

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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2010 Hall of Fame Inductees

By Sandi Decker

Women Air Force Service Pilots (WASP)

Between 1942 and 1944, 1,102 women served as pilots for the U.S. Army Air Forces. They participated with instructor training, towing targets for air-to-air gunnery and ground-to-air anti-aircraft practice, transporting personnel and cargo, and ferrying airplanes to training fields and embarkation points. This freed the male pilots for combat.

The original group was called the Women's Auxiliary Ferrying Squadron or WAFS. In 1943 they were re-designated Women Air Force Service Pilots or WASP. By December of 1944 the group had unceremoniously been disbanded. During that short time frame, the ladies had logged over 60 million miles in military aircraft. At the final graduation ceremony in Sweetwater, Texas, General "Hap" Arnold spoke of their exemplary safety and delivery record.

In 1977, Congress granted veteran status to this group. This allowed them to receive medical benefits and the American Campaign Medal and the WWII Victory Medal. But most important to these ladies was that they could now be buried in our Nation's cemeteries and their caskets could bear the United States Flag. On March 10, 2010 the Women Air Force Service Pilots were awarded the Congressional Gold Medal for their service in World War II.

Nineteen of those women came from Nebraska. They are: Dorothy L. Bancroft, Mary B. Beecham, Lois V. Boien, Lois A. Bristol, Grace "Betty" E. Clements, Mary A. Jerishin, Eileen "Ikey" A. Kealy, Marybelle J. Lyall, Esther L. Mueller, Roberta E. Mundt, Margaret "Peggy" L. Nispel, Millicent A. Peterson, Alice L. Riss, Evelyn G. Sharp, B. Kristin Swan, Helen A. Turner, Isabel E. Tynon, Jane E. Waite and Mary E. Williamson. Four of these women remain; Lois A. Bristol-Young, B. Kristin Swan Lent, Millicent A. Peterson-Young and Dr. Mary E. Williamson.

Ronald Dale Rodgers

Ronald Dale Rodgers was born on December 23, 1933 in Cozad, Nebraska. He graduated from Kearney High School in 1951. Soon after, he served the US Navy from 1951 to 1954, where he flew as Crew Chief aboard a PBM seaplane during the Korean conflict. Rodgers was awarded an Air Medal for meritorious achievement while flying over Pusan Bay.

He received his private pilot fixed wing license in 1957 and joined the Army to attend Warrant Officer Candidate School. He graduated from the Army helicopter maintenance school and went on to graduate from helicopter pilot training in May of 1959. He served a tour in Korea and then in South Vietnam in 1961. While in Vietnam, Rodgers flew 18 passenger double rotor helicopters, ferrying troops. He served as assistant maintenance officer



Millicent A. Peterson



Ronald Rodgers

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Marking of Towers

By Ronnie Mitchell

February 21-23 aerial applicators have their annual convention in North Platte and I want to inform you of an issue facing them. Also air ambulance flights, night time low-level military operations, power line and pipeline patrol operators and law enforcement helicopters.

MET towers collect wind data and are built several months prior to wind turbine farm construction. At just under the 200 foot FAA requirement for marking and lighting they can be put up within a 24 hour period, gray in color, usually 196 feet in height, supported with guy wires, and almost impossible to see.

During the 2010 Nebraska legislative session, LB1048 was passed, which requires all wind measurement equipment installed prior to the effective date of the act and on or before January 1, 2013, to be either lighted, marked with balls at least twenty-one inches in diameter, painted, or modified in some other manner so it is recognizable in clear air during daylight hours from a distance of not less than two thousand feet.

FAA's Central Region Administrator, Joe Miniace, has led the way for the FAA's 11 regions in getting FAA guidance on the marking of these towers. February 4, 2011, was the last day for comments to the Federal Register concerning the FAA-proposed marking standards for these towers. The Department of Aeronautic's comments suggested the FAA develop standardized markings for MET towers to include alternating orange and white paint on the tower with 16-foot orange sleeves from the anchor point up on the guy wire, also 51-cm spherical marker balls on the guy wires (aviation orange in color); and lighting, either with strobe and/or LED. Interestingly enough, several states do have aerial applicators flying during night-time hours due to certain pests that are only active during darkness. Night operations are also common in Arizona due to workers being in the fields during the day.

