

# PIREPS

A bi-monthly newsletter for Nebraska pilots and Aviation Enthusiasts



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

## PIREPS

Jun/Jul 2010

Volume 61, Issue 4

### Director

Ronnie Mitchell

### Aeronautics

### Commission Chair

Dorothy Anderson

### Commission

### Members

Gerry Adams

Barry Colacurci

Ken Risk

Doug Vap

### Editor

Zach Miller

Email: Zach.Miller@Nebraska.gov

Telephone: 402-471-7945

### Editorial Staff

Robin Edwards

Deb Hernandez

Jan Keller

Dave Lehnert

Barry Scheinost

Soni Stone

Bill Lyon

Associate

Associate

Associate

Associate

Associate

Associate

Associate

### Aviation Education Coordinator

David Morris

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

Passages appearing in quotation marks or otherwise credited to specific sources are presented as the viewpoints of the respective writers and do not necessarily reflect the opinion of the Nebraska Department of Aeronautics.

Permission is granted to use or reprint any material appearing in this issue.

When no byline is listed for an article, the editor is the author. Please give writing credit to the editor/author. Photos may have been digitally altered.

To get a free subscription to PIREPS call Soni at 402-471-7952 or email:

[Soni.Stone@nebraska.gov](mailto:Soni.Stone@nebraska.gov)

Circulation: 3675

## Aviation Art Contest Awards Ceremony

By David Morris

On April 24, over 120 parents, family, and friends gathered at the Nebraska Air National Guard auditorium, Lincoln Airport, to celebrate the accomplishments of the winners of the Aviation Art Contest 2010. The Master of Ceremonies was David Morris, who is also one of the State pilots for the Nebraska Department of Aeronautics.

As part of the awards ceremony, Sergeant Lonnie Connelly of the Nebraska State Patrol, along with his K-9 Rahe, provided a demonstration of the K-9 capabilities in support of daily law enforcement duties.



Lonnie and his K-9 Rahe



From the Left (6-9): Matthew Cullen, Sydnee Eiland and Lydia Jahn

Aviation enthusiast Diane Bartels presented the age group 6-9 awards: 3rd -Lydia Jahn, 2nd-Sydnee Eiland (Diane's granddaughter), and 1st-Matthew Cullen.

Presentations for age group 10-13 were made by SMSgt Vernon "Bud" Barton, who is also a NE State Trooper. Receiving 3rd place was Firdas Nasimov, followed by Wyatt Rogers (2nd) and Ethan Nelson (1st). Ethan has also been one of the winners in past aviation art contests.



From the Left (10-13): Ethan Nelson, Wyatt Rogers and Firdas Nasimov

Senior Airman Logan West made the presentations for age group 14-17. Receiving 3rd place was Faith Lamb, 2nd was Dillon Barta, and 1st place went to Zachariah Sorensen.

The Former Department of Aeronautics Director, Stuart MacTaggart, made a special award presentation to Diane Meyer of Knickrehm Elementary, Grand Island, for her longtime support of the aviation art contest. Along with Diane, several other art teachers were recognized for their ongoing support of the program with a standing ovation.



From the Left (14-17): Zachariah Sorensen, Dillon Barta and Faith Lamb

In addition to the awards presentations, an aircraft static display along with "airplane" cookies and punch were provided for everyone's enjoyment. The display included an Air National Guard KC-135R, Army National Guard Cobra helicopter, Civil Air Patrol Cessna 182 with glass instrument panel, a P51D Mustang, a State of Nebraska Super King Air B200, a Nebraska State Patrol helicopter, a Cessna 206 airplane and a Mobile Command Post.

The Aviation Art Contest 2011 brochures will be mailed in September. For additional information about the program feel welcome to contact David Morris @ 402-471-2371 or e-mail David.Morris@nebraska.gov



# Change is in the Air!

Many of us have a tendency to think some things never change but they do, whether we want them to or not! Our bi-monthly publication, PIREPS, continues to change as one of our faithful contributors, Jerry Tobias, just submitted his last "regular" article. I've known Jerry for a long time, dating back to my early days in the Air Force. He has always been a gentleman and a true professional - something that has never changed. Jerry, we will all miss your "on target" articles and wish you the best in your future, whatever it may be.



