

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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Director

Stuart MacTaggart

Aeronautics

Commission Chair

Steve Wooden

Commission

Members

Dorothy Anderson

Barry Colacurci

Ken Risk

Doug Vap

Editor

Ronnie Mitchell

Email: Ronnie.Mitchell@nebraska.gov

Telephone: 402-471-7945

Editorial Staff

Robin Edwards	Associate
Deb Hernandez	Associate
Jan Keller	Associate
Dave Lehnert	Associate
Barry Scheinost	Associate
Soni Stone	Associate
John Wick	Associate

Aviation Education Coordinator

David Morris

402-471-2371

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Nebraska Department of Aeronautics,
PO Box 82088 Lincoln, NE 68501
Phone 402-471-2371
or www.aero.state.ne.us

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Soni.Stone@nebraska.gov

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Aviation Art Awards Program

Over 135 parents and art students attended the Art Awards Program on Saturday, April 25, at the Air National Guard Auditorium, Lincoln Airport. Master of Ceremonies David Morris who is also one of four pilots for the state of Nebraska, had charge of the event, and it was well-coordinated.

Entertainment, prior to the Art Awards presentations, was provided by Trooper Downing (NE State Patrol) who is the handler for a Beligan Malinois narcotic detection and patrol dog named Rex. Trooper Downing explained how narcotic detection dogs are used to stop drug trafficking and how they are used to help defend the Trooper. Rex performed admirably and all were pleased they weren't the one he was after!



Trooper Downing & Rex



L to R: 1st Rachel Sorensen, 2nd Micah Swedberg and 3rd Katherine Phillips

Department of Aeronautics Director Stuart MacTaggart presented the age group 6-9 awards: 3rd-Katherine Phillips, 2nd-Micah Swedberg and 1st-Rachel Sorensen.

Presentations for age group 10-13 were made by SMSgt Vernon "Bud" Barton who is also a NE State Trooper. Receiving 3rd place was Austin Cornelius followed by 2nd-Collin Swedberg and 1st-Ethan Nelson.



L to R: 1st Ethan Nelson, 2nd Collin Swedberg and 3rd Austin Cornelius

SSgt Dustin Day, of the NE Air National Guard, made the presentations for age group 14 - 17. SSgt Day was with the Air Force Special Forces Command at Okinawa; served in Thailand, the Philippines and S. Korea; deployed to Iraq for the Battle of Faluja; and has been recently deployed to Turkey, Greece and Guam. Receiving 1st place was Jake Nelson, 2nd place was Elizabeth McCue and 3rd place was Katy Yunker.



L to R: 1st Jake Nelson and 2nd Elizabeth McCue (Not Pictured is 3rd Katy Yunker)

Elizabeth McCue also won 2nd place in the NE Junior Duck Stamp contest. It was a colored pencil of a King Eider. When asked how long it took to design and draw, she replied; "about 24 hours." Elizabeth is a student of the Debie Plog Art Studio.



Elizabeth With Her Art



David Morris and Stuart MacTaggart

Toward the end of the afternoon program, Stuart MacTaggart presented David Morris with a plaque commemorating his dedication to these talented young artists. David was the catalyst for the NE Aviation Art Program to continue when the national and international sponsorship was dropped for one year. Nebraska is one of 22 states which have a state Aviation Art Program and with national and international competition. It takes untold hours to develop and put on the program for these young adults. Thank you David for being a dedicated professional and keep up the great work!



Congressional Update

By Stuart MacTaggart

No doubt your favorite aviation magazine has bombarded you with various articles on Washington happenings. One of this department's most reliable sources is Henry Ogradzinski. Henry "O" is the President and CEO of NASAO, the National Association of State Aviation Officials—a strong and influential proponent of General Aviation. The following bullets address NASAO's latest observations of the Administration's 2010 budget request.



Stuart MacTaggart
Director, NE Dept of Aeronautics

- User fees: Not addressed in 2010; Committee members are supporting higher fuel taxes instead.
- Airport Improvement Program: Administration is requesting \$3.515B while HR915 calls for \$4B.
- ATC modernization gets a boost with \$2.925B.
- EAS program: up from \$133M to \$175M.
- FAA Research and Development: up from \$171M to \$181M.
- Small Community Air Service Development Program: Eliminated.