The FAA requested comments and is considering revising Advisory Circular No. 70/7460-1, Obstruction Marking and Lighting, to include guidance for the voluntary marking of METs that are less than 200 feet AGL. The FAA recognizes the need to enhance the conspicuity of these towers.

I am aware of only three accidents (two in the US and one in Canada) involving aircraft colliding with unmarked met towers, resulting in complete destruction of the aircraft and instantaneous death for the pilots. That happens to be three more aviation accidents than necessary! If flying low-level, please keep your eyes outside the cockpit, I don't want to read of aircraft flying into an unmarked tower.



Ronnie Mitchell
Director, NE Dept of
Aeronautics

Fresh Fruit

By Scott Stuart

My wife makes the best banana bread known to man; at least, I think so. Less fat, whole wheat flour, lots of oatmeal, fewer egg yolks....still, it is wonderful because of the bananas' moisture and flavor baked right in!

Bananas get a second chance even though they are very perishable. They can be used right to the end safely, healthily and as a fine tasty treat, if baked in bread. Other fruits are not so lucky, "one bad apple spoils the whole barrel" comes to mind. We, as pilots, are like fruit. Be it VFR or IFR flyers, our skills are highly perishable, and we don't always get a second chance like the banana. So, tell me: how is your skill these days at crosswind landings? I mean serious crosswinds. When was the last time you flew an ILS in honest-to-goodness hard, read 200/1, conditions? How about this one: taxiing on a very icy ramp? Did your palms sweat on either occasion? They shouldn't, if, IF your skills have not perished/spoiled past the safety line.

My wife might offer that I am nuts sometimes, and she might well be right, but spoiled fruit? No. I look for every opportunity to fly in the real stuff, so that when it comes time to "be there," 99% of the time I can do it. Don't let your fruit go bad, that would be nuts!?

Speaking of spoiled, my goodness! I was heading to MN last week, was about 25 minutes north of LNK and both, BOTH, GPS units quit! My Garmin 530 and 430 just announced that there was no GPS position available. After clearing the frequency with center, I began the trouble shooting. I shut down #2, nothing. I shut down everything, nothing. No GDL 69, no MFD, zilch! It then dawned on me that I was truly spoiled (there is that word again) by the ease with which GPS makes flight easier and safer. Back on line with center, I got a new clearance using VOR's and headed to BRD to the radio shop there; good guys; smart. Steve came out, engine running, and did his bit, and found the problem: #1 antenna failure, causing both units to "argue," thus ending all conversations! So, with #1 off, away I went using only #2, to my destination, KXVG. Good thing I had the #2; since Longville was IFR and I had to shoot the NDB approach, I might have ended up in the next area code! Spoiled! Oh, sure, I likely would have made the approach successfully, but surely not as keenly as I once did, "back in the day."

The lovely Mrs. Stuart spoils me with banana bread. Payback is me not spoiling her, or others, with lousy piloting when all we have to do to be good (not great, just good) is rotate the fruit on a regular basis. Have fun, buff up, and be able to go home proudly to the smell of fresh 'nana bread!

Gear down and locked?



Scott Stuart



Rudder Rudder Rudder

by Tom Gribble



Tom Gribble

Oops! I dinged the Champ! I forgot to fully open the door while pushing her into the hangar and caught the right wing tip.

Well, it's more cosmetic than cobbled. Some paint is marred, as is the pilot's pride. But the airplane is still airworthy. I make three more pushes: push the door fully open; push the Champ in; push the door fully shut.

The next time I fly I will remember the incident and think to give her a

test. I take both hands and feet off the controls. The Champ immediately begins dropping the right wing. At first, hesitantly. But, as the bank increases, so does the speed of the roll.

With that, I head for the guy who does the Champ's annual. He says it doesn't look too serious. Or costly. So, I leave her with him and head for home. The next day he calls and says there was no dangerous damage, just a little scrape and an ever-so-slight bend on the tip. So slight was it that his hand alone did the fixing. Then a little dab of matching paint, and she's good to go.