**Ronnie Mitchell**  
Director, NE Dept of Aeronautics

Something that hasn't changed since 2007 is the fact the FAA's Airport Improvement Program is on another Continuing Resolution (CR)! The last one expired on March 31 and the present CR will expire on July 3. This CR process makes it difficult to complete the 51 airport improvement projects for 2010 in a timely manner.

Change will also occur at our Navigational Aids Division in Kearney when long-time Division Chief, Lyle Jacobsen, retires this June 18. Lyle told me he plans to go fishing with his grandchildren, among other things. Congratulations Lyle!

## New Pilots and Certificates



### Private

Elwin Callahan - Bellevue  
Samuel Sears - Omaha  
John Schwery - Roca



David Skau - Lincoln  
Owen Williams - Lincoln  
Andrew Helling - Omaha

### Commercial

Troy Hansen - Lincoln  
Patrick McNeil - Omaha

Christopher Goodrich - Omaha

### Multi-Engine

Jeffrey Nathan - Fullerton

Colby Ranslem - Fremont

### Instrument

Joshua Sears - Raymond  
Michael Anderson - Bennet  
Robert Phillips - Waverly  
Dane Fossler - Beatrice  
Joshua Swafford - Omaha

Brian Peterson - Omaha  
Ryan Crouch - Grand Island  
Jason Gill - Blair  
Nghia Cao - Lincoln  
David Winfield - Curtis

# Four-Ten

By Scott Stuart

It is a dark and stormy night, but we are all home with visions of sugarplums dancing in our heads! Dark... actually words fail me here. Truth is, this is going to be a dark story.

It is time to haul out the memory of Nine-Eleven... can you remember the sick feeling in your gut? Those souls had no choice. Now, imagine the heartbreak in Poland today, after losing 93 in a plane that did not have to crash.. Repeat: 93 of their best and brightest. Four-Ten.... mark it down in the front of your mind and learn the easy way.



**Scott Stuart**

Some flights contain more risk than others. Of course, we have to be up to the task for each adventure and that includes not only an airworthy craft, but a brain firmly in aviation-gear. Are you ready and able?

Some time back one of my nephews told me he cancelled a flight, an IFR flight, because he was going to have his sons aboard. He stated that he would have taken the flight if it was just him. Do you think his wife would have said, "gee, it was "only" my husband," when the coroner called? Hopefully, my scowl discouraged that sort of thinking! Hey, YOU count. Don't do something silly solo, or with passengers. Most think the Polish pilot/crew were pressured to get there, to land. We all want to be there at the appointed time, it is human nature. But at what cost? There is nothing worth your life. Even a judge will understand if you are not on time! I am clearly thinking that the nation of Poland would gladly have accepted the fact that the 93 missed the memorial, rather than the horrible truth of that day.

OK, enough of that! So, tell me now: how do you get to Carnegie Hall? Practice, practice, practice! The same can, and should be said, for us as flyers. I encourage you to practice! A friend of mine from Mitchell, SD. is about to take his IFR checkride. He will pass, and be free to fly in "stuff". Yet, he has yet to ever do it. The first time should not be scary; rather, with a CFII who can sort of hold your hand if need be. For me, actual is "actually" easier than a hood. So give that a go before you go for real. You are likely to see me at LNK when the weather is low, it is my favorite practice scenario.

Finally, for this month, please think about these three choices: First, have a good alternate in mind. Remember my last epistle landing for gas just in case? Second, remember the Richard Collins plan: Go, take a look, and if you don't like it, turn around and come back! Third, wait it out. In my experience most days have a good weather window to fly right through. If not, better

Continued on Page 7, Bottom Right



# VAR Versus VOR

by Tom Gribble



Tom Gribble

Development of both VAR and VOR began in 1937. Both operated in the VHF range - VAR's from 108.0 to 111.9, VOR's from 112.0 to 117.9 - eliminating the weather induced static plaguing the L/MF four-course radio ranges.