Again—these are the Administration's **requests**; but we certainly have not lost any major battles to date. Two proposed, unfunded mandates—The Large Aircraft Security Program (LASP) and the General Aviation ARFF requirement—are meeting heavy resistance. We can ill-afford these programs in our smaller communities. So, stay tuned. And remember, your voice carries a lot of weight.



New Pilots and Certificates



Private

Chris Badman – Eagle
Robert Stamm – McCook
Benjamin Cadenbach – Lincoln
Aaron Pigula – Omaha

Daniel Boehler – Hastings
Lyle Logan – Grand Island
John McGowan – Ft Calhoun
Thomas Redman – Osceola

Commercial

Christopher Digerness – Omaha
Erik Schmearsal – Lincoln
Nicholas Bolander – Blair

Justin Schultz – Arapahoe
Brian Petersen – Lincoln
Brian Ault – Bellevue

Multi-engine

Eric Olson – Plattsmouth
William Swett – Omaha
Kenneth Miller – Lincoln
Christopher Digerness – Omaha

Nicolas Rotschafer – Omaha
Vernon Goff – Omaha
Nicholas Bolander – Blair

Instrument

Christopher Nail – Bellevue
Bradley Allen – Omaha
Mark Hoffman – Omaha
Wayne King – Bellevue
Erik Stegman – Columbus

Tyler Klingemann – Omaha
Colby Ranslem – Fremont
Nicholas Coulter – Fremont
Zachary Allen – Omaha

Flight Instructor

Cody Oshel – Omaha
(Instrument)

Aaron Karpisek – Rising City
(Single Engine)

Not My Fault!

By Scott Stuart

You might think that because the Department of Aeronautics allows me this space every couple of months that I'm some sort of aviation guru, possessing superior piloting skills and well-schooled knowledge. You would be wrong! But, it is not my fault, right? Wrong again; it is, was, and will be my fault until I get it corrected.



Scott Stuart

Day one. Thud! That's how I felt after my annual BFR/IPC. Oh, yes, my friendly CFII thought maybe I wasn't that bad, but I did. Ok, never seriously in doubt, but just not with the precision I thought I possessed. Heck, I had 15 hours aloft in my plane with the new G600 installation, and by now wouldn't you think maybe, could be, should be used to it...not! Doggone, those darn digital readouts are finicky! Be off course a degree or two and it is right there in front of you in big numbers wondering why? Same for the altitude. Smack on the altitude drum a big number asking: why can't you steady down and stick right on Scott? Ron gave me another excuse: there is a lot to program and do up there with all the new stuff. Again, he is right. Again, no excuse; it is my fault. The trick is to make sure that when one is at fault one does not hurt anybody else, on the ground or in the plane riding along.

I am going back to the drawing board. Will I ever fly perfectly? Not a chance. Can I and will I fly better? You can bet on it. So, a simple question lingers: where are you on the skills spectrum right this minute? And, who says so? For me, I hate check rides; just when I think I'm pretty good, I learn I'm not. But I will continue to seek them out, as often as I get to thinking maybe I need a check ride; at least annually, and to dispel the nasty taste of mistakes on a previous ride. We owe it to ourselves, our passengers/loved ones, and even the insurance providers to be "Army" strong and "The Best That We Can Be." Let's do it, starting now. Sure beats a big thud at the end of the flight. Finding fault, it is our job to make sure we only read and hear about someone else's crash. No faulty thinking there!

Day three. I couldn't stand it. So, two days later, I went out again to prove that I am not a total ignoramus. Here is what I learned: glass instruments are not as forgiving as the old "steam" gauges. If you are off just one degree, it shows it. Ditto for altitude. I have now given myself dispensation for slight excursions after seeing "George" the autopilot do the same. It seems even the servos are constantly seeking truth! The key is simple, glass or steam: to recognize the deviations and be constantly correcting to precision. Whew, I sure feel better now...until the next time! Remember this adage: train like you fly, and fly like you train. Works for me!

Gear down and locked?



Where Did it All Come From?

By Tom Gribble



Tom Gribble

...This ATC, nav aids and Airways? And the FAA and FARs?

The U.S. Post Office was the first non-military branch of government to embrace the airplane. During an aviation meet on New York's Long Island the week of September 23-30, 1911, the Post Office contracted with Earle L. Ovington to deliver mail from a temporary post office near Nassau Boulevard and air-drop it, to the Mineola, N.Y. Post Office.