The initial climb in the pattern and to altitude and away from the field is fine. I let go of the controls, both hands and feet. The Champ immediately begins drooping her right wing. At first, hesitantly. But, as the bank increases, so does the speed of the roll.

Now what? I know he did a thorough inspection. I head for the hangar, but leave the doors open so as to have sunlight for a slow, careful walk around. Not that I know what I'm looking for, but maybe something will catch my eye.

I look at the fixed rudder trim tab. It is bent ever so slightly to the left. But, that's the way it was when I bought the champ - seven years, one month, and two days ago. If that was the problem, surely I would have detected it long ago. Probably on the way home the day I bought her. Nonetheless, I bend the tab ever so lightly to the right, aligning it with the rudder. Then I go flying. Once again I do the hands and feet free of the controls test. The Champ flies rock steady, straight and level. Not a hint of drooping right wing, nor increasing right bank.

So, how come I did not detect this misaligned trim tab earlier? Actually, I had seen it on every walk around but thought some previous pilot/owner had set it there to keep her flying straight. I had never thought to straighten it.

Then it dawned on me. My feet are always on the rudder pedals. I often fly hands off - unfolding, refolding, and reading charts. Keeping a simple flight log. Reaching for the water bottle. Looking for landmarks. And traffic.

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Airspeed

By Lee Svoboda

Again this year I am spending the winter months in sunny and warm Arizona. However, every morning I do check the weather in Nebraska and try to determine how much beneficial training is being accomplished. This winter seems to be a lot better than last winter, so I will probably be returning to Nebraska earlier than I did last year.

Now to practical test issues. Lately I have seen airspeed control be a problem during practical tests.

Of course the tolerances become more restrictive as you move up the ladder of certificates; however, regardless of the certificate or rating sought, airspeed control has a major impact on other tolerances which can lead to test failures.

For example, short and soft field takeoffs can be failed if the proper airspeed is not maintained during both private and commercial tests. But the tasks which really require precise airspeed control are the landings. There is a published airspeed tolerance, but the big task is to land in a specific area. If the proper airspeed is not maintained, it is almost impossible to make the landing touchdown criteria. And on commercial practical tests, failure to touchdown within the tolerances is the most frequent reason for an unsatisfactory practical test. Instructors, if you check the practical test standards for both the private and commercial tests, almost every task has an airspeed tolerance that must be maintained. How the airspeed is maintained is not the issue (i.e., the old pitch or power argument); it is a tolerance that must be met.

Checking the instrument and ATP test standards reveals that airspeed control also plays a large part in the successful outcome of the test. The area of operation where airspeed control is most critical is during the final approach segment of the instrument approaches. And, guess what, an unsatisfactory approach is the main reason applicants fail the instrument and ATP tests. Bottom line, is your students must be able to maintain the airspeed tolerances.

Moving on, again I find that the first twenty minutes of practical tests is giving me some problems. That is the eligibility time when I find out if the instructor has properly prepared the applicant for the practical test. Most of the time it does not result in a failure, but it sure delays things while the applicant and instructor attempt to fix the problems. The delays range from minutes to days and sometimes can result in a failure. So instructors, let's keep the examiner in a good mood and make sure your student has all the paperwork required, documented endorsements, and met all requirements as outlined in the practical test standard.

Stay warm; see you in March for sure.



Lee Svoboda



Thanks For A Swell Ride

Story written by **Richard O. Joyce**, Published by **CV Glines** in the book, *"The Doolittle Tokyo Raiders."*

Editors note: *Richard O. Joyce and his crew piloted one of the B-25 bombers during the Doolittle raid over Japan at the beginning of WWII.*



B-25 Takeoff
Photo Courtesy of Todd Joyce

As soon as Watson's plane blasted off the deck, I lined up and took off about five minutes later. I had been slightly delayed due to the continued misfiring of the right engine, which finally smoothed out. The take-off was easy although I sweated out that right engine during those critical moments of the roll down the deck.

I circled the carrier once and flew parallel to its course and set my gyro compass and compared it with the magnetic compass. We picked up a true course of 270 degrees about 500 feet off the water. About an hour and a half out, Sergeant Horton, on watch in the upper turret, shouted over the interphone.