VAR consisted of two Visual east/west legs (the "V") and two north/south Aural legs (the "A"). The two "Visual" legs had characteristics akin to an ILS course. Oldtimers will remember

ILS charts depicted Blue and Yellow sides of the localizer course. Both

colors were also on the cockpit instrument, but reversed from what was shown on the chart.

For example, using an ILS with a 270-degree front course alignment, the chart showed the Blue sector to the north (or right of course) and the Yellow to the south (or left). On the cockpit indicator, though, the Blue would be on the left and the Yellow on the right. Should a pilot in this example be off course to the north, the needle would point left, telling him to turn left. The needle would also be in the Blue sector, telling him he is in the Blue side depicted on the chart.

The Blue and Yellow sectors of the VAR each covered half a circle, with the Blue sector to the north and the Yellow hemisphere to the south. The merging of the two formed east/west "on course" legs three degrees wide.

The north/south courses were the Aural part, the blending of the two "A" and "N" semicircles. The west hemisphere was the "A" sector and the east half-circle was the "N" portion. Between the two, the Aural and the Visual, the pilot, if not on one of the four legs, could determine which of the four quadrants he was in.

For example, a pilot east of the station is flying westbound. His visual indicator shows a "fly left" condition, putting the needle in the Blue side of the indicator. In addition, he is hearing a coded "N" in his headset. He knows, then, he is in the northeast quadrant.

Should he not change his heading the pilot will soon hear a brief steady tone (the blending of the "A" and "N" as he passes through the north Aural leg) and then a steady "A". The Visual indicator will still be in the Blue side telling him to fly left. He knows he is now in the northwest quadrant.

Flying eastbound was like flying inbound on an ILS back course. The color the needle was pointing to, Blue or Yellow, would still be correct, but to get "On Course" the pilot would fly away from the needle.

Should our pilot now in the northwest quadrant make a 180 degree left turn and in the process pass through the west visual

Continued on Page 4, Upper Right

# ADM and Risk Management

By Lee Svoboda

In the front of the Practical Test Standard (PTS) there is a paragraph entitled, AERONAUTICAL DECISION-MAKING AND RISK MANAGEMENT. Within that paragraph it states, "The examiner SHALL evaluate the applicant's ability throughout the practical test to use good aeronautical decision making procedures in order to evaluate risks". The examiner normally accomplishes this task by developing scenarios that incorporate as many tasks as possible in order to evaluate the applicant's risk management in making aeronautical decisions. However, sometimes "Mother Nature" develops her own scenario without the help of the examiner. Here are a couple of times that occurred.



Lee Svoboda

As I was watching an applicant performing a preflight I noted that the wind, although not forecast, was gusting well over twenty knots. Now understand, examiners never make the decision to fly or not to fly; that is the applicant's decision and is associated with risk management. However, the examiner may mention how windy it is and to be careful when checking the controls because when it is windy a finger can easily be hurt if a gust of wind should come by. But the applicant in his young gusto and "got to get it done" mentality did not get the hint and pressed on anyway. Well, the cross-country phase went well as did the slow flight, stalls, steep turns, and simulated engine failure. The ground reference maneuver was marginal; however, it met the standard. But by the time we got to the landing phase, the wind was gusting over thirty knots. As we turned final for the first landing, the applicant looked at me and said, "I have never flown in wind this high before". Guess what went through my mind at that time. Well, the bottom line to this story is that the applicant failed on that day because I had to take control of the aircraft in order to accomplish a safe landing. Two days later with the wind at only ten knots, the applicant easily passed the test. Moral of the story: Poor decision to fly on a very windy day in conditions never before experienced. The risk was my safety and failure of the test.

