

# 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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## Aviation Art Awards Program

By David Morris

The Aviation Art Contest 2007 was officially celebrated on April 21 with an awards ceremony that was held at the Nebraska National Guard base and hosted by the Nebraska Department of Aeronautics and the 155th Air Refueling Wing of the Nebraska Air National Guard. The theme for the Aviation Art Contest 2007 was "Airfield." The winning art is on display at our website, [www.aero.state.ne.us](http://www.aero.state.ne.us)

David Morris, NDA Aviation Education Coordinator, was MC for the program. The keynote speaker was Col. Robert Athan of the Nebraska Air National Guard. His presentation focused on the definition of art and how art applies to many different aspects of our lives. His program was a hit with everyone.



Age 6-9, 1st Madeleine Simon, 2nd Allissa Rosentrater and 3rd Holly Manning

Presentations began with NDA Director Stuart MacTaggart presenting awards to the Category I and II (6-9, 10-13) age groups. The awards for Category III (14-17) were presented by LTC Steve

Plamann of the NE Air National Guard. Each student was presented with a trophy, Certificate of Achievement and laminated print of their winning entry. Diane Bartels and Sandi Decker wrapped up the presentations with Honorable Mention awards. Many of the winning students represent schools that have had numerous winners in past aviation art contests.



Age 10-13, 1st Claire Cunningham, 2nd David Placzek and 3rd Sophia Weinert



Age 14-17, 1st Jessica Bayer and 2nd Jake Nelson. Not Pictured: 3rd Aaron O'Brien

To highlight the program, two individuals received special recognition. Donna Arnett of Wallace Public School was presented with the "Most Winning Teacher" award. Collin McCann, representing the Debie Plog Art Studio of Omaha, was presented with his 3rd place International Award he won during Aviation Art Contest 2006.



Collin McCann and Debie Plog

In addition to the awards presentations, an aircraft static display was provided for everyone's enjoyment. The display included an Air National Guard KC-135R, Army National Guard Cobra helicopter, a 1940's vintage AT-6 provided by LTC Mark Novak, Nebraska State Patrol helicopter and the Department of Aeronautics B200 Super King Air.

The Aviation Art Contest 2008 brochures will be mailed in September 2007. For any additional information or questions please contact David Morris at [David.Morris@aero.ne.gov](mailto:David.Morris@aero.ne.gov) or 402-471-2371.



Donna Arnett



# Reauthorization Update

By Stuart MacTaggart

Yes. They are listening! Our representatives in Congress are groping with how to best address the issue of modernizing our air traffic control system. The answer, of course, is easy. Money.

Where that money comes from affects you and me—as pilots, airport operators, owners, businesses, and air carriers. While few would argue that our air traffic control system needs modern upgrades to handle projected future demands, the controversy centers around which segment of aviation would/should carry the burden.

General aviation lobbies have registered shock at the initial proposals of user fees, tiered AIP entitlements, and more restrictions on Essential Air Service. Airlines say that a Gulfstream requires the same service as a Boeing. “A blip is a blip.” The good news for general aviation is that the Senate Commerce and Transportation Committee rejected the FAA proposal and submitted S.1300 which maintains Airport Improvement Plan investments, retains the current, non-primary entitlement program and extends the Small Community Air Service Program. It would also appear that the suggested charges for various FAA services may be dying. The current “user fee” proposal addresses turbine aircraft, filing IFR; however, it is viewed by many as the camel’s nose under the tent. Finally, the issue of increased fuel taxes remains unsettled.

Our representatives are listening; so I encourage you to communicate your position. And fly safe!



**Stuart MacTaggart**  
Director, NE Dept of Aeronautics

# “The Wave”

By Scott Stuart

There are all sorts of waves. A most famous one is the royal wave, and of course the New York wave, plus the parade wave, and the wave at sporting events. There is also Mountain Wave, and thus the subject of this story.

I have done some research into the mountain wave effect, and find no “death by wave” in recent years. But what you cannot see, can in fact hurt you! Accidents are primarily a function of continued flight into instrument weather; a very few go down due to ice, and the big one: running out of gas. Still, mountain wave is in there somewhere as we have all read about the flyers who have ventured into tall country and found themselves boxed in and cannot make the turn to exit.

On a recent flight to Palm Springs in the Bonanza, I experienced mountain wave. It is the sort of weather phenomenon that you just cannot see. It is predictable with some degree of accuracy and while remembering that flight earlier in the day mitigates and lessens the risk, that was not the case for me.