Pleased with the results, in 1916 the USPS solicited bids from private contractors to fly seven air-mail routes in Alaska and one in Massachusetts. There were no bidders. So, the U.S. Post Office created its own mail carrying airline.

The U.S. Air Mail Service was inaugurated on May 15, 1918, using its own airplanes, pilots, mechanics and, for the most part, its own flying fields. The first route, New York City - Washington D.C., was a commercial failure but an operational success. With this experience, on May 15, 1919, the postal service opened the first segment of what would soon become the Transcontinental Route. By September 8, 1920, the route extended from New York to San Francisco.

Installation of radios for point-to-point communication between the regular stops along the route began on August 20, 1920. Much later, radios were installed in the airmail airplanes and air/ground communication was added. These 17 facilities, spaced about 200 miles apart, were the first of what would eventually become nearly 500 Flight Service Stations.

The Air Mail Service's first attempt at night flying came on February 22, 1921. Using bonfires as beacons, pilot James H. "Jack" Knight successfully flew the North Platte - Omaha - Iowa City - Chicago route. He was, though, the only air mail pilot to get through that night. No more attempts at "bonfire airways" were tried by the Post Office.

This did inspire the U.S. Army to build an experimental 72 mile long airway from Dayton to Columbus, Ohio. The Army used rotating light beacons, flashing markers, and airfield floodlights. From July 2 through August 13, 1923, 25 of the 29 Army flights launched flew the route successfully.

With that achievement, rotating electric light beacons were installed on the Chicago - Cheyenne segment of the Transcontinental Route. This middle third was relatively flat and unobstructed, and daylight flying could be conducted over the Allegheny Mountains on the New York - Chicago route as well as the mountainous Cheyenne - San Francisco route.

Night operations began on July 1, 1924. Anticipating the shorter days of winter, the lighted portions were by late autumn extended

Continued on Page 6, Lower Right Column

IACRA (Eye ACK Rah)

By Lee Svoboda

What is this thing that comes upon us from the land of electronics and computers to further complicate our lives as flight instructors? It can be a trying task in preparing a person to be a pilot, regardless of certificate level or rating. Now "you" want us to go online, learn a computer system, teach it to our student so he/she can use it, and finally get this all done while making sure the student is able to pass the practical test.



Lee Svoboda

The "Integrated Airman Certification and/or Rating Application" (IACRA), is an internet-based database program providing a fully electronic method of applying for an airman certificate or rating. It is simply an internet-based replacement for the paper 8710 application form and has been around since October of 2003.

I will admit that until about six months ago, I was not an advocate of the program. There were problems that continued to frustrate students, instructors and examiners. However, the program has come a long way since 2003, and although it is not perfect, it is much more user-friendly, and has crossed the threshold of being more beneficial than frustrating. For most applications, it is a triad: the applicant, the recommending instructor and the certifying officer (most often a Designated Pilot Examiner). All three parties must have access to the internet and to the IACRA Website. Dial-up will work, but a high-speed connection is best.

Both the instructor and student must go on line and register with the IACRA site (<http://acra.faa.gov/iacra/>). Both of you will be issued an FAA Tracking Number (FTN) that you will keep forever. The FTN must be kept secure, but also available, because you will need it throughout your flying career. Keep in mind you do not need to be going for another certificate or rating to register in IACRA, but once you do, your FTN must be protected.

A typical scenario follows: when a student is ready for the practical test, he/she logs on to the site, using the FTN, and fills out the application form. The instructor logs on using his/her FTN, reviews the student's application and digitally signs the application. The student then goes to the examiner, who signs on using his/her FTN, reviews the application form, knowledge test results, identification, and observes the applicant digitally sign the application form. The examiner then administers the practical test, logs on again using his/her FTN, and enters the test results. If the test was passed, the program will print out a temporary certificate. If the test was failed, an appropriate document will be printed out.

This program is not yet mandatory; however, it does have advantages not found when using the paper method of certification. An instruction manual is on line as well as a power point presentation. Instructors, give it a look. I like it!



Look Out!!