In this next scenario, the Nebraska Spring winds dictated the applicant's decision and risk management. When we started the flight, the winds were ten to twelve knots and forecast to stay that way for at least the next three hours. Now my flight portion of the test seldom takes as long three hours, so the applicant decided to accomplish the flight portion of the test. Again, the cross country phase went well as did both the high and low altitude air work. As a matter of fact, because the applicant made the decision to use an airport more aligned with the wind, the landings were satisfactory as well. However, as we were returning to our departure airport, the AWOS indicated the winds were at a direct crosswind,

Continued on Page 7, Lower Right Side



# Final Landing

By Jerry Tobias

My forty-four-year association with the aviation industry has led me to conclude there are two foundational elements that matter most: PROFESSIONALISM and PEOPLE. Here are some thoughts about those two topics in this my final, PIREPS article.



Jerry Tobias

Professionalism defines how we do what we do, not how much we are paid to do it. The same level of professionalism that would be assumed of a 20,000-hour Airbus A380 captain should also be expected of every 200-hour weekend pilot, every FBO employee, every maintenance technician, every scheduler/dispatcher, every tower operator, etc. Professionalism, after all, is

an attitude, and that attitude is what enables and encourages commitment, focus, thoroughness, and consistent performance... while helping to combat the opposite qualities (inattention, arrogance, complacency, and the like). Attitude also motivates us to keep learning, to improve our skills, to do our best at each great or seemingly insignificant task, and - most importantly - to do it all as safely as possible.

The second foundational element is people. I have had the opportunity to fly some great airplanes during my career, but my best aviation memories will always be about people.

Some of those memories concern passengers. One example is Christmas Eve of 1971, a day that I spent shuttling troops back and forth to Bob Hope USO shows in Ben Hoa, Vietnam. I will never forget the changes in the soldiers' faces from before the shows to afterward. For a few hours, at least, their gloom and despair was lifted by knowing that someone actually appreciated their service.

I will also never forget the precious faces of the Make-A-Wish Foundation kids and their families that the flight attendants occasionally brought to our MD-80 cockpit during stopovers enroute to Long Beach or Burbank. The privilege of transporting those physically embattled children to Disneyland was always very humbling and special.

I have also had the honor of encountering many remarkable individuals throughout my career. I have known Air Force three-star generals and desk clerks at three-star hotels, NASA space shuttle commanders and airport shuttle van drivers, airline executives and FBO line employees. I have shared cockpits with some of the best pilots in the industry, flown airplanes serviced and repaired by the most thorough maintenance technicians around, been trained by incredibly dedicated instructors, and been served by countless aircraft fuelers, tug drivers, ATC personnel, housekeeping and wait staffs, etc. for years. Yes, my job was made easier and my

Continued From "VAR Vs. VOR", Page 3

leg, he will end up in the southwest quadrant. He will continue hearing an "A" in his headset throughout the turn and when established eastbound.

But the needle would have moved from left to right, passing through the instrument's center as he crossed the west visual course. Now to get on the West Visual leg eastbound, the pilot must turn left, away from the needle.

VAR development was finalized in 1941 and a VAR airway was constructed from New York to Chicago. December 7, 1941 put a temporary stop to further VAR installations. A more propitious event ending further VAR development was the 1943 perfection of VOR.

VOR installations would wait for war's ending. The first VOR airway was established in 1951 when more than 250 VOR's were operational. Another 1,000 or more would be installed in just the U.S. alone.

Some of the VAR's lasted longer than they should have. I went to work in the Detroit ARTC Center in 1957. At that time the North Aural leg of a VAR in Ohio formed an intersection on an east/west airway in southern Michigan.

Detroit Center died in 1961. I don't know when VAR was laid to rest, but low powered Terminal VOR's (TVOR) inherited its frequency band.

## Aviation in Chadron

By Todd Rickenbach

*Editors Note: Due to Space availability, only excerpts of this article were printed. To view the full article go to <http://www.aero.state.ne.us/>*

The city of Chadron, Nebraska is reaching an important milestone this year. This summer, we will celebrate our quasiquicentennial or 125th anniversary of the existence of the city. In 1885, the approximately 500 residents of the town of O'Linn, which was located near where our airport is located present day, moved overnight to the present site of Chadron. The Railroad's coming to the area was the reason the town was moved.