"Gunner to pilot. Twin engine plane, twelve o'clock!"

Directly ahead and above us was a Japanese patrol plane, and it must have seen us at the same time, because it immediately dove out of the clouds directly at us. I increased the power on both engines and swept underneath it. We quickly outdistanced it and didn't attempt to fire on it because it never really got within range. After that incident, I decided to fly the rest of the distance at altitudes ranging from 1,000 to 4,000 feet in order to avoid detection. We hit Inubo Saki right on the nose, thanks to our navigator, "Sally" Crouch. I turned south for about ten miles and then turned west across the neck of land to Tokyo Bay; then northwest at 3,500 feet in and out of scattered clouds. When I sighted my target, I dove out of the clouds, and lined up with the target at 2,400 feet and 210 mph speed. I opened the bomb bay doors and just as I did, an aircraft carrier steaming toward the Yokosuka Naval Base opened up on us with their ack-ack of presumably small caliber. Fortunately, their fire was ineffective and inaccurate. However, since we were toward the last of the bomber string, they were waiting for us and I knew it would be no picnic the rest of the way in.

We lined up on our primary target, the Japan Special Steel Company and dropped two 500-lb demos and got direct hits. One

bomb hit directly in the middle of a big building and the other landed between two buildings, destroying the end sections of both. The third demo and the incendiary cluster were dropped in the heavy industrial section in the Chiba Ward.

The ack-ack fire became intense and since I had taken a long straight run on the target, by the time the bombs were out we found ourselves bracketed with the black puffs of smoke and shrapnel coming very close, generally behind but catching up fast.

Just as the last bomb went out, a formation of nine Zeros came in above us and a little to our right. I jammed the throttles forward and went into a steep diving turn to the left to escape both the ack-ack fire and the fighters. The fighters had definitely seen us and peeled off at us but I dove under them and eluded them for the moment. We were doing 330 mph which was right on the red line. I leveled out right on the ground and hedge-hopped all the way back out to the bay. Three Nakajima 97's came out of nowhere ahead and to our left. They tried to catch us but couldn't keep up. The Zeros, however, had not been shaken. They had an altitude advantage but didn't seem too eager to come in close. I could hear Horton firing at them

from the turret from time to time to discourage them. We finally shook them as I turned west across the mountains. Shortly after, a single fighter appeared alongside and above us, just



Crew of Richard O. Joyce, B-25 Number 10 40-2250
Photo Courtesy of Todd Joyce

as I turned south again. We fired at him with both nose and turret guns and we think we hit him but none of us were sure we knocked him down. At any rate, he got extremely discouraged, which was OK with us.

Just as we thought we had it made and I had begun to throttle back, three more enemy fighters bored in toward us. I pushed the throttles forward and climbed up into the clouds to elude them. I decided to turn out to sea for about thirty miles since it looked like they were really after us. Fortunately, that was the last enemy plane we ever saw.

When we passed through the Oshima Strait and headed west, I took inventory of our damage. We had sustained one anti-aircraft hit in the rear fuselage just ahead of the horizontal stabilizer. The hole was about 7 inches in diameter; luckily no vital structural part was hit and about all it did was create quite a draft. We were also hit on the left wingtip by machine gun bullets but, again, the

Continued on Page 6, Swell Ride



Question Corner

Last issue the question was asked; can we fly an approach in instrument conditions, to an airport with the missed approach procedure leading you into an MOA that is active? The answer is yes, you can. ATC would coordinate with the military aircraft inside the MOA to have the section of the MOA clear in the event you need to execute a missed approach.