If you are a true flatlander you may never have experienced mountain wave and its effects on our aircraft. Now imagine this: you are at a Husker game and they score; you stand and cheer, then sit. Now, do it again and again. You have just experienced mountain wave in the comfort of your own chair! First it will push you up, and all of a sudden, and without prior notice, back down. If you are attempting to hold altitude you will note bleeding off of airspeed in the downdrafts; and if the wave is lifting you, then the airspeed indicator will increase. Here’s the key: “Watch your airspeed”! You can easily stall the plane in a downdraft, or over speed it in an updraft. If you are IFR or VFR with flight following, ask for a block altitude of one to two thousand feet to deal with the situation and then you can negotiate the wave safely. Plus, it will dissipate once you clear the windward AND leeward sides of the mountains and you can then resume correct altitude for direction of flight.

When you first start to see the airspeed slowing, add power to sustain altitude and when the airspeed starts to increase, decrease power to keep the airspeed within limits. Go see for yourself, not only the wave, but the west.

Mountain wave is nothing to fear, but is another weather factor to respect. Meanwhile, until you go west, or east for that matter, lets hope we all get lots of ups and downs in Memorial Stadium next fall from Husker touchdowns or watching the ball fly out of Rosenblatt Stadium come June at the hands of Husker batters! Go Big Red!! And go flying, safely, armed with knowledge!

Gear down and locked?



**Scott Stuart**

## New Pilots and Certificates



Samuel Camaj – Omaha  
Kelly Lee Johnson – Lincoln  
Joshua White – Offutt AFB  
Todd Stapf – Bellevue  
Brent Johannes – Omaha  
Tyler Klingemann – Omaha  
Anette Kasselmann – Imperial  
Richard Cornell – Omaha  
Scott Dey – Seward  
Andrew Hagerty – Omaha

### Private

Justin Schultz – Arapahoe  
Warren Hanssen – Platte Center  
Ryan White – Lincoln  
Shannon Malmkar – Madrid  
Theodore Hastreiter – Columbus  
Michael Micek – Omaha  
Bert Van Blerk – Omaha  
Nickolaus Gruber-Grand Island  
Theodore Adams – Sutherland

### Commercial

Dustin Bingham – Omaha

### Instrument

Christopher Thom – Hastings  
Christopher Sandstedt – Omaha  
John Hall – Lincoln

### Multi-engine

Jeffrey Smith - Lincoln

### Flight Instructor

Andrew Groenenboom – Lincoln (Single-Engine)  
Barbara Kolden – Plattsmouth (Single-Engine)  
James Steier – Omaha (Single-Engine)

Erik Axthelm – Kearney  
Chad Bowden – Bellevue  
Timothy Curtis – Ft Calhoun  
Kirk Diers – Fremont  
Joachim Vogt – Bellevue  
Ronald Gawer – Omaha  
Marcus Tooze – Lincoln  
Jacob Lammers – LaVista  
Heidi Wullschlegler – Stanton (Instrument)  
Jacob Lammers – LaVista (Multi-Engine)



## “A Dark and Stormy Night”

By Thomas Gribble

We departed Anchorage in mid-morning in mid-January. This was my fourth trip to Greenland, but my first as Pilot in Command (PIC). I had with me the two least experienced co-pilots in the Anchorage flight check office. They were fated to fly with the least experienced PIC.



Thomas Gribble

The Second in Command (SIC) had as much total time as I, but not a lot in flight inspection. Three weeks out of four he was tied to a

desk in the Procedures Section. That is where approaches, SIDs, STARs, and airways are developed and revised.

The third pilot was a recent new hire, brought aboard under a program that admits those without the normally required minimum flight time when more experienced pilots are not available.

First we'll work Sondrestrom, more than 2,400 nautical miles (NM) away, saving the shorter flight from Thule for coming home. Eastbound we'll make two fuel stops, Inuvik in Canada's Northwest Territories, will be first. I'll fly right seat on this leg, giving our young and green pilot the only all daylight leg.

Next will be Hall Beach, also a part of the Northwest Territories. There is only an airport and a small handful of people associated with it. I had been there three times, with two of the visits nighttime affairs. I've made three takeoffs at Hall Beach, but never a landing, this time I was the pilot flying when we arrived.

Hall Beach is 136 NM north of the Arctic Circle and a great distance from the nearest inhabited community. It sits on the west shore of an arm of Hudson Bay, now solidly frozen over. The surrounding terrain is quite flat and snow covered. The single gravel runway lays perpendicular to the shore with its approach end at water's edge, field elevation 27 feet. This far north this time of year, it'll be the dark of night when we arrive.