The first airplane came to Chadron in 1911 as part of the Dawes County Fair. Touring stunt flyers were a big hit during this time period. The 1916 Dawes County Fair featured Miss Catherine Stinson, who was 20 years old at the time, billed as the first girl to put on an aerial show in Nebraska.

In October 1939, the 80' x 80' hangar was completed for a price of \$16,000. This was part of \$30,000 in Federal funds, along with \$2000 used for airport purposes. This hangar is still in use today. Since the city had the new airport facilities, college, and an established civilian training program, the Navy began to cycle aviation cadets through their first 8 weeks of training beginning July 12, 1942. This is considered one of the major factors which kept the college open during the war years because enrollment had dropped significantly. The college is one of our major employers today.

Continued on Page 6, Top Right

Continued on Page 8, Lower Right



# Experiment

By John Rued

## Part II of III

In my quest to divine the merits of the “three-point” versus “wheel” landing, I decided to continue my advanced study of the Champ’s landing characteristics.

There was only one problem. I hadn’t really done much research. Sure, I had asked some questions of very experienced tail-wheel pilots, but the answers lacked consistency: “The wheel-landing is for crosswinds”; “The three-point is for short field landings”; “Three-point only; the tail will ultimately be blanked in a wheel landing- resulting in loss of control;” “Because a Cessna test pilot says the C-195 should always be ‘wheeled.’” The answers were all very subjective.

So I bought some books. The first, Langewieshe’s Stick and Rudder, is—or was—a staple for all flight instructors. Since it was written in the forties, I figured it must be gospel for anyone flying a forties-vintage airplane. The second, Livingston’s Flying the Aeronca, is long out of print and required an outlay on Amazon the equivalent of a week’s worth of diapers. Since it had the word



John Rued

“Aeronca” in it, I figured it would be the last word in Champ flying. The third, Plourde’s The Complete Taildragger Pilot, received some pretty decent reviews on Amazon and seemed to be the most current



Giving Instruction

treatise on the subject. My guess was that each of these tomes would consistently hold some “truths” regarding the whys and wherefores of tail-wheel landings. I was wrong. They all held inconsistent truths.

So I started with Langewiesche. I’m sure it would make more sense if I started at Chapter One. But I didn’t. I went straight to Chapter 16, “The Landing”. Looking for a nugget, I found this passage regarding wheel landings:

*“...you can cut out all floating and hence much waste of space. Again, you can plaster it on at the very beginning of the runway while the slowing-up process of the three-point landing might use up hundreds of feet before the ship could even touch down. Hence the total runway length required to come to a stop will often be less in a wheel landing.”*

Continued on Page 6, Left Column

# Question Corner

After considering the runways available, the reported wind, and trying to decide if we prefer a left or right crosswind landing, presuming we choose runway 04 or 30. There may be further considerations in determining just exactly how you plan to land at MCK.

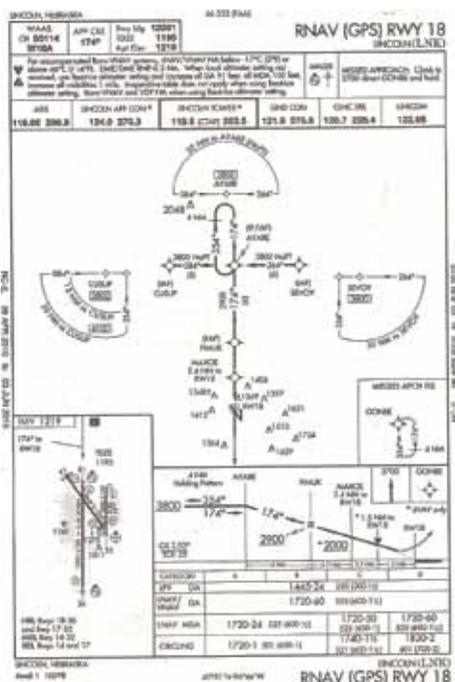
Entering a traffic pattern is something that is done most every time we fly, yet the suggested entry procedures are often neglected. What guidance does the Aeronautical Information Manual (AIM) provide on entering the traffic pattern, and is there any reason we would need to take a shortcut from AIM guidance? Maybe we should ask ourselves, “is the extra time it takes to enter the traffic pattern as per the AIM *really* going to have a negative effect on the flight?” We may not be the only one entering the pattern.

