Hall Open, 10:30 Coffeebreak in Exhibit Hall, 11 to Noon Recertification Session, **Larry Schulze, Professor Emeritus, UNL “Headline in the Headlines”**, Noon Luncheon – Bob Bailey, 2008 NAAA President, UAP Raffle Winner, 1 Recertification Session, 1 to 1:15 Bruce Allred, FAA – “Controlled Flight Into Terrain”, 1:15 to 2 Stephen Wegulo, Wheat Disease Specialist, Asst. Professor, UNL,

“Managing Foliar Disease of Wheat With Fungicides”, 2 to 2:30 Gary Hein, Professor of Entomology, Univ. of Nebraska, “Insect Control Issues in Wheat and Sunflowers”, 2:30 to 3 Bob Klein, Professor & Extension Cropping Systems Specialist, West Central Research & Extension Center, “Spray Droplet Size and how it is Affected by Pesticide Formulation, Concentrations, Carriers, Nozzle Tips, Pressure and Additives”, 3 to 3:30 Tim Creger, NDA and Tom Trewhitt, DEQ. More info: Judy 402-475-NATA, Brian Wilcox 402-640-4999 or www.NATA@alltel.net

June 1 Central City (07K) Fly in breakfast. More info: Don Shorney 308-946-3450

“Aviation Symposium and Mechanics Seminar” *Continued From Page 7*

Thursday's luncheon speaker was Aviation Humorist, Charlie Thompson, whose topic was “Gunships, Grits and Granny”. For the evening banquet, Howie Franklin, former Air Force One Flight Steward, entertained us with his experiences serving five US Presidents.

The Mechanics Seminar began on Friday and continued through Saturday. Many topics were covered to keep today's technicians abreast of changes in aircraft maintenance procedures. They not only need a tool box but a lap top computer to trouble shoot and repair the sophisticated systems found on modern aircraft. Those wishing to renew their Inspection Authorization (IA) could do so by attending 8 hours of the seminar.

Everyone involved with this four day event is to be commended for their efforts. It provided a meaningful update on happenings in the aviation arena, both for pilots and maintenance technicians.