By Jerry Tobias

When I began Air Force pilot training, one of the first differences I noticed between civilian and military flying was the major emphasis placed on “see and avoid.” I was already familiar with the first training airplane (the Cessna T-41, which was similar to the C172), but I was not at all accustomed to the constant clearing turns that were required when climbing to and descending from the practice areas. Those first T-41 check rides seemed to be more about how well we cleared than how well we flew the airplane. In hindsight, though, keeping our heads out of the cockpit was both good training and a very good idea, given the numbers of student pilots in the same approximate airspace.

Whether you fly military machines, air carrier or corporate jets, Bonanzas or J-3 Cubs, I would suggest stopping to reconsider the importance of “see and avoid”. Why? According to the AOPA’s aircraft accident database, there have been 82 midair collisions in the U. S. during the last ten years alone, more than half of which involved fatalities. That’s an average of around one midair every six weeks.

Why did that many pilots fly good airplanes into other good airplanes? Good question. The only common denominator is that - for whatever reason - the 164 (or more) pilots involved in those 82 collisions did not see and avoid. Of course, if you don’t look, you can neither see nor avoid.

Truth be told, many pilots have never formed (or, at least, do not practice) very good clearing or “looking” habits. Others relax their guard because of ATC and TCAS. Still others fly in areas where they assume they are the only airplane within a couple hundred square miles or more. Many pilots just don’t expect other airplanes to be much of a threat. That thought needs to be changed.

Also contributing to the problem is new avionics technology that can “trap” a pilot’s attention inside the airplane. Take EFIS (Electronic Flight Instrument Systems) for example, which are now even offered on taildraggers and available for homebuilts. Yes, the digital data, pictorial displays and situational awareness that EFIS systems provide are all amazing, but so is the power that these displays have to grip a pilot’s attention. The caution I would suggest within this context is that the acronym EFIS often also means “Eyes Focused InSide!”

The bottom line? Other airplanes are a real threat. Factors such as poor training, cockpit fixation, wrong assumptions and general complacency negatively impact how effectively pilots see and avoid. As with most safety issues, being aware of the problem is the important first step. Taking that same awareness on every flight is what can help keep Nebraska pilot names out of accident databases. And that is worth doing.



Jerry Tobias

Pawnee City

By Michael Kussatz

Pawnee City is a rare airport that has a grass strip, and only a grass strip. I went there with my 8 year old son who always wanted to land on a grass strip. As we touched down and the airplane began to jostle around, he started giggling and said: “This is cool!” He liked the feeling of “off roading” in an airplane. We stayed for a short bit and came home. Returning a few weeks later with my tent and camera onboard, the landing was just as fun. With few grass strips around, it’s hard to think landing on them will ever get old.



Michael Kussatz



“Lucy” and the Star Twist

The weather couldn’t have been better as I set up the tent and prepared for a few night pictures. Night pictures require the shutter of the camera to be left open anywhere from a few seconds to half hour, or even all night so it can soak up enough light to make a picture. In years past, I’ve used “film” cameras but have tried to master doing digital pictures at night. After this session it was proof (to me at least) there

is still a place for old film cameras. My final night shot was out in the middle of the beautiful grass runway taking a picture of the runway and the night stars. Since there was no moon, I knew the shutter of the camera needed to be left open for about a half hour. I set the camera up, started the picture, then set the lawnchair up and gazed overhead at the huge spectacle of stars. Getting a little cold, I went back to the tent for a sweatshirt. Since I was far enough from the camera I used my flashlight to find the sweatshirt. It’s hard to fully comprehend how good ones’ night vision is when you give it time to adjust. Because now, I was walking on a pitch black, 3,200 foot runway and had no idea where the camera and lawnchair were! Certain I was close, I would slow down so I didn’t bonk into the camera, but then not find the camera and pick up the pace again in frustration. I felt like an idiot and had images of running into the camera, breaking my nose and trying to figure out a better story to tell everyone. Finally I found it! After all was said and done, the picture didn’t work very well. Being a city dweller I rarely get to sit in a large grass field, gaze overhead and actually see that many stars. There weren’t any cars going by or some other annoyance stealing the view or sounds of solitude.

As the sun edged up over the horizon creating a beautiful sunrise, I grabbed the camera, took a few more pictures, ate some breakfast, packed everything up and slowly taxied out.