The answer to this particular question has three different scenarios, the first being runway 30. We could choose to take the right-hand crosswind and fly a course to enter a right downwind via flying over the top of the airport and entering a midfield downwind, at an altitude of 3,583 MSL (given we are flying a small piston aircraft). Second, runway 04. We could enter a right downwind again by flying over the top of the airport, at an altitude of 3,583 MSL. Lastly, if the aircraft is capable, we could use runway 35. To do so we would fly a course to enter a 45-degree to a midfield left downwind, at an altitude of 3,583 MSL.

However you choose to enter a traffic pattern in any given situation is up to you, the pilot in command, but the AIM gives you a standard to be followed. Being standard and following procedures, whether they are recommended or required, is always the safe option. Fly safe.

**THE SITUATION:** Picture yourself flying an aircraft equipped with GPS, coupled to the autopilot. Now, you are 30 miles south-

west of Lincoln, NE at 8000 feet. ATC gives you this clearance: Cessna 123, cleared direct to CUSUP **expect** RNAV (GPS) to runway 18 at Lincoln. To what altitude would ATC be expecting you to descend, and when could you descend? Also, at what DME would you descend to the lower altitude? Any questions, comments or concerns e-mail Zach.Miller@Nebraska.gov





### Continued From "Experiments", Page 5

My keen intellectual curiosity kicked in—along with my mastery of the scientific process and ability to take written passages completely out of context: I would fly two consistent patterns—same altitudes, descent points, and airspeeds. One pattern would culminate in a three-point landing; the other, a wheel landing. I would let inertia play a part and allow the airplane to roll out on its own; there would be no use of the—really?—heel brakes. Then, we would use the technologically advanced process of counting concrete squares to measure the Champ's rollout. The landing technique with the least amount of runway used would be the best landing.

It was brilliant! It would ultimately prove nothing while providing me fodder for this article.

So I called my buddy Wes. He'd act as an observer, er, Flight Test Engineer. Of course I wouldn't tell him about his responsibilities until we were in the air.

But I couldn't just take Wes up—not just yet. Turns out it had been more than ninety days since my last tailwheel flight. I had to get current. The sun was setting; I had to move quickly if I wanted to complete this test.

We dragged the Champ out of the hangar, chained the tail and chocked the wheels. I explained the intricacies of hand-propping while secretly hoping I didn't forget anything my first instructor had taught me. (Lucky for me that my first instructor was a former Offutt safety officer. Lucky for him he no longer fills out accident reports.)

The prop caught on the third swing. I circumnavigated the idling Champ to unhook the tail, braved the eighty-five horse prop wash to fit my six-foot-five frame into the cabin, and fished the chocks up into the rear seat. Only when I began moving did I realize that my thick-soled hiking boots—effectively making me six-feet-six—would make integrated use of the—ha!—heel brakes and rudder pedals near impossible. Good thing the test plan called for ignoring the brakes. We'd concentrate on the rudder.

My currency circuits went really well. Two three-point and one wheel landing were accomplished. The semi-hard turf/mud mitigated the lack of hard heel brake capability; I was able to slow the airplane down to a speed where judicious rudder application gave me the ground maneuverability necessary to keep from spilling out onto the rural road that bounded the departure end of the field.

My confidence in my abilities was restored. It was time to go. The sun was half-a -fist above the horizon—meaning about forty-five minutes of useable light remaining. We had to work fast; we had to work efficiently; we had to work as a team.