We had been on duty eleven hours and in the air, at a cabin altitude of 12,500 feet, more than seven hours total. I am no doubt somewhat tired but did not yet recognize it.

Cruising at FL250 with no moon visible, we approached Hall Beach and began a descent through a thick cloud layer, emerging from the heavy overcast, without actually being aware of it, at 10,000 MSL. Visibility, had there been anything to see, would have been unlimited. But other than a faint spot of light floating on the windscreen, it's as if we're flying in a big bottle of black ink.

Inexplicably, I focus on that minute speck of light. This lovely “Siren” beckons to me, and I flew straight toward her, completely mesmerized by the only object to be seen outside the aircraft. Forsaking the instruments, I based distance and altitude on this hypnotizing temptress alone.

The spot of light enlarges, becoming runway lights. I felt relaxed and confident. I needed nothing more than this clear and defining

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## “Clearing”

By Lee Svoboda

“SHOULD I CLEAR THE AREA?” When I hear this question from an applicant my verbal response is, “What would you do if you were solo, or what have you and your instructor been doing?” However, mentally I am thinking, does this applicant want to fail or is he/she out to kill me in a mid-air collision. Either way, not clearing the area will result in an unsatisfactory.



Lee Svoboda

In reality, this question should never be asked. In the Practical Test Standard (PTS, the bible for a practical test) collision avoidance is listed as a “Special Emphasis Area”. Further review of the PTS lists,

“Failure to use proper and effective visual scanning techniques to clear the area before and while performing maneuvers”, as a typical area of unsatisfactory performance and grounds for disqualification.

There are several schools of thought on what is a proper visual scanning technique. Some pilots profess that the 360-degree turn is the proper visual scanning technique. Other pilots declare that two 90-degree turns is the best technique. Personally, I am not going to get into this little turf battle; however, I do maintain that the clearing technique used should result in the pilot being able to look for traffic in all directions. This can be done with both the 360 and the two 90s.

Let's discuss effective visual scanning. If during the clearing technique the applicant does not see an airplane five miles away, is that ineffective scanning? Probably not, unless it is an F-16 doing 450 knots coming straight at us. However, if there is an airplane two hundred yards away in our 4 o'clock position and the applicant starts to make a right turn, that is ineffective and will probably result in an unsatisfactory.

Also under effective comes the question of how often should clearing turns be executed? Should they be accomplished before each maneuver? Should they be accomplished every five minutes? Here as well, there are several schools of thought. Some profess before every maneuver, others say two or three maneuvers can be executed between clearing turns. What we must remember is that the frequency must assure that an aircraft has not entered our clear zone between clearing turns. Most trainers cover between one and one half to two miles per minute while a Boeing 757 can be moving four miles in a minute. How frequent do you think clearing turns should be made?

Clearing turns are required; however, technique, effectiveness and frequency can be and is discussed during hangar flying sessions. But one fact is certain, “DO WHAT EVER IT TAKES TO AVOID A MID-AIR COLLISION”.



Larry Smith

## Master Pilots, Larry Smith and Roy Timm

During a recent (April 18) FAA Air Safety Meeting at Fremont Municipal Airport, Larry M. Smith and Roy Timm were presented the FAA's Wright Brothers Award as a "Master Pilot" for 50 years of continuous piloting.

Larry is a long time flight instructor in the Fremont area where he soloed in a Piper Cub, August 17, 1952. During Larry's acceptance speech for the award he said, "I know just about anyone can read, but I want them to be able to think. Each pilot should have a plan before, during and after the flight. If he/she doesn't, then they may not have a long career in aviation or anything else".

Roy W. Timm was born in Wahoo, Nebraska and raised on a farm southwest of Ithaca, Nebraska. Roy traded labor for flying time and instruction from a farmer-flight instructor, who had a strip on a farm near Floyd, Iowa.

After Army service, Roy helped at the family farm and worked at the Fremont airport, instructing, spraying crops, flying charter and performing in airshows. In 1955, he earned his Airline Transport Rating. He moved to Keokuk, Iowa when the Hoerner Box company bought their first airplane, a Cessna 310. This was the start of a thirty-year corporate aviation history with Hoerner Box company and their succeeding companies.



Roy Timm

Upon retirement in 1982 he moved back to the Nebraska farm and returned to flight instruction. He has over 30,000 hours of flying time.

Larry and Roy, congratulations on your well deserved award.