Also last issue it was pointed out that I made a mistake with my answer to the previous question. I had asked “if you have a RAIM error while flying a GPS approach what do you do?” I said if you were inside the final approach fix you could continue the approach. I believe I misinterpreted what the AIM says. Here is the definition:

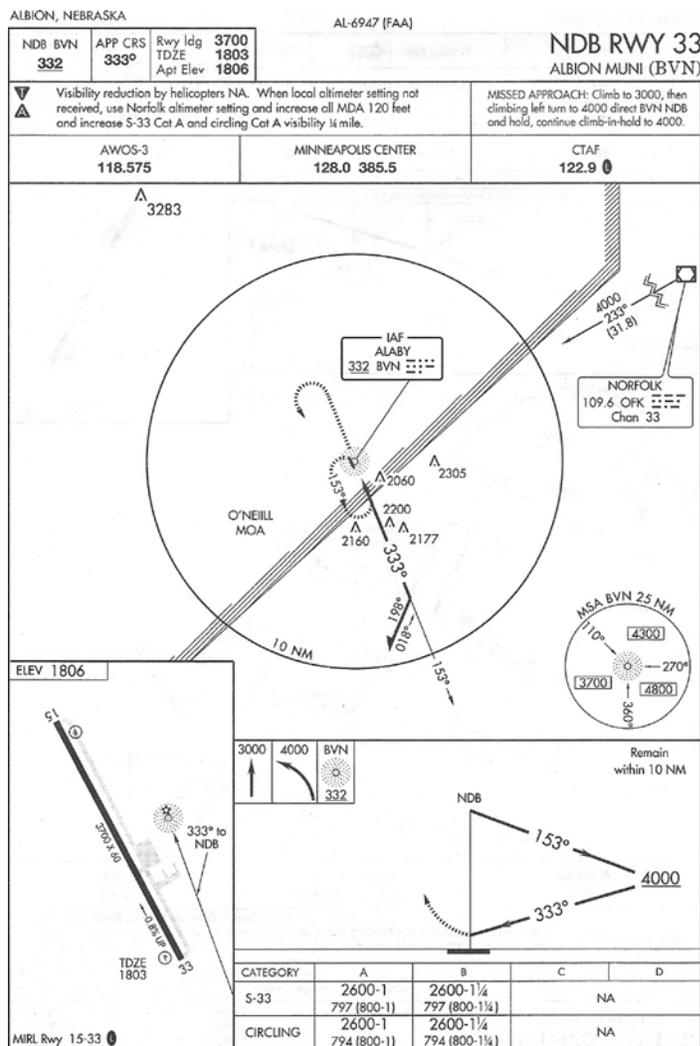
If a RAIM failure occurs after the Final Approach Way Point (FAWP), the receiver is allowed to continue operating without an annunciation for up to 5 minutes to allow completion of the approach. If the RAIM flag/status annunciation appears after the F.A.W.P., the missed approach should be executed immediately.

If a RAIM failure/status annunciation occurs prior to the final approach waypoint (FAWP), the approach should not be completed since GPS may no longer provide the required accuracy. The receiver performs a RAIM prediction by 2 NM prior to the FAWP to ensure that RAIM is available at the FAWP as a condition for entering the approach mode. The pilot should ensure that the receiver has sequenced from “Armed” to “Approach” prior to the FAWP (normally occurs 2 NM prior). Failure to sequence may be an indication of the detection of a satellite anomaly, failure to arm the receiver (if required), or other problems which preclude completing the approach.

If the receiver does not sequence into the approach mode or a RAIM failure/status annunciation occurs prior to the FAWP, the pilot should not descend to Minimum Descent Altitude (MDA), but should proceed to the missed approach waypoint (MAWP) via the FAWP, perform a missed approach, and contact ATC as soon as practical.

I also needed to give a more in-depth explanation of when to execute the missed approach procedure. My answer was “climb to the missed approach altitude and start on a heading to your alternate.” It needs to be mentioned that you should not make any turns until reaching your MAP and climbing to the MSA before heading to your alternate or starting a different approach.

THE SITUATION: the METAR at Albion, NE shows this: KBVS 291830Z AUTO 26005KT 8SM BKN008 BKN013 OVC045 02/01 A2951 RMK A01 P000. You want to shoot the NDB RWY 33 approach using only your IFR capable GPS; your airplane’s ADF receiver is not working. Can you Legally shoot the approach under an IFR flight plan? For answers, questions, comments or concerns E-mail to: Zach.Miller@Nebraska.gov.



Continued From Front Page, Hall of Fame

with the first helicopter unit.