I showed Wes where the—sigh—heel brakes were and how to set the magneto switch. A quick primer on voice commands and how they could be interpreted by an amateur lip-reader was accomplished. We were ready to go.

Next Issue: Part III

### Continued From "Final Landing", Page 4

life enriched by each and every one of these, whether I knew it at the time or not.

So now, at the rollout end of my final landing, here's my last advice: One, develop and maintain an unwavering professional attitude about everything you do; and two, notice and value every person you encounter each day. Then, when you park your airplane or leave your desk or work place for the last time, you will do so with more great memories and gratitude than you could pack into a 747 freighter..just as I do now.

## 58th Annual Flying Conestogas Award Banquet

The Flying Conestogas are a boosters group for the Beatrice and Fairbury airports that promotes growth in General Aviation. If you are interested in joining the Conestogas, here is what you will need to bring with you: An interest in general aviation. So come and join the fun!

The Flying Conestogas hosted a banquet Friday April 9, 2010, at The Black Crow restaurant in Beatrice, in which the



The Knucklehead Award



Dr. Duane Koenig

famous "Knucklehead Award" was passed on to Dr. Duane Koenig. The "Secret Committee" decides who is given the award each year. Usually the Award is given to someone who has done something foolish, but this year Dr. Koenig did something that not only changed his life for the better but, changed the lives of many others in need. He devoted six months in

Karatu, Tanzania, volunteering medical aid to those who would otherwise not have it available to them. It is people like Dr. Koenig that truly make this earth a better place.

After the "Knucklehead Award" was given out we were graced with the opportunity of listening to Terry Little tell stories through his guitar. Each song included a short "intermission" to tell a story of his life that had inspired him to write it. Terry has a very witty humor that rippled laughter throughout the building.

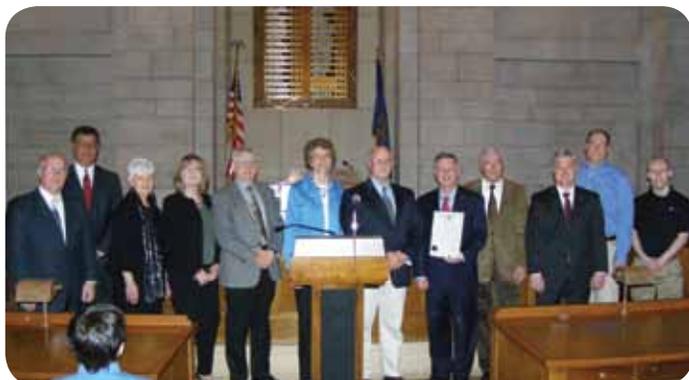


Terry Little



# Nebraska Governor Dave Heineman Proclaims April 2010 General Aviation Appreciation Month

By David Morris



From the Left: Bob Joyce, Steve Gade, Diane Bartels, Andre Amen, Bill Lyon, Patsy Meyer, David Morris, Governor Dave Heineman, Ronnie Mitchell, Dan Petersen, Bill Hekathorn, James Hilliard

Because General Aviation contributes 27,800 direct and indirect local aerospace and aviation-sector jobs; provides an annual direct wage and benefit impact of \$645,000 in payroll; and because General Aviation in Nebraska contributes over one billion dollars to the state's economy each year through its 81 airports serving approximately 3,600 pilots and 2,000 general aviation aircraft; AOPA Regional Representative, Bill Hamilton, a former Nebraska Aeronautics commissioner and chairman, suggested to Governor Heineman that he should consider recognizing the importance of Nebraska General Aviation.

Governor Heineman's office was very receptive. April 2010 was chosen because April is also the month in which all the winners of the annual Aviation Art Contest are recognized. It's activities such as this proclamation that helps keep citizens across our nation aware of the many benefits of the aviation industry.

## "Master Pilot" Shires

Retired Air Force Colonel Warder Shires of Lincoln was presented with the Wright Brothers Master Pilot Award during the Civil Air Patrol (CAP) Change of Command Ceremony on March 27.