## Aman At Twenty!



Andre Aman (R) With Director Stuart MacTaggart

Andre Aman, Deputy Director and Attorney for the NE Department of Aeronautics, reached a milestone on April 7th. Twenty years with the Department and still serving with a smile! Andre's husband, BJ, is also an attorney and she is the proud mother of two children, Charles and Anna. Congratulations are definitely in order for Andre as she continues being a valuable employee.

## Flight Services for the 21st Century! (FS21)

By Roger Bodtke



Roger Bodtke

"We're not your everyday FAA. In fact, we're not the FAA at all..." I'm still amazed at the number of pilots I speak with that are unaware that flight services have been provided by Lockheed Martin since October 4, 2005. Hello aviators, my name is Roger Bodtke,

Manager of the Columbus FCF/AFSS (Federal Contract Facility/Automated Flight Service Station) located in Columbus, NE. The face of flight services is about to change and I think you're going to like it.

FS21 is the latest step in what has been a 20 year program to modernize and consolidate the flight service system. What began in the 1970's with 305 flight service stations, 3,700 specialists, teletype and rotary dial telephones will, by August 2007, become a state of the art "virtual" Flight Service Station. By "virtual" I mean that, wherever you call from, you'll automatically be transferred to the next available briefer and one that is specifically trained for your area of interest.

The basic setup involves the use of three Hub facilities and a network of 16 Legacy or continuing FSS facilities serving the entire US and Puerto Rico (except for Alaska, which is still under direct FAA management). In the planned future, not only will you receive personalized service, but you will be able to interact with the briefer using your home or office computer and the Pilot Web Portal ([www.afss.com](http://www.afss.com)). The web portal and E-mail notification functions of the FS21 are end state features and not yet operational, however the [www.afss.com](http://www.afss.com) site is available now and contains other useful information.

The Columbus Automated Flight Service Station was commissioned in November 1986, consolidating seven small FSSs in NE. Our final day of operation will be midnight, June 17, 2007. Beginning at 0500GMT June 18, all pre-flight briefing services per-



Adams



Clark



Coffman



Mackie



Micklevitz



White

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**FS21**

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formed at Columbus FCF/AFSS will be consolidated and switched to the Columbia, MO Legacy facility during day hours and the Ft. Worth, TX Hub Facility for overflow and after normal hours for Columbia. At the same time, all inflight, flight data, and NOTAM services will be switched to the Ft. Worth, TX Hub facility.

At the moment, we're a small facility in a small community. Many of our employees have been serving you for 20 plus years. You may be just a voice on the phone or radio but you've become family to us. I think I can speak for each of our employees when I say that we're going to miss wonderful Nebraska and its great aviation atmosphere. Those of us who are moving to one of the consolidated Lockheed Martin facilities look forward to talking with you again from our new home.

Thank you Nebraska; it's been a great flight!

FS21 automated telephone systems are voice activated, easy to use and are specific to your particular area of interest.

--**Pilot Weather Briefing (PWB)** .....1-800-WX-BRIEF or 1-800-992-7433, push 1, then 63 for NE, then 3 with a pause between numbers. Or say state departing from after 800 number.

--**Automated Telephone Information Briefing Service (TIBS)**.....1-877-4-TIBS-WX or 1-877-484-2799. Say state you're departing from. (it covers a lot of weather data)

--**Clearance Delivery**.....effective 6/18/07.....1-888-766-8267

--**International Access Only** - FTW FPA (Fort Worth Flight Plan Area).....1-817-697-6110. International Access to the Central Service Area, which includes Nebraska. Allows access into the LM FSS system from outside of the US, i.e., from the Caribbean, Bahamas, Mexico, etc, and is provided to ensure pilots can pass customs notifications, flight and security information to Flight Service for entry back into the US.

--**DCA FRZ**...(around Washington, D.C.).....1-888-225-7410

--**Airport Managers or authorized individual only:** to obtain information and/or give information on NOTAMs 1-877-4US-NTMS or 1-877-487-6867 (effective June 18, 2007).

# Offutt AFB Open House

Offutt's Open House/Airshow was scheduled to start Saturday, May 5, and continue through Sunday. There were tornado watch boxes through Kansas, Nebraska and South Dakota and the open house was canceled Saturday as a tornado destroyed Greensburgh, KS, a town of about 1500. The weather didn't look much better on Sunday, but without the tornado watch boxes.



**Boeing C17 Airlifter**

Gates were opened to the public at 9am on Sunday with overcast skies and a moderate temperature. Static display aircraft included the Air Force's newest cargo lifter, the C17, aerial tankers KC135 and KC10, a reconnaissance RC135, B52 bomber, E3 AWAC, the Warthog, Hercules C130, F15 and F16, several T38 trainers, T37 and the newest pilot training aircraft, Pilatus.

