P I R E P S

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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Bill Lyon Inducted Into Nebraska Aviation Hall of Fame

By Sandi Decker

William (Bill) Lyon left his hometown of Shelbyville, Illinois shortly after graduating from high school and landed in Lincoln, courtesy of the US Air Force. His vision of becoming an Air Force pilot changed direction when he earned his Private Pilot certificate through the Lincoln Aviation Institute. He was now destined for a long and distinguished career of service to Nebraska's aviation community. Lyon progressed rapidly, earning his Multi-engine, Instrument, Helicopter, and Instructor ratings, as well as his Aircraft and Power plant license.

From L to R: Son Mark Lyon, Wife Dianne Lyon, Bill Lyon and Brother-in-law Bob Pavelka

When Lyon joined the Department of Aeronautics in 1969 he was already a polished professional, having accumulated over 4,000 hours of instructor time. Going from his role as an instructor to that of Department Pilot was a natural transition for Bill as he widened his leadership role in general aviation. Over the next 40 years Bill Lyon's quiet professionalism impacted nearly every facet of aviation in Nebraska. Starting as Aviation Services Representative and PIREPS editor, Lyon's influence continued to expand to include pilot seminars, state aviation charts, airfield inspections, airport directories, and special projects, such as aerial photography and airborne infrared sensors. His legacy includes his role as a founding member of the annual Aircraft Maintenance Symposium. But flying has always been his true passion. Rated as an Airline Transport Pilot with over 16,000 hours, Bill has flown untold numbers of distinguished executives. They include Governors Tieman, Exon, Thone, Kerry, Orr, Nelson, Johanns, and Heineman. His accomplishments have been recognized on the national scene by the National Association of State Aviation Officials, the National Business Aircraft Association, Aircraft Owners and Pilots Association, and others.

Lyon retired from the Nebraska Department of Aeronautics in 2011. Bill Lyon has influenced virtually every sector of aviation in Nebraska—from airports and commercial enterprises to executive transportation and flying safety. Bill is a true icon in Nebraska's general aviation community.

Editors Note: When I was hired at the Department of Aeronautics, I was fortunate enough to get to know Bill as a supervisor and a friend. His professionalism and knowledge of aviation is unparalleled in the state of Nebraska. Bill's attitude and interpersonal skills are something I will try to emulate throughout my life and career. I thank you, Bill, for the opportunities and knowledge you have given to me. Congratulations!

Spring is Just Around the Corner!

By Ronnie Mitchell

I know you think winter is going to be here forever but just be patient; spring will be here before you know it. Yesterday my drive to the office took nearly double the time it normally does due to 5" of snow and very slick roads, but it is winter in Nebraska!

Ronnie Mitchell
Director, NE Dept of Aeronautics

The 21st NAC Aviation Symposium just concluded and in my opinion it was a resounding success. The guest speakers were superb and the FAA's participation was just as important in getting the word out that aviation is crucial to our economy and nation.

Our legislature began their 90-day session in early January and some intriguing bills have been introduced. One of interest to our airports is LB140. This bill will allow zoning boards to protect the approach zones in our system of public use airports from tall structures. Building of any structure will be allowed underneath the approach slope as long as it doesn't penetrate the slope. It is difficult to explain how the slope looks but basically it starts at 150' and increases to nearly 900' at ten miles from the airport. The width of the slope is approximately 1,000' either side of the extended runway centerline at 10 miles and narrows as it gets closer to the runway. Again, structures may be built underneath this slope as long as they do not penetrate the slope.

The aerial applicators will be having their annual convention February 18-20 at the Younes Convention Center, Kearney. It's an interesting and educational convention and if you have thoughts of becoming an aerial applicator, I would encourage you to attend. For more information: nata@windstream.net

That's it for now; we'll visit more in the next issue of PIREPS.

The Open Canopy of Quotes

-After making a rather hard landing I remarked to the other pilot flying the aircraft... sure am glad the ground was there. He asked why? I told him because it stopped our descent. -Anonymous

-Keep flying until the last part stops moving. Gives you something to do while you are crashing. -Anonymous-

-The second engine on that light twin is nothing but a glide extender. It's primary purpose is to give you electrical power all the way to the crash site. -Anonymous-

Waas Up, Doc?