Rodgers returned to civilian flying in 1962. He flew for several years with Mississippi Valley Helicopters of Wahoo, NE. There he flew support for the construction of the Nike-Minuteman missile site. He flew for the filming of the Chevrolet Corvette commercials over the Royal Gorge in Colorado. He then worked for a Colorado company spraying crops and forest fires.

Rodgers taught US Army primary helicopter pilots for ten years at Fort Walters, Texas. He returned to Kearney, NE in 1973 where he started Rodgers Helicopter Service. Here he did crop spraying, power line patrol and construction, heavy lifting and rescue. In 1981-2, Rodgers set up an air ambulance service. After many hours of labor, Good Samaritan Air Care of Kearney transported its first patient on March 4, 1982. They quickly provided critical care flights for Nebraska and Northern Kansas. Ron Rodgers has accumulated over 22,000 hours in helicopters and fixed wing aircraft. His dedication and safety record as a pilot, flight instructor, and mechanic over the past 60 years are the reasons he is being inducted into the Nebraska Aviation Hall of Fame.



Continued From Page 4, Swell Ride

damage was slight. A few feet closer to the fuselage, however, and we would probably have lost gas, to say the least.

As soon as we estimated we were nearing the China coast, the weather became foggy and rainy. I was forced to go on instruments about 100 miles out and stayed on them until we all bailed out. Our automatic pilot was inoperative so I had to "hand-fly" it all the way. Stork, of course, relieved me and shared the flying chore.

About the time Crouch estimated we should begin to climb to avoid the mountains along the coast we spotted an island and got a few glimpses of land as we came in over the coast. Those few glimpses gave us assurance that at least we were over land. It was now getting dark, still foggy and rainy and getting worse.

There was an overcast above us so I climbed up into it and continued on course. As we neared our ETA at Chuchow (China) I realized positively that we could never expect to make a landing in that weather so I told the crew to get ready to bail out. I climbed to 9,000 feet with about 15 minutes of gas left. I had flown deliberately past Chuchow to be sure that we would come down in Chinese territory.

I had been talking back and forth to my crew from time to time and when I figured we had only about ten minutes of gas left, I asked Crouch to show us on the map where we were. I then gave them their instructions.

"Horton, you go first out the rear hatch," I said. "Then Larkin, then "Sally" and Stork out the front. Larkin, you wait until Horton is gone before you release the forward escape door - you might hit him. OK, fellas, that's it. I'll see you in Chuchow. Let me know when your ready back there, Ed, and good luck to you."

"OK Lieutenant," Horton answered over the interphone.

"Here I go and thanks for a swell ride."

I couldn't help but laugh at that and it made me feel good. Here we had been flying for about 14 hours, had been in combat and hit, and now had to bail out and he thanked me for the ride! Horton's spirit of discipline was typical of my whole crew and I was thankful.

I was busy keeping the plane's speed at 120 mph on instruments and felt them go one by one. They were fine men. Not one was afraid, but bitterly disappointed that we had to abandon our plane. It takes men like them to win a war and that's what we were trying to do.

When the last man was gone, I rolled the stabilizer back to keep the plane from gaining too much speed and then worked myself around to get out of the cockpit. I had some trouble squeezing in



Richard O. Joyce getting his vaccination

Photo Courtesy of Todd Joyce

between the armor plate on the backs of the two seats and had to keep pushing the wheel forward to keep the plane from stalling. I had little time to do anything once I got to the escape hatch but I did manage to grab some food and equipment before I jumped.

I dropped clear of the ship and pulled the rip cord. The chute opened nicely but just as it did the metal on one of the leg straps broke and almost dropped me out of the chute harness. I slid down and the chest buckle socked me in the chin so hard I was stunned. At the same time my pistol was jerked out of its holster and flew into space. I swung wildly for about a minute and then straightened out. Just as I did, I heard the plane hit below me and explode. A few seconds later, I hit the ground which was quite a surprise. Luckily, I was uninjured even though I had landed on the side of a steep slope.

It was raining and foggy and I couldn't see a thing. I felt I had no choice but to wrap myself up in my parachute and try to stay dry and get some sleep.

The next morning it was still foggy but the rain had stopped. When it was clear enough for me to see, I started to look for our plane. When I saw how steep the hill was that I had landed on and saw how sharp the boulders were, I don't see how I missed getting badly hurt - or worse.