Warder's flying career has spanned 56 years and includes both military and civil experience. It's interesting to note he has never been involved in an accident, safety-related incident, or violation of Federal Aviation Regulations.



Warder Shires

His first solo flight occurred on April 30, 1954 at Columbus

AFB, MS. He has served as both a pilot and instructor on trainers, transports, tankers, bombers and fighters.

As a pilot, Warder has accumulated close to 12,000 hours of flight time, 8,000 of which occurred in the military. He has been a corporate pilot for Olsson Engineering and a charter pilot for Capital Aviation in Lincoln. Warder joined the Civil Air Patrol in 1991, holding a variety of positions, eventually becoming the CAP Wing Commander from 2001-2005.

The FAA understood he could not have attained the Master Pilot Award without the support and dedication of a very special spouse, so his wife was presented with the Wright Brothers Master Pilot Spouse Recognition Pin.

## Civil Air Patrol Change of Command

By Jess Banks



L to R: Colonel David Plum and Colonel Bob Todd, unidentified Cadet in background

Nebraska Civil Air Patrol (CAP) Wing Commander, Colonel Bob Todd, relinquished the reins of command at a ceremony March 27 at the Regency Lodge, in Omaha.

Colonel Todd has been an outstanding leader the past three years and will continue in a leadership role assisting the new Wing Commander, Colonel David Plum.

Continued From "ADM", Page 3

gusting over twenty-five knots. The aircraft we were flying had a demonstrated crosswind component, but not a crosswind limitation. So the applicant could have attempted a landing at our departure airfield. The applicant asked me, "What do you think?" My response was, "You are pilot in command".

After several recheckings of the AWOS and some mumbling by the applicant that "Mother Nature" did it to him again, an aeronautical decision was made. The applicant elected to go to an airport where the runway was more aligned with the wind and lowered the risk of the landing. Of course I applauded that decision and the applicant passed the test, even though I had to endure a forty-five minute car trip back to our departure airport.

Instructors, the requirement is there, so make sure that Aeronautical Decision Making (ADM) and Risk Management, which are Special Emphasis Areas, are part of your training process. We examiners are testing it.

Continued From "Four-Ten", Page 2

to be on the ground wishing you were in the air, than in the air wishing you were on the ground.

Nag, nag, nag.....but, please, train like you fly, and fly like you train. My annual BFR/IPC is tomorrow. We'll see where I stand, after all: You cannot talk the talk unless you walk it first!

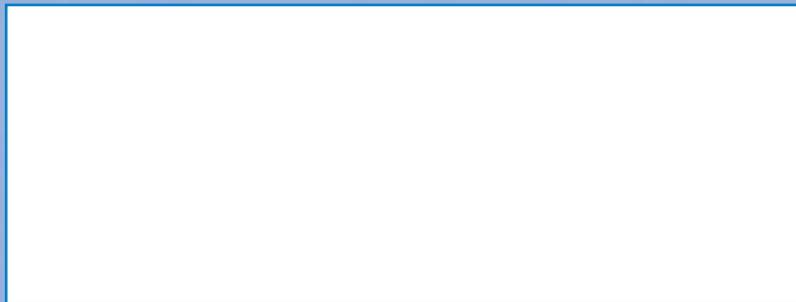
# PIREPS

Department of Aeronautics  
PO Box 82088  
Lincoln, NE 68501

PSRT STD  
US POSTAGE  
PAID  
PERMIT 293  
Lincoln, NE

Address Service Requested

Member National Association  
of State Aviation Officials



## 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](http://www.https://oeaaa.faa.gov). Go to light outage reporting- under "Information Resources." Or call 1-877-487-6867.
- **Scottsbluff Fly-in-** June 5. Scottsbluff Airport.
- **Central City Fly-in-** Sunday June 6. 7am-2pm celebrating D-Day.
- **Creighton (6K3)-** June 20. Annual Father's Day Fly-in/Drive-in breakfast, 7-11am. Free to fly-in's. More info: Harvey 402-358-5541
- **Aurora Airport Fly-