NE Aviation Training Accidents of WWII

By Diane Bartels

Jerry Penry, a historian with a passion for sharing the stories of the Second World War, has recently published "Nebraska's Fatal Air Crashes of WWII." Nebraska was home to twelve Army airfields with eleven built specifically for the war effort. There were hundreds of crashes in Nebraska; some remembered, most not.

Jerry has researched all sixty fatal crash sites. Local residents provided assistance in locating the exact areas where the planes struck the ground. Although it took a lot of searching, there was at least one person who still remembered enough details to begin each search. This writer went back to her mother's diary for January 25, 1944, to provide a personal reaction the night a B-26C crashed near her home in Dakota County.



Jerry Penry

Only five sites in Nebraska, involving seven planes, have been recognized with memorials - Chappell, Laurel, Naper, Wayne, and Wood River. Jerry and I hope the communities where memorials are yet to be placed will be inspired to honor the young men and women who gave their lives for our country.

As aviation historians, we know the importance of preserving the stories of WWII before it is too late.

Young Eagles Soar!

Tom Trumble is a great organizer and pilot who donates his time and aircraft to provide young adults (ages 8-17) their first airplane ride. On April 16 and May 1, Tom and his fellow pilots provided rides for 24 students from St. John's 8th grade class and 11 students from St. Patrick's 6th grade class. Tom flies a very nice Cessna 172, Glen Witte a Cherokee 180, John Cox Jr. a Piper Archer II, and Tom Winter a Cessna 150.



L to R: Shelby Chapelle, Kaylin Kreikemeier, Paige Harrison and Tom Trumble

Since the Experimental Aircraft Association began the Young Eagle program in 1992, over 1.3 million young people have been introduced to the world of aviation with a first flight. All the pilot time and aircraft usage is donated for this very beneficial cause.



L to R: Kyle ZaFramboise, Mark Jondle, Alexander Stejskal and John Cox Jr.

Flying Conestogas Party!

For the past 57 years, the Flying Conestogas have held their annual Airport Banquet. This year it was at the Beatrice Eagles Club, Friday, April 24. There was an "Attitude Adjustment" which started at 6:30pm followed by a prime rib meal at 7:15pm.

Master of Ceremonies Randy Prellwitz did his usual outstanding job of keeping everyone entertained and events rolling right on schedule.



Randy Prellwitz

The "Secret Committee" had done their job of finding someone they could have a little fun with while the "Knucklehead" Trophy was ably presented by William Scully. This year's winner received his instrument rating and did six parachute jumps at age 17, at 18 received his CFI and Commercial ratings, at 19 was type rated in the Cessna Citation 500, at 20 received his SE seaplane rating, at 21 was type rated in the DC3, at 22 was interviewed by TWA and was hired at age 23. In 2000 he was flying as Captain on the DC9 but was furloughed shortly thereafter when American bought TWA. Receiving the "Knucklehead" Trophy for an infraction dealing with a transponder "issue" was none other than



Dan Petersen

Lincoln FSDO Supervisory Aviation Safety Inspector (Ops & A/W) Operations Chief, Dan Petersen.

Guest speaker for the evening was Don McPherson, a WWII F6F-5 Hellcat fighter Ace. Don took us through his early days of training in the aviation cadet program from Sept. 19, 1942 - Aug. 12, 1944. Qualifying for carrier flight operations he was then sent to the Pacific theater where he shot down his five enemy aircraft from April 6 to May 5, 1945. His carrier home was on an Essex Class ship that was 880' long and capable of 40 knots when launching and recovering aircraft. His first cruise was 79 days in duration.



Don McPherson

Don did admit to doing something all pilots do and that is to make some unusual, crazy mistake. His was while in a strafing run on a Japanese airfield at 400 knots. When he pulled up, the engine quit. Don forgot to switch fuel tanks but when he did switch the engine started right up!



Robin and Donna Mulder

One of his last flights was flying cover over the battleship Missouri during signing of the surrender papers. After the war, Don returned to Adams, NE, where he was a rural mail carrier and farmer. Don's most important supporters attended the evening activities, and they were his daughter Donna and her husband, Robin Mulder.



Flight Planning and You

On February 22, 2007, Lockheed Martin took over the FAA's Flight Service system, and its pilot weather briefers just completed five million calls this past month.

It hasn't all been smooth but many of the initial problems have resolved with a good interface between briefers and pilots. So what should you do prior to your flight? Earlier, you could have visited their website at www.afss.com for some useful information.