By Scott Stuart

Ah, the good old Bugs Bunny cartoons after the newsreel when we went to the theaters in the 50's! Not to mention the 10 cent buttered popcorn, with REAL butter! That was a while back, and in truth, I suspect Bugs actually said to Elmer, "What is up, doc?" Am I right?

Scott Stuart

Not too long ago I headed out to York for some A.M. coffee, in the Beech of course. And, good for me and all living/practicing flyers, the weather was low... JYR was giving 250' and 3/4mi. Smack at minimums for the GPS 17 approach. IF, if the plane was equipped with WAAS. Otherwise, the minimums were 400' as I recall. I set up for the approach and flew the LPV right to 250' when presto, just as it was drawn up, the runway appeared. I did not exactly bust my buttons over this "accomplishment," but it sure did get me to thinking, because... About 10 minutes later Randy and I heard over 122.8 a Citation making the approach and announcing as he did so. He missed. We could hear him go over, thru the murk, but never saw him, nor he the airport. Randy told me after that, or during, that the Citation had called him the day before about landing JYR, but was not WAAS equipped. I saw later he went to LNK and flew the ILS there, where the WX was 200 1/2 as I recall.

My Dad told me many years ago, probably 45, never to cheat on your wife or your taxes. That was good advice then, and now. I might add to that, dear reader, do not cheat on your minimums!! The Citation did not, and lived to fly another day. Ah, but here is the rub: Those of us with WAAS can cheat, and, maybe even get away with it...Maybe. I would not do it, but here is how. If you stay on G/S, the path will take you right to the end of the runway. That is swell if the mins are 200', but for example, at my Longville, MN airport, the mins are 488'; yet if you stick on G/S as I said, presto right to the end of the runway no matter the murk. But at what cost? Your life? The mins are there for a reason. Maybe a silo, maybe power lines, maybe trees (as in Longville). I do not know and I do not care, just do not cheat, period. Do not become mesmerized by the glide slope and forget the minimums. For sure someone smarter than I set that approach up, tested it, and set the minimums for our safety. Fudging, even a bit, well, been nice knowing you but I will miss your reading this stuff! Be sure, be certain; double check, triple check(?) the minimums for any GPS approach; and glide path be hanged, descend only the minimums allowed. Your wife and insurance agent can thank me later!

No WAAS, no worries. There is a fine descent profile, or you can dive and drive as some call it. Just know and heed the minimums, please.

Gear down and locked?

Going To Alaska

by Tom Gribble

The Aug/Sep 20l2 PIREPS had me arriving at the Cheyenne combined station/Tower on June 28, 1968. I was convinced I would be there a year at most, and then get a job flying FAA airplanes. what with my 1,515 hours total, including a whole 308 hours in the DC-3S, they must surely need me !

Tom Gribble

I did not fly during the rest of 1968. I flew a grand total of seven hours during 1969, with the last flight on August 1. That made me shy by 43 hours of the required 50 within in the last year.

I did not so much as turn an airscrew in that job flying FAA Flight Check airplanes, how am I, at this rate, going to keep current and log at least 50 hours during the last 12 months?

On February 2, 1971 I bought N2633P, a Piper PA22-150 Tri-Pacer. I'll stay current and I'll reinstate my CFI and I'll teach my kids to fly, and maybe my wife, too.

Well, they all went f or a ride in the Tri-Pacer. But, none wanted to learn to fly it. The PA-22 is just not much of a challenge, I guess. Still, during the first full year of ownership, I logged 56 hours in the Piper. Then, during the next 111 days I flew her on just seven days logging only 5.5 hours .

So, with 62 PA22-150 hours in my logbook, I sold the "Flying Milk Stool" on May 29, 1972 and began renting airplanes. That is cheaper than owning if you are only flying 50 hours a year. But, renting is still expensive. With that, it is too easy to forego flying so, I renewed my CFI and joined the Civil Air Patrol. My students were Junior ROTC high schoolers in a CAP Cessna 172. I also did tail-wheel transition training for CAP members in both an Aeronca 7BCM, aka L168, and in the very delightful Cessna 305A, aka L-l9A Bird Dog.