The plane turned out to be only a mile away but it took me four hours to get there over the rocks and cliffs. When I got to the site of the crash there were a number of Chinese there picking in the charred wreckage. I hailed them and made them understand that I was a friend.

There wasn't a single thing I could salvage out of the wreck; it was a total loss. There was nothing to do but start walking. The Chinese farmers took me to a town where I stayed that night. The next day I met some Chinese soldiers who escorted me to Tunki, Anhwei and, a week later, Chuhsien. My crew was safe and had no serious injuries. We had a lot to be thankful for.

Every year Todd and Bob Joyce host a reunion for the surviving crew members of the Doolittle raid. This year will be the 69th reunion. The location of this year's event will be the Strategic Air and Space Museum, located in Ashland, April 14-17. The event is open to all who are interested. For more information go to www.doolittlereunion.com.

Continued From Page 2, Rudder

While doing these simple chores I fly with my feet. Should a wing ever so slightly begin to droop, I nudge a rudder pedal. Should I come upon a turning point while examining the Sectional, I turn with the rudder pedals only.

By easing into the bank with rudder pressure, skidding is all but eliminated. Only the most sensitive of buttocks would notice the ever-so-slight lack of perfect coordination. I'll have more on the use and disuse of rudder in my next PIREPS offering.



Airport of the Year

The 2010 Airport of the Year award was presented to Fremont Municipal Airport. Their ongoing efforts to improve their airport have made a remarkable impact on the community and the people that use the airport. In this past summer Fremont extended their runway 850 feet to a total length of 6350 feet. They also extended their parallel taxiway to meet up at the end of their new extended runway. By extending the runway, Fremont now has the ability to handle larger aircraft and promote a safer airport for more and more business to land directly into Fremont. Congratulations, Fremont, for receiving this year's Airport of the Year!



From the Left: Clark Boschult, Gene Acklie, Eric Johnson, Mayor Scott Getzschman

NAC Symposium

This year's symposium went out with a bang! It started out with Bruce Belgium and Tom Frakes putting on an educational presentation about runway safety, and pilot safety habits. A key note of Mr. Belgium's is to take ownership for your own safety, keep discipline alive in the cockpit, and to stay alert and aware of what you are doing. Mr. Frakes also stressed the importance of



From the Left: Steve Amundson, Tom Frakes and Bruce Belgium

being aware. Make sure you are watching and listening to what is going on around your airplane. ATC is not always able to focus their full attention to you and your airplane, so being cognizant of your surroundings and listening to other transmissions is vital to safety.



Dean Doyle

Oh, and you can't forget, the always-smiling face of Mr. Dean Doyle!

Howard Hughes? When I think of that name, I think of a brilliant, mysterious person. Retired Major General Mark Musik's story of Howard Hughes just reinforced what I had already thought about Howard



Ronnie Mitchell and Joe Miniace

Hughes. Gen. Musick has spent the last few years researching the "secret life" of Howard Hughes. He has brought to light a woman who claims to have been married to a man named Verner Nicely, who just might have been Howard Hughes himself. The woman claims they lived in a trailer in the back woods of

Troy, Alabama, where they were always worried about someone finding them, so they kept their clothes folded in barrels, ready to move at the drop of a hat. Gen. Musick has put together some pretty convincing evidence to prove Verner Nicely was in fact Howard Hughes.



Dan Petersen

Next, it was on to listen to Mr. Petersen showcase the ins and outs of LPV approaches. He is extremely knowledgeable when it comes to matters of GPS functions.



The Avi8tors

After learning everything I needed to

know and more about LPV approaches, it was time to eat! I found a great seat next to the food line and dug into a perfectly done beef brisket and fried shrimp. While eating we were entertained with the performance of the Avi8tors. They specialize in singing WWII-era songs and have been performing together for over 10 years. They have sung in venues like Oshkosh and many military reunions.



FAA Central Region Administrator, Joe Miniace

Members of the group include: Bob Moser- Tenor, Pam Kragt- Alto, Diane Thomas- Mezzo, and Ardeth Ohm- Soprano.