Hidden away in the hangars were the aerial performers ranging from the AeroShell T6s, P51 Gunfighter, the Fagan-sponsored Edge 540 flown by Greg Poe, the Pitts biplane of Jill Long, Randy Ball's MIG 17F, John Klatt's Stadaucher S-300, Chandy Clanton's Edge 540, Younkin Aviation's Twin Beech 18 and Travel Air Mystery Ship, and finally Douglas Jackson's replica Japanese A6M Zero.

At "high noon" the first flyover was an RC135 reconnaissance

aircraft followed by the E4 (Boeing 747). Then the aerial performers took to the skies! The P51 Gunfighter, was airborne chasing the Japanese A6M Zero. When the Zero landed, the A26 medium bomber took off. Both the P51 and A26 simulated strafing/bombing runs while huge volumes of flames and smoke erupted from the grass alongside the runway. The F16 and MIG 17F both performed solo and put on an impressive high



**A26 Bombing Run**



**P51, A26, RC135 and MIG 17F**

performance display. The AeroShell Aerobatic Team were in their aircraft, engines running, when the first drops of rain fell. Chandy Clanton was just to one side of them in her Edge 540. As the F16



**AeroShell Team Awaiting Takeoff**

made his final approach, rain began in earnest. Spectators and aircraft all headed for cover, the airshow was officially finished! But that's the way it sometimes happens!



## Beatrice's 55th Annual Airport Banquet

The banquet is sponsored by the Flying Conestoga's with the very first one taking place in 1952. William Sculley, Don Fitzwater, Bruce McBride and Arnold Behrens were the originators of the event and awarded the first fur lined pot, "The Knucklehead" trophy, for a flying incident discovered by the "Secret Committee".

As the years have gone by, for "minor infractions" (no aircraft damage), the recipient is awarded a "fur lined" cup. At this year's banquet there were three recipients of that prestigious award: Sean Cahill, Heather Wester and your editor, Ronnie Mitchell. Sean received his cup for a flight which might have required carburetor heat, Heather for a minor cross wind and the aircraft didn't do what she wanted it to and I received mine for "something" about the nose gear scissors on a Navajo. Only the "Secret Committee" has all the facts and we're not telling on ourselves!



Sean Cahill

William Sculley presented the "Knucklehead Trophy" to Ken Laughlin for something about a landing gear problem on his "Dragonfly" aircraft. The first infraction occurred at Oshkosh in 2002 and the second at Beatrice in 2004. Ken sold the aircraft on Ebay in 2005!



Heather Wester

Guest speaker for the evening was aerobatic pilot, Julie Clark. Julie is one of the first 21 women to become airline pilots and she had an illustrious 27 year career with Northwest Airlines, 20 of them as a Captain.



Ken Laughlin

Julie's main point in her speech was that, if you have a dream, you must pursue it with determination if you wish to succeed. In Julie's case, she lost both parents before she was 14 and only 15 months apart. Her father's flying had inspired her to become a pilot, taking her along on his frequent flights as an airline Captain. She worked as many as three jobs at a time just to get the money for flying lessons.

She also acquired a surplus T34 Mentor aircraft which she personally restored and flies today performing her patriotic aerobatic routine. It was a great evening with a lot of entertainment!



Julie Clark

## Ninety-Nines Host Meeting

By Susan Biba

The Nebraska Chapter of the Ninety-Nines, an International Organization of Women Pilots, hosted a joint meeting for the South Central Section and the North Central Section of the organization at the Holiday Inn Downtown in Lincoln, Nebraska on April 27-29. The Nebraska Chapter undertook the task of uniting the two large sections which cover most of the central part of the United States in a joint Section meeting. Chapters from New Mexico, Texas and Louisiana, northeastward to Ohio and Michigan joined in Lincoln for their meeting. Nebraska Chapter members assisting with organizing this meeting were: Patsy Meyer (Meeting Chairwoman), Susan Askew, Diane Bartels, Kathy Spahr, Carole Sutton, Linda Sutton, Elisa Tyson, Sally Van Zandt, Sandy Zelif, and Susan Biba.

"LNK"ing the 99s was the theme for the meeting reflecting the joining of two membership sections with 110 registrants. Women pilots from eight states, including Nebraska, in the South Central section (twenty-seven chapters), joined members from nine states (twenty chapters) in the North Central section.