Now you've made your call to 1-800-WX-BRIEF and the automated voice answers. You respond "briefer" or press 1 on your keypad. Then it asks for your state; just say Nebraska or use the keypad "63," then wait for the prompt and press "2". If you press 632 you will get an error message. There are three types of preflight briefings available: the Standard, the Abbreviated and the Outlook briefings. You would probably ask for the Standard briefing (flight will occur within six hours of the briefing), which includes complete weather and aeronautical information for flight planning. Then you provide background information about the proposed flight: Type of flight (VFR or IFR), Aircraft identification or Pilot's name, Aircraft Type, Departure Point, ETD, Altitude, Route of Flight, Destination and Estimated Time Enroute. This is mandatory data for the weather briefer and if any are missing, the briefer may be unable to properly tailor the briefing to the specific flight. Request an Abbreviated briefing to supplement or update previously received information. Request an Outlook briefing when the estimated time of departure (ETD) is more than six hours away.

The weather looks good and it's time to file your flight plan, either VFR or IFR. There are various ways to do this but I will name three. CSC DUATS (<http://www.duats.com/>) works very well and you can file up to 23 hours and 59 minutes prior to the flight. You must establish an access code and password as with FltPlan.com which is another option and you can file multiple flight plans a month ahead. It has many other useful features which you may wish to explore. The third option (which could be first) is by using 1-800-WX-Brief. That's right; the same briefer you had before can also file a flight plan for you. Filed flight plans are in the system 1 hour prior until two hours after your proposed departure time.

Finally, you're in your aircraft and ready to go except you don't have your clearance. If at an airfield with a control tower, use the clearance delivery frequency; if at an uncontrolled airfield use the RCO (Remote Communications Outlet) frequency or call 1-888-766-8267 to receive your clearance. The RCO frequency for NE airfields can be found in the Airport Facilities Directory for that airport or on page four of your State of Nebraska Airport Directory. There are also telephone numbers for Lincoln, Omaha and Grand Island towers and Denver and Minneapolis ARTCC 24 hr. regional Duty Offices.

If you need a copy of the State of Nebraska's Airport Directory, see the coupon on page seven of this PIREPS edition or go online to our website at www.aero.ne.us It's all available in PDF format.

Master Pilot Awards

Eugene (Gene) Martin and George Prescott were awarded their Wright Brothers Master Pilot Awards at the South Sioux City Senior Center in South Sioux City, NE, on April 22. George is an Iowa resident and long time former Check Airman while Gene is president of Sioux Air, Inc. located at Martin Field in South Sioux City, NE. At 16, Gene soloed in a Cessna 120, at 17, he attained his private pilot certificate. At 18, he received his commercial certificate. Gene remains active as a CFI and Aerial Applicator.



L to R: George Prescott & Gene Martin

Maurice J. Steier received his Wright Brothers Master Pilot Award on April 30 at the NOAA facility near Valley, Nebraska. Maurice, at 87, continues to fly his F-35 Bonanza.



Maurice Steier

Where Did it All Come From? Continued From Page 3
to Rock Springs, Wyoming and Cleveland, Ohio. The Cleveland - New York leg became operational on July 1, 1925, and the airway to San Francisco was not far behind.

The airways consisted of a series of 51-foot towers spaced ten statute miles apart along the route. A narrow white beam was aimed 1.50° above the horizon. The rotation speed made the light visible to the pilot at ten second intervals. And the pilot could see it from forty miles away.

The towers also held two "Course Lights" pointing in the two directions of the route. Green Course Lights indicated the tower was on an emergency landing field. The others were red. In the 1930s the colors were changed: green if adjacent to a lighted airport, yellow when adjacent to an unlighted field, and red when no landing areas were nearby.

The towers were identified by the number of miles they were from the starting point. The first tower would be "10". One hundred forty miles later, the number would be "150". The Course Lights blinked a number in a code from "0" to "9". A coded number "5", for example, would tell the pilot he was either 50 or 150 or 250, etc. miles from the beginning. The pilot was expected to know which 100 mile segment he was on.

Towers were built on 70-foot-long arrow-shaped concrete slabs pointing in the direction of the next-higher-numbered tower. Each tower's complete number was painted on the roof of a small shed standing at the feathered end of the arrow. Lighted airways would ultimately blanket the country. And while the design changed several times over the years, the basic operation remained the same until the system was done away with some time after the end of World War II.