1733 Barbershop Chorus having fun with one of the Dinner guests

After lunch I made my way to the FAA question and answers session, where FAA Central Region Administrator, Joe Miniace talked about Randy Babbit's NexGen vision for air travel.

That evening at dinner, we were served a mouth-watering, tender steak and had



Rod Machado

Continued on Page 8, Upper Right Column

PIREPS

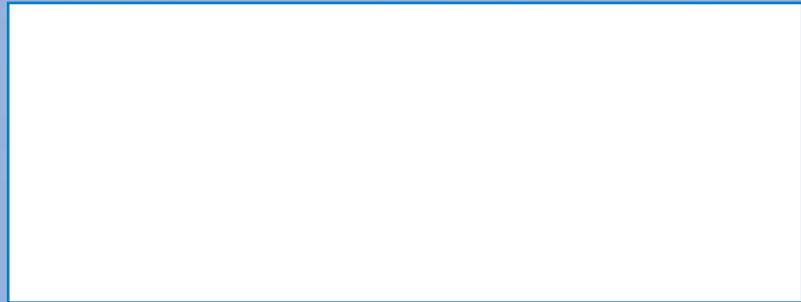
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Events Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 0800-1000.
 - **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800-1000.
 - **To report any tower with lights burned out contact-** [www.https://oeaaa.faa.gov](https://oeaaa.faa.gov). Go to light outage reporting- under "Information Resources." Or call 1-877-487-6867.
 - **Jan 26-29** Kearney, Nebraska Aviation Symposium, see Directors Column.
 - **June 4, 2011, Scottsbluff Airport-** Annual State Fly-in. Bring your family and friends, they won't want to miss out on the fun!
 - **June 4, 2011 - 8AM TO 4PM At:** Great Plains Wing of the Commemorative Air Force Council Bluffs Municipal Airport KCBF Unicom 122.8 16301 McCandless Road; Council Bluffs, IA 51503
- SPRING OPEN HOUSE and FLY-IN/DRIVE-IN BREAKFAST(All you can eat pancakes by "The Pancake Man" 8am to 11am) Breakfast FREE to Pilots-in-Command Aircraft on Display; Mustang P-51s; Mohawk OV-1; Alfa Jet; Stinson L-5; Aeronca L-3 and many others. For more info: Call Dale Standley 712-366-6631 or email dales51503@cox.net

The Open Canopy of Quotes

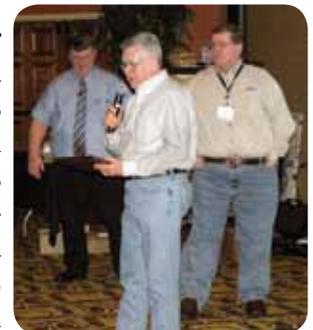
- Before each flight, make sure that your bladder is empty and your fuel tanks are full!
- There are certain aircraft sounds that can only be heard at night.
- The aircraft limits are only there in case there is another flight by that particular aircraft. If subsequent flights do not appear likely, there are no limits.
- I've flown in both pilot seats; can someone tell me why the other one is always occupied by an idiot?

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entertainment by the 1733 Barbershop Chorus. The after-dinner speaker, Rod Machado, made me laugh so much that I woke up the next morning feeling like I had done a power ab workout. Overall this year's symposium was a great success; a special "Thank You" to those who made it happen.

Bill Lyon Recognized

Forty years ago Bill Lyon started the Maintenance Seminar for mechanics which allows them to update their Inspector Authorization status. This year Larry Becherer (FAA FSDO), Bob Tooker and Darwin Godeman (both Duncan Aviation employees) decided it was the perfect time to recognize Bill for starting a program which has grown to include over 150 maintenance technicians attending each year. Originally, aviation mechanics had to pay a \$5 fee with a room and two meals each day provided by the Department of Aeronautics, it has changed a bit over the years. During Bill's tenure with the Department he has shown time and again that he is a key ingredient for the success of aviation in Nebraska. During Bill's modest acceptance speech he gave credit to many others who had assisted with the Maintenance Seminar but he has continued to impress all of us with his professional manner and many accomplishments. Congratulations Bill!



Bill Lyon being awarded