Ninety-nines piloting private planes for the meeting dodged rain showers on Friday as others arrived by commercial air or car. The ramp began to fill with planes as early arrivals for the meetings were able to tour the Strategic Air and Space Museum. They rejoined the later arrivals on a tour of the Duncan Aviation facilities at the Lincoln airport. Duncan employees led groups of 99s through their impressive facilities and showed wonderful Nebraska hospitality to the visitors. The Duncan cafeteria was the location for a catered meal with guest speaker Betsy Curtis, flight instructor for the US Air Force at Offutt Air Base in Omaha along with Harry Barr and Chandra Clanton.

Saturday events included business meetings for Ninety-Nines members from both the North Central and the South Central Sections. Guests of the 99s and others were taken on a tour of Speedway Motors of Lincoln. This impressive museum was a treat for all who were able to see it. Saturday afternoon activities



Back Row: Diane Bartels, Patsy Meyer, Linda Sutton, Carole Sutton. Front Row: Susan Askew, Sally VanZandt and Susan Biba. Not pictured, Kathy Spahr, Elisa Tyson, and Sandy Zelif



Speedway Motors Pedal Airplane

Cont. on Page 7, Left Column



included seminars and socializing at the Hospitality Suite and Fly Market. Martha Norman presented a seminar describing her role as a NIFA judge and the role of 99s in the NIFA competitions. Diane Bartels presented a seminar on "Sharpie: the Life Story of Evelyn Sharp". Ninety-nines and their guests were also able to watch "Timeless Voices of Aviation" on a large screen.

The Saturday evening banquet's guest speaker was Ronnie Mitchell of the NE Department of Aeronautics. He delivered an entertaining message of his experiences flying with the Air Force and for the Nebraska Department of Aeronautics. The fun continued with an auction conducted by Jody McCarrell of the Oklahoma Chapter.



Ronnie Mitchell



Jody McCarrell

Chapters donated aviation items for the auction with proceeds going to 501c3 organizations with ties to the Ninety-Nines.

Sunday was departure day for the Ninety-Nines, as they turned to the air for home under bright blue skies, and of course, tailwinds!

## National Wx Service, Aviation Survey

Name/ Contact \_\_\_\_\_ (optional)

- 1) How often do you use terminal forecasts (TAFs) issued by National Weather Service (NWS) OAX for KOMA, KLNK, KOFK?
  - a) frequently b) occasionally c) rarely d) never
- 2) Over the last year, how useful have you found them to be?
  - a) very useful b) useful c) adequate d) not too useful e) unacceptable
- 3) Are there any specific improvements you feel are needed?
- 4) Any other sources used to gather information (i.e. private vendors)? \_\_\_\_\_
- 5) How useful would an Aviation Forecast Discussion be?
  - a) very useful b) not useful

An Aviation Discussion would include information regarding: 1) Precip – type, start/stop times, special attention given to IP/FZRA. 2) Winds – threat for strong winds, wind shifts, cross winds over runways, low level shear. 3) TS – coverage, intensity, likelihood. 4) Frontal Passages – timing, cause 5) Visibility Obstructions 6) Change in Flight Conditions 7) Confidence – items left out of TAFs, but may have been considered.

Aviation products are available at our web site: <http://www.crh.noaa.gov/oax/>

Your input is greatly appreciated. Please send to David Eastlack via e:mail [david.eastlack@noaa.gov](mailto:david.eastlack@noaa.gov) or mail to: Omaha/Valley, NE Weather Forecast Office, 6707 North 288th Street, Valley, NE 68064-9443 or 402-359-5166 attn: Dee.

### "A Dark and Stormy Night"

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guide. Our heading put us on a left downwind and I called for approach flaps while setting the torquemeters at 800 horsepower.

Now a left one-eighty and I'm on final. I call for gear down and normal landing flaps (28° in the Convair 580). The distance to the beguiling runway lights seemed about right, but I may be just a bit high. I reduced the torque to 300 horsepower (usually set nearing the threshold). I'm still just a mite high. I called for full 40° flaps. Can it be, I'm still too high? I reduced the power to zero and pitch more nose down. The airspeed goes to Vref plus 20!!

Sitting to my right is the SIC. He holds an ATP with a CV-580 type rating, and a CFI. Other than the rote reading of check lists, he has not uttered a word.

Our greenhorn third pilot, with only a Commercial, is on the jump seat behind we two "experts". Since departure, he avoided expressing any thought that might be construed as derogatory concerning the performance of his betters. I hear him now, over the cockpit's loud roar, exclaim, "OhmyGod!"