Next: Airlines, Regulators, and four-course radio ranges.



2009-2010 NE Aeronautical Chart and Airport Directory Coupon

The 2009-2010 Nebraska Aeronautical Chart and Airport Directory are now available to Nebraska residents. You may pick up a free copy at many of our public use airports across the state. If that is not convenient, we will mail you a free copy. Just clip this coupon and send to:

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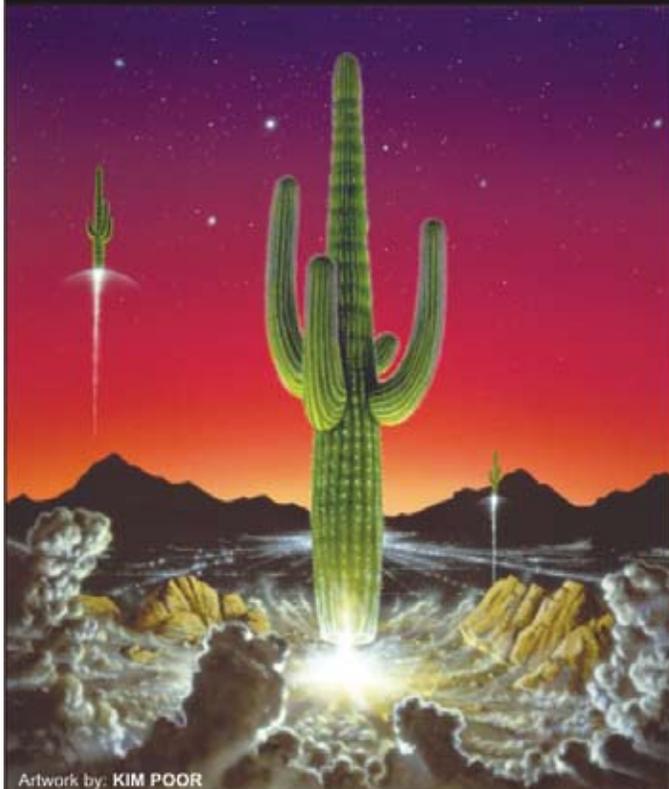
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NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS



Artwork by: KIM POOR

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Events Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 8-10am.
- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month, 8-10am.
- **Chadron Airport (CDR)** Aviator's Breakfast, 8-10am, 4th Saturday of the month. June 27, July 25, August 22, Sept. 26, Oct 24. None in Nov & Dec.
- June 6 - Fairmont (FMZ) D-Day State Fly-in at Fairmont State Airfield**, 20 miles south of York. 8-10:30 Fly-in/Drive-in breakfast hosted by York EAA 1055, PIC eats free! 8:30-11:30 registration for free kids' Young Eagle flights. 8am-1pm public viewing of aircraft. Visit with author Jerry Penry of Milford and learn about his book detailing each of the 60 fatal crash sites in Nebraska during WWII. 9am Chalk it up for D-Day chalk drawing contest. 9-12 Guided tours of historic Fairmont Air Base. 10-11, Learn to Fly seminar. 11:30 - 12:30, Learn to Fly Gliders seminar. 11-12, Learn to Skydive seminar. 11:30-1:30pm, lunch. 12:30-3pm, airspace closed for "Airshow". 3pm, airspace open. More info: www.nebraskastateflyin.com or Frank 402-759-3122.
- June 6 - Fremont (FET)** Airport Open House 10 to 3pm. Rain date June 13. More info: Eric Johnson at ewj@kirkham.com
- June 6 - Scottsbluff (BFF)** Family Fun Day & Fly-in breakfast in conjunction with Sugar Valley Rally. Sponsored by EAA Chapt. 608. More info: Joe 308-760-7126.
- June 7 - Central City (07K)** Annual Fly-in/Drive-in breakfast and lunch, pilot eats free. Skydiving, Commemoration of our Flag 8am, P51 static display, flyovers by YAKs, Pitts and much more. More info: Don Shorney 308-946-3450.
- June 20 - Beatrice (BIE)** Fly-in lunch 11-2pm in conjunction with Homestead Days Celebrations. Parade at 9am with formation fly over. Static displays of planes and cars. Airport closed from 1-3pm for ANG Chinoak parachute jumps at 2 & 2:30pm. More info: Beatrice Airport 402-223-5349 or Heather 402-203-0481.
- June 21 - Creighton (6K3)** Annual Father's Day Fly-in/Drive-in breakfast, 7-11am. Free to fly-in's. More info: Harvey 402-358-5541.
- June 21 - Harlan, IA (HNR)** Fly-in breakfast 7-11am, free to all fly-ins. More info: Rob at kwikrx@harlannet.com
- June 27 - Aurora (AUH)** Fly in/Drive-in breakfast 7:30-10:30am, sponsored by Optimist Club, pilots eat free. Ultra-lites may be there. "Auroran Days" parade at noon, many other activities. More info: Jerry at 402-694-3633.
- June 28 - Pender (0C4)** Annual Fly-in breakfast, 8am - noon. Pilot in Command eats free. More info: Paul Peters 402-380-9882.
- June 26-28 - Seward (SWT)** Midwest Aerobatic Club Challenge. Primary thru Unlimited