Flight check vacancies appeared from time to time for which I applied but was never accepted. Nearly all new hires were ex-military pilots with college degrees. Then in the mid-1970's the FAA began replacing the DC-3 Flight check aircraft with model 80 Sabreliners, except for Alaska.

In August 1977 I spent some of my hard earned money and sprung for an Airline Transport Pilot (ATP) certificate with a DC-3 type-rating. In August 1978 the FAA Alaska Region announced two, and later four, vacancies for pilots in their Flight Inspection District Office (FIDO).

On October 10, 1978, our twenty-fifth wedding anniversary, I was notified I had a job flying FAA aircraft in Alaska. I was delighted, Pat was devastated. We had a home on 22 acres 12 miles west of Cheyenne with two horses, two calves, several goats, one

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PTS Runway Incursion

By Lee Svoboda

Again from warm, sunny, no-wind Arizona I send you these words of wisdom and guidance to help you train your students to the next level, and of course, to pass their check ride on the first attempt. Of course, I keep my personal proficiency within limits by bringing my old Piper Lance with me for the three months I spend here in Arizona. N62LP likes the warm sunny weather as well.

Lee Svoboda

The new private pilot and commercial pilot practical test standards have been out for several months now. As I previously discussed, runway incursion, has been moved from an area of special emphasis to a graded task with specific elements to be evaluated by the examiner. This means that the FAA wants us to give runway incursions more attention during our training and testing. The reason is because the number of runway incursions has again begun to rise. The FAA has attempted to help the situation by installing better signage to help us taxi safely. At towered airports, now you are given specific instructions on how to taxi from the ramp to the departure runway. Then after landing you are given specific instructions from the landing runway to the ramp. By this I mean, it is not just to runway x, it is to runway x via x taxiway, y taxiway, etc. The same type of instructions are given on landing. In both departure and arrival the taxi instructions must be repeated back to controller with your tail number. Responding correctly to ATC at towered airports is just part of what we should be teaching and testing. During flight planning to or from a towered airport we should have students looking at an airport diagram, checking NOTAMS for runway and taxiway closures and noting hot spots if shown. The taxi instructions should be copied, repeated to ATC, and the airport diagram checked for current position and taxi route. Also, during taxi, only the act of taxi should be happening. Situational awareness must be maintained, with no cell phone action, no messing around with radio or navigation equipment, and no accomplishment of checklist items that do not require movement. Anything other than taxi during taxi should be delayed until the aircraft is stopped. For you pilots having an avionics package that displays an airport diagram and your position on the diagram, you should never have trouble if you correctly use your equipment. And if there is any confusion concerning the taxi instructions, either clarify with ATC or ask for progressive instructions. And even when cleared on to an active runway take a look both ways before entering the runway. Remember, that is a human being that gave you the clearance and he/she can make a mistake, just as you and I can make a mistake. Pilots and controllers must have each other's

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Aerobatics Western Style

By David Moll

While most people fly to Sidney Nebraska to visit the Cabela's store, instead give some thought to spending some time with Ed Nelson at Sidney Aviation and learn about aerobatics. I had the pleasure of spending several days in Sidney while doing some aerial photography and Ed and I had some great conversations on acro.

David Moll

Here are some excerpts from his bio on the Sidney Aviation website:

"During the Vietnam war, Ed was an aircraft maintenance officer in the U.S. Air Force, attaining the rank of Captain while assigned to the Strategic Air Command. He continued to develop his flying skills, honing his aerobatic talents, and they (Ed and his wife Kelly) soon purchased a 7KCAB Citabria. After leaving the Air Force, Ed instructed aerobatics at Aerobatics Unlimited in Corona, California, using Citabrias, Decathlons, and a Pitts S-2A. He acquired his Multi-Engine rating in a Beech 18 at Flabob Airport in 1972. He became chief flight instructor and general manager of Aerobatics Unlimited.

"In 1974 they returned to western Nebraska to join Ed's father, crop dusting and instructing with Nelson Flying Service, the family business. During that year Ed finished his instrument rating. In 1977 he finished building an experimental Pitts S-1C, placing third in the Intermediate Category at the National Aerobatic Championships in Texas (it was his first official aerobatic contest). He also found time to add an Instrument Instructor rating over the next few years."

Ed is one of the few who remembers back in the early days of aerobatics how the twisting gyrations of a lomcevak, broke several propellers, crankshafts, prop flanges and motor mounts, causing such a severe vibration the engine could actually depart the airframe. A simple fix was developed using a steel cable wrapped around the engine and attached to the airframe. This way the engine hopefully would not depart the airframe, keeping a resemblance of weight and balance to permit a landing. Nowadays, modern day engineering has solved the problems caused by these tumbling maneuvers making aerobatics as safe as walking across the street. Although in talking to Ed Bowes, the Formula 1 racers at Reno still have this retention cable, due to the prop turning over 4000 rpm while racing very close to the ground.

While walking through Ed's hangar, I saw a Pitts S-1, Pitts S-2C and a Super Decathlon, all in immaculate condition. He is the American Champion Aircraft dealer focusing on the Rocky

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UNO Guest Lecturer

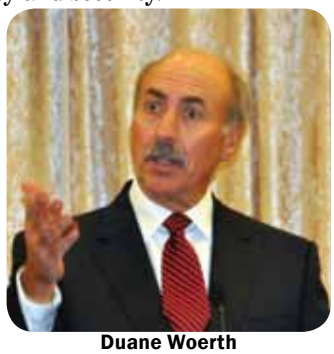
By Jess Banks

Each year the University of NE Omaha, Aviation Institute hosts the Durham Distinguished Guest Lecture Series. On November 27, 2012, the U.S. Ambassador to the International Civil Aviation Organization (ICAO), Duane Woerth, was the guest lecturer and recipient of the William F. Shea Distinguished Contribution to Aviation Award.

L To R: Dr. Scott Tarry, Duane Woerth, Bill Shea and Scott Vlasek

Ambassador Woerth had presented that afternoon to the UNO Aviation students and been asked questions from a panel of eight students. I spoke with one of the student panel members and he said Ambassador Woerth was a great educator and speaker.

The evening presentation was also memorable as Ambassador Woerth explained how the 1944 Chicago Convention "set up the permanent International Civil Aviation Organization (ICAO) as a means to secure international co-operation and the highest possible degree of uniformity in regulations and standards in aviation matters." Earlier versions of ICAO were headquartered in Paris but it is now located in Montreal, Canada. Today, 190 nations belong to ICAO working on issues of safety and security.



Duane Woerth

Ambassador Woerth also spoke about the FAA's Next Generation Air Traffic System (NextGen) and how it is vital this system be brought online. Today, $9-10 billion is lost each year due to airspace problems and NextGen will help to lower these costs by allowing more direct flights and easier aircraft identification, both by FAA Controllers and flying pilots. He described how air traffic congestion causes delays by asking which is faster: a 1952 DC6 propeller aircraft's flight from Atlanta to LaGuardia or today's Boeing 777 taking the same route? Due to traffic congestion the 1952 DC6 had the shortest flight time!

Ambassador Woerth is a native Nebraskan who was born and raised in Scribner, learned to fly in Lincoln and joined the US Air Force and became a RC135 reconnaissance pilot at Offutt AFB. Retiring from the Air Force as a Lt. Colonel, he flew for Northwest Airlines, and is a former President of the Airline Pilots Association (ALPA). Presenting the Award to Ambassador Woerth was William F. Shea, who began the UNO aviation program in 1990.

Memorial Stadium Flyover

By Randy Prellwitz (Flying Conestoga's formation team RH wing)

Saturday November 17th 2012 will go down as a day etched into the memories of six Flying Conestoga members; John Cox & wife Lori, Bill Stelling, Dean Doyle, myself (Randy Prellwitz) & my oldest son Nate Prellwitz.

The call came late Tuesday afternoon 11-13-12 from Dean Doyle that the scheduled flyover at Memorial stadium for the National Anthem to start the NU vs Minnesota football game had canceled out. Would the Flying Conestoga's be able to fill in with a formation flyover? The answer was a no brainier! After many phone calls securing the pilots & planes & gathering information to enter in the FAA/TSA website in order to obtain a waiver to fly through the TFR (temporary flight restriction) over the stadium on Saturday, it was still doubtful it would happen as normally the waivers take 5 days to be approved. The waiver was submitted on Wednesday 11-14-12 and by late Thursday we had been approved for the flight! Saturday morning arrived very windy (sustained winds out of the south around 30mph). Bill Stelling, myself (Randy) and my son Nate flew from Fairbury to Beatrice and picked up Dean Doyle and then onto Lincoln where we met up with John Cox & his wife Lori. The timing requested to be over the stadium was very precise. We were to be over the stadium at exactly 2:27:55 sec. PM just as the NU marching band finished the National Anthem. We took off from LNK in formation around 1:50PM (John Cox flying lead,

Bill Stelling flying LH wing and myself (Randy) flying RH wing. Copilots were Johns wife Lori w/John, Dean Doyle w/Bill & Nate w/Randy). John had set memorial stadium as a way-point into his GPS the previous day and after takeoff took us out north till his GPS showed we were 6 minutes from the stadium where we maneuvered making turns into the wind in order to maintain our position until we got the 6 minute till TOT (time over target) call from the ROTC coordinator on the roof of the press box at Memorial stadium at which time John started us inbound to the stadium. We were assigned a special LNK tower frequency with only us (formation), LNK tower and a photo helicopter hovering above the stadium as we flew over. As we approached the stadium the tower called out our position to the stadium every mile and the last one half mile from about 6 miles out. We made one pass over the stadium from North to South and our ROTC coordinator Ross Barr said John's timing was really great (I think that means perfect!). We flew back to the LNK airport in formation, landed and were taken to the stadium in a van waiting for us by Duncan Aviation.

L To R: John Cox, Randy Prellwitz and Bill Stelling

At the stadium we were given All Access passes, taken up into the press box & watched the remainder of the first half from the roof of the press box (WOW!!). Was on the Minnesota sidelines for the 3rd quarter and introduced to the crowd at the end of the 3rd quarter where we were put on the big Husker Vision screens in the stadium and they also showed the flyover again on the screens. The 4th quarter we were taken to NU sidelines where we watched the rest of the game.

It was a day I don't think any of us will ever forget!

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daughter, one son, and one dog.

The other girl was attending the University of Wyoming and the younger boy was in the Marine Corps. The older son, only recently out of the Corps, would now be looking for a home of his own. The younger daughter would, reluctantly, go with us to Alaska, so would the dog.

Seems the Alaska Region had hired four ex-Air Force pilots in 1977, only one of whom managed to tame the DC-3. Ed Stevenson had flown Cessna Bird Dogs in Vietnam and was an excellent DC-3 pilot. The other three soon went to the airlines.

All four of us newbies had quite a bit of tail-dragger time, and three of us, all from ATC facilities, had DC-3 type ratings. The fourth guy, an ex-corporate pilot now working in the Anchorage FSDO, had 10,000 hours in the Beech 18.

I was anxious to fly again, but sorry to be leaving Cheyenne. The stay had turned into a very enjoyable ten and a half years.

Central Nebraska Regional Airport Sets All-Time Boarding Records in 2012

By Mike Olson

Airport Director Mike Olson has just announced "The Central Nebraska Regional Airport's 2012 passenger numbers were higher than any year in the Airport's history."

According to a recently released Enplanement Report, the total number of passengers flying through Grand Island in 2012 was 56,059, which represents a 19% increase over the previous year of 47,090 boardings in 2011.

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The highest number of enplanements previously was in 1980 with 51,391 boardings.

The airport also broke the monthly boarding record set earlier in the year. In March 2012 the monthly record was 5,625 boardings. In December of 2012 the number of boardings reached a record breaking 6,061. Olson added, "2012 was a banner year for the Central Nebraska Regional Airport and the fact that we have maintained this upward pattern is a solid indicator of continued growth in air travel in and out of Central Nebraska."

Currently the airport is working on plans to construct a new passenger terminal building and expand the parking to address the growth. Plans are also underway to extend the runway in anticipation of attracting additional popular flight destinations.

The Central Nebraska Regional Airport offers twice-weekly non-stop jet service to Las Vegas, NV and Phoenix-Mesa, AZ on Allegiant, and daily non-stop jet service to Dallas/Fort Worth, TX and beyond on American Eagle Airlines.

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Mountain region. There are pictures hanging on every wall of him flying airplanes, and some upside down of course.

Our funniest conversation was him trying to convince me that Lincoln had the worst humidity possible. I tried to convince him after 20 years living in Atlanta, Georgia that Lincoln didn't hold a candle as the capital of humidity. We agree on aerobatics, but can't agree on humidity.

NAMS Recognizes Larry Becherer

Larry Becherer

NAMS is a professional organization which disseminates information and training, promoting aviation safety within the Nebraska aviation community.

Larry Becherer has been, in large part, the reason the Nebraska Aviation Maintenance Seminar(NAMS) has been a success in helping Nebraska mechanics stay up-to-date and certified. Larry has worked very hard to support, guide, and provide leadership for NAMS for the last many years. Thank you, Larry, for all that you have done and will do in the future, and congratulations !

Gothenburg Airport: 2012 Airport of the Year

Ronnie Mitchell and Dennis Brown

Gothenburg has made a lot of changes for the better in the last year. For example, the airport authority is working with local business near the airport to trade a section of airport property on the south side of the airport, for property on the east side, which will allow the airport to add one thousand feet to a runway, making it possible to accommodate medical emergency aircraft. The local hospital currently has to transport patients via helicopter or ambulance.

Dennis Brown, along with the airport authority, recognizes how much an airport helps the community economically and provides a means for growth. They have shown this by their actions to develop the airport into an economic engine. Congratulations Gothenburg!

AIP Project Of The Year 2012

By Barry Scheinost

Keynote Speaker: Barry "The Man" Scheinost

We recognize the outstanding performance of an airport sponsor, engineering consulting firm, and construction general contractor for their efforts during 2012.

Everyone associated with airport construction projects in Nebraska should be commended for their efforts. However, before I recognize the individual project, I would like to recognize the project management staff at NDA, which includes Russ Gasper, Anna Lannin, Bob Richter, Dave Lehnert, Barb Atkins and myself, Barry Scheinost. Also, I would like to recognize Steve Whitton and Doug

L To R: Paul Plock,Dennis Sandrock, Dale Thomsen, Dave Post, Curt Christianson, Barry Scheinost, and Diane Hofer

Anderson, Nebraska State Engineer & Planner, respectively, with FAA Central Region Airports Division. These individuals were recognized for their efforts because they all played an important role in getting the airport sponsors and consultants on board and focused during the early stages of the project. Without their efforts, we as a state would not be as successful in accomplishing airport development.

Now to the main issue, the 2012 Airport Construction Project of the Year. Many of the 2012 projects were worthy of the award; however, we tried to look at the project that really stood out as the best overall project. In general, we think the best project is a project that - was completed on-time (this includes all phases of the project from engineer selection through completion of construction), had no major disruption to airport activities, was completed under budget with no major change orders, and was good quality work. This is a team effort by the Airport Sponsor, Consultant, Contractor, NDA and FAA.

The airport sponsor, NDA and FAA are very pleased with the project and the performance of both the contractor and the consultant. This project illustrated responsiveness and excellence by the airport sponsor, consultant and the contractor.

This project:

- Removed almost 20,000 square yards of asphalt
- Placed approximately 28,500 square yards of 6-inch thick concrete pavement
- The project had to close the runway for complete reconstruction.
- Total construction cost of approximately $2.3 million
- Prior to paving, the contractor had to remove & replace underground irrigation piping & fixtures
- In addition, this project received the Nebraska Concrete Paving Association award for excellence.

The 2012 Airport Construction Project of the Year was:

- Burwell 05 - Reconstruct, Extend and Widen Runway 15/33 at Cram Field, Burwell, Nebraska
- Burwell Airport Authority: Paul Plock (chairman) and Dale Thomsen (member)
- Olsson Associates: Curt Christianson(project engineer), Diane Hofer (Team Leader), and Dave Post (construction observer)
- Paulson Inc.: Dennis Sandrock, construction project manager.

United Flight 232

By Dan Berry

Captain Al Haynes

On July 19, 1989, what began as a routine flight on board United Airlines, Flight 232, changed dramatically when the number 2 engine failed on the DC-10 during cruise at 37,000 feet. As a result of the failure, shrapnel from the failed engine severed all hydraulic lines, which the DC-10 depends on to activate control surfaces to fly the aircraft. The captain of Flight 232, Al Haynes said, "It is absolutely essential that you have hydraulic pressure and fluid or you have no way to fly the airplane. The odds that a DC-10 would lose total power for the hydraulics are a billion to one."

Haynes and his crew were able to fly the aircraft in an unusual way. They used engines one and three thrust levers simultaneously to climb or descend. They were able to turn the aircraft by the use of differential power. Since the accident, several crews tried to duplicate the same scenario in a flight simulator. The best simulator performance of all the crews, showed the closest any crew was able to get to an airport before crashing was 15 miles. The crew of flight 232 was able to divert their flight to Sioux City, Iowa, where they were able to line up with, and land on a closed runway. Upon touchdown, the left wing lifted up and the right wing hit the ground, breaking the airplane into four pieces.

Al Haynes is a humble man. Although he takes credit for being the captain of Flight 232, he recognizes all the different kinds of help he received that day. Haynes said, "The captain gets all the credit, like a quarterback on a football team who won the big game. But, it's a team effort. That's what I stress."

One crew member and 111 passengers were killed in the accident, but 184 people survived. Haynes said, "I tell people it's about luck, communications, preparation, execution, and cooperation. You can apply that to any business and to your life. I have spoken to astronauts in Houston and to Navy pilots. It's the same speech." Even if you have heard his speech before, it never gets old. Haynes gives the speech about 25 times a year to different groups.

Haynes spoke in Kearney at the Nebraska Aviation Symposium. The aviation conference is a multi-day event sponsored by the Nebraska Aviation Council and the Nebraska Department of Aeronautics.

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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. Go to light outage reporting- under "Information Resources." Or call 1-877-487-6867.
-March 16- KCBF. 3rd Annual Great Plains Wing CAF Chili Fly/Drive In. 1100-1300. More information: Jeff Hutcheson- 402-981-4633.
-March 16- Council Bluffs Municipal Airport, KCBF, 3rd Annual Great Plains Wing CAF Chili Fly/Drive-in, 1100-1300. Free Will Donation, more info: Jeff 402-981-4633.
-June 2- Central City Fly-in breakfast. More information to follow.
-June 14, 15, 2013- Holdrege(HDE) Fly-in. More information to come.
-July 14- Elgin**:** Koinzan Airfield (NE44) 22nd annual Fly-In Breakfast with all you can eat pancakes, sausage, juice, coffee and good company. 0700-1200. Free to Fly-ins. Monitor 122.9 For more info call Lynn at 402-843-5800.
-Aug 17- Alliance airport. State fly-in along with the 125th anniversary of Burlington Northern railroad arrival in Alliance.

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backs when it comes to runway incursions.

Here in Nebraska, the majority of us operate from non-towered airports. We must teach students to know the airport diagram and monitor CTAF at all times. That means from the ramp to the runway and from the runway to the ramp. That assures, if other pilots are correctly using CTAF, that they will know about traffic in the area, both airborne and on the ground. During taxi only taxi should be happening. Also make sure they look both ways before entering an active runway, and have them avoid the practice of "line up and wait" during non-towered operations. It seems that we have a large number of NRs (No Radio) and NTs (No Talkers) at many of our non-towered airports.

The FAA is giving us a lot of guidance and help to ensure that pilots avoid runway incursions. However, as instructors and examiners, we must make sure that the pilots progressing through the system know the correct procedures and use them. These are safety, and possibly life-saving procedures. FLY SAFE!

The new 2013-2014 Airport Directory is almost here and will be ready to be sent out to all persons in time for the April/May issues of PIREPS! The April/May PIREPS issue will have a mailing card on page seven for those that want one mailed to their residence.

The new cover has pictures of Harry Barr flying his P-51 (Barbara Jean) past Keith Harbour in his CJ-6B Nanchang, Jeff Krings in his CJ-6B Nanchang, and Kurt Muhle in his BT-13, along with the Blue Angels single and Diamond formation. Happy Flying!