We pilots have been cautioned about the so-called "Black Hole" effect. When approaching an airport at night without nearby visual light references, such as a brightly lighted city, the experts tell us we'll have a tendency to fly too low. Many pilots have landed - or crashed anywhere from one to five miles short of the field.

His cry was enough to jar me out of my fixation. I pushed the power levers forward, rotated to 8° nose up, and ordered, "Max power, flaps fifteen!" The marvelous Convair responded instantly with a positive climb rate and I called for gear up.

Crossing the threshold at 1,000 feet plus, that "Black Hole" counsel had apparently been riding with me that night. My subconscious fear of landing short had kept me way too high.

Now I did what I should have done initially. I leveled off at 1,500 feet MSL and turned downwind. I went seven miles from the airport before making the turn to final. Using the VOR/DME as my guide, I joined a make-believe ILS and intercepted the non-existent glide slope at 4.5 NM from the threshold. I called for gear down and 28° on the flaps.

I set the pitch and power to hold 110 knots (Vref) and a 600 feet per minute descent. Should the runway tip toward me or appear to grow longer, I'll know I'm going high; if I see it begin to flatten out or get shorter, I'm getting too low. Two and a half minutes after passing our "phantom" outer marker we crossed the threshold at just under fifty feet.

As I shut down next to the gas pumps, the two panel operators and our mechanic came forward and inquired as to the reason for the go-around. I said, "We were just a little high." One technician commented, "Well, better to go around than off the end." I responded with a weak and chagrined, "Yeah".

After refueling, it was my turn to "ride the cushions" to Sondrestrom, arriving there after more than ten hours aloft and fifteen hours on duty. Setting our watches ahead seven hours, the rest of the eight day Greenland trip was routine.

So, okay, it wasn't a stormy night. But it was dark!!

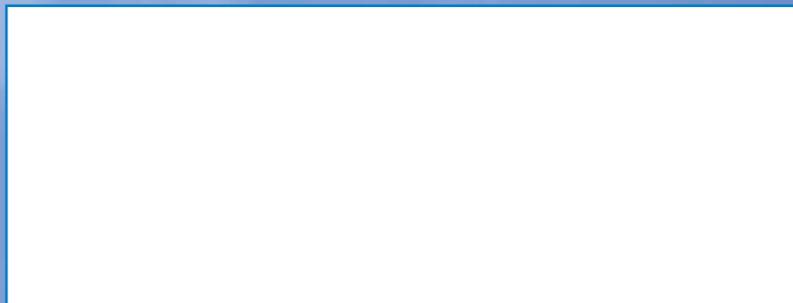
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## Calendar of Events

- **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. 0730-1030.

**June 2 - Scottsbluff (BFF)** 8am Meeting at the Skyport Restaurant, Scottsbluff Airport, for a "No Host" breakfast in memory of Marty Bowen and Whitney Parr. All interested parties are invited to attend this celebration of their lives and share the pain of their passing. Sponsored by EAA Chapter 608.

**June 3 - Fremont (FET)** Fly-in breakfast by the "Pancake Man", sponsored by Rotary, 0730-1130am. PIC free. More info: Scott Brettman 402-721-5995.

**June 16 - Beatrice (BIE)** Fly-in breakfast at Crete followed by Fly-in lunch at Beatrice, 11-1pm, Young Eagle rides. Shuttle at BIE for downtown parade at 9am and many other activities. Cast of the TV series "Little House on the Prairie" will be at parade. More info: Sean 402-223-2307 or Diana 402-223-5349.

**June 16 - Holdrege (HDE)** Fly-in coffee and rolls in conjunction with Swedish Days/Midsommarfest June 15-16. Free transportation to events. More info: Holdrege Area Chamber of Commerce (308) 995-4444 or [chamber@holdrege.org](mailto:chamber@holdrege.org)

**June 17 - Creighton (6K3)** Annual Father's Day Fly-in breakfast, 7-11am. Free to fly ins. More info: Harvey 402-358-5541.

**June 17 - Harlan, IA (HNR)** Annual Father's Day Fly-in breakfast, 7-11am. Free to fly ins. More info: Rob Jackson 712-755-3823 or 3464.

**June 21-24 - Wayne (LCG)** National Ercoupe Convention, Thursday, registration, noon lunch at airport, evening Planetarium Show at community college. Friday, 7-9am breakfast, 10am tour Heritage Homes, evening on the field "Coupes, Cars and Fun Night". Saturday, 7-9am breakfast, flight to Martin Field (7K8), 11am-1pm lunch at airport, 1pm maintenance seminar, ladies 1-3pm quilted pot holder/trivet class, 5:30pm Happy hour at National Guard Armory followed by 6:30pm banquet Annual Awards. Sunday, rolls and coffee at airport, departures and good byes. More info: Scott Morgan 58423 867 Rd, Allen, NE 68710 or [www.ercoupen2503h@yahoo.com](http://www.ercoupen2503h@yahoo.com)

**June 23 - Aurora (AUH)** Fly in breakfast (PIC eats free) in conjunction with A'ror'n Days, June 21-24. A'ROR'N DAYS is Aurora's annual celebration. Family night, Saturday noon parade, street dances, food fair, softball, horseshoe, golf tournaments, classic car show and alumni activities. More info: Jerry Brown 402-694-3633.

**June 24 - Pawnee City (50K)** Fly in breakfast (fly ins eat free) 7-11am. More info: Ron Thompson 402-852-6291.

**July 1 - Genoa (97Y)** Fly-in breakfast, 7-11am, fly-in's eat free. In conjunction with

Genoa's 150th anniversary celebration. Beards and old airplanes welcome. More info: Don Pearson 402-993-6000.

**July 1 - Neligh (4V9)** Fly-In breakfast 7-11am and Aerobatic show by Rob Ator, airport closed for airshow 1130am-1pm, sponsored by Neligh Young Men's Club. **July 4**, huge fireworks display at the airport. More info: Rick 402-887-4827.

**July 1 - Pender (0C4)** Fly-In breakfast, 8am-12, free to pilot in command. More info: Paul Peters 402-380-9882.

**July 4 - Seward (SWT)** Fourth of July airshow. 11am-1pm. Free to public. More info: Greg Whisler 402-643-2226.

**July 6 - 8 David City (93Y)** 8th Annual Ultralight Gathering, noon Friday to noon Sunday. Food, candy drop, fun contests, fellowship. Free camping.. Pilots of all stripes invited. Public invited. More info: Dave Nissen 402-462-5249

**July 12-15 - Plattsmouth (PMV)** "Redemption Boogie", Luau Fri, Sat dinner & band, RV power, showers. Don't miss: "Skydiving Meghan From Minnesota's Super Speed Star Challenge for Freeflyers". More info: [www.skydivelspc.com](http://www.skydivelspc.com)

**July 14 - Wayne (LCG) Nebraska State Fly-in**, in conjunction with Chicken Days. Free transportation to/from parade and Chicken Days activities. Static displays. Coffee and donuts at field 7-10am, omelet feed downtown 730-930am, free (to all fly ins). Airplane judging at 11am. More info: Nancy Braden 402-375-1733 or [nancy@cityofwayne.org](mailto:nancy@cityofwayne.org)

**July 15 - Elgin (Koinzan Airfield, 33 miles west of Norfolk)** 16th Annual Fly-In Breakfast and Classic Car display. Fly-ins eat free, 7am-12, pancakes, sausage, coffee, juice and good company. More Info: Lynn 402-843-5800.

**July 21 - Norfolk (OFK)** Fly-in breakfast 7-11am, sponsored by EAA Chapt. 918. Free to PIC. Free transportation to "Hot Summer Nites" July 21-22 at the airport, Cruise Nite Friday from 7-9pm. Rod Run Sat., dance from 6-11pm, three bands. "Mr. Hot Rod", Boyd Coddington and wife Jo all weekend. More show info: [www.autoshows.cc](http://www.autoshows.cc) or 423-623-4644, Terry 402-634-2986 or Brenda 402-649-9656. More Fly-in info: Bill 402-565-4246 or Bruce 402-675-7765.

**July 23-29 EAA AirVenture 2007!** More Info: <http://www.airventure.org>

**Aug 11-12 - Millard (MLE)** Fly'n Aviation Extravaganza for Make-A-Wish Foundation. Match piloting and navigation skills, precision landings. Compete for trophies and prizes. Open to all SE and ME aircraft, all levels of pilots. More info: Don Hickman [donpathickman@cox.net](mailto:donpathickman@cox.net) or Kris Newcomer [krisnewcomer@cox.net](mailto:krisnewcomer@cox.net) or 402-659-7241.

**September 20-23 - Lincoln (LNK)** EAA Chapter 569 will host the EAA's Ford Trimotor on its fall tour, Thursday thru Sunday. Rides available each day for \$50. The Ford Trimotor will be available for public viewing when not flying. More info: <http://www.airventuremuseum.org/fordtrimotor/>