- Power Categories. Friday - Practice & Registration. Saturday - Contest Flying. Sunday, - Contest Conclusion and Awards. More info: <http://www.2connect.us/mac80/>
- July 4 - Seward (SWT)** Annual 4th of July Airshow, 11-1pm. Free to all. Harry Barr and his Aerial Circus will be performing aerobatics. More info: Greg 402-643-2125.
- July 5 - Genoa (97Y)** Annual airport breakfast served by the Genoa Lions Club, 7-11am. We are only a short hop from just about everywhere so fly in - we would like to
- July 11 - Wayne (LCG)** Fly-in for Wayne Chicken Show and Festival. Free transportation to events. Parade at 9:30am, 11:30-1pm Chicken Feed, 12:30-1 pm free Ice Cream, 12:00-1pm FREE musical entertainment, 1pm contests begin, 7pm Street Dance. More info: <http://www.chickenshow.com/events/>
- July 16-19 - Plattsmouth (PMV)** Lincoln Sport Parachute Club is once again proud to offer Nebraska's best Skydiving Boogie! Tandems: No Pre-registration need! Show up and Jump! More info: <http://www.redemptionboogie.com>
- Aug 9 - Red Cloud (7V7)** Fly-in breakfast sponsored by Lion's Club, 7-10am. Free to pilots. Open house of new terminal building. More info: Chuck 402-746-3818.
- Aug. 28-29 & 30 - Minden (OV3)** Antique Airplane Assoc Fly-in. Friday night cream can supper, Sat. Fly-in breakfast and evening Awards Banquet. Sun. Fun flying. More info: Todd Harders 308-380-5079.
- August 27-28-29-30 - Lincoln (LNK)** EAA's historic Ford TriMotor Airliner is coming to NE! The grand old airplane will fly passengers from the Silverhawk Aviation ramp at Lincoln Municipal Airport. Rides are \$50.00 (\$40.00 for EAA Members.) The airplane will be available for photo sessions and close-up viewing (no charge) when not flying. Book your adventure in living history at www.flytheford.org or 1-800-843-3612. Local information at www.eaa569.org or 402-274-7070.
- Aug 29-30 - Offutt AFB** Open House 9am - 5pm both days. Blue Angels, USA Golden Knights, C17 Globemaster III, Extra 300S, F16 Falcon, F15 Eagle, MIG 17, MX2, Staudacher S300D all perform. More info: <http://www.offuttairshow.com/>
- Sept 11 - 12 - Harvard State Airfield (08K)** Annual NE Ultralight Gathering (ANUG) fly-in. Set up on Friday, event officially begins on Saturday morning: coffee, juice, rolls and lunch available. Ultralights and powered chutes, NE Chute Flyers and many others. More info: Larry at ANUGlist@yahoo.com
- Sept 13 - Scottsbluff (BFF)** Mooney Aircraft Pilots Assoc. two day Maintenance Clinic for Mooney pilots at Valley Airways. More info: 210-525-8008 or Valley Airways 308-635-4941.
- Sept 19 - Sidney (SNY)** Western Nebraska Community College student's Voc-Air Flying Club invites everyone to their annual fly-in breakfast, 7-11am. Open-house, activities for youth, free breakfast for pilots. More info: Aviation Instructors (Keith or Jon) at 308-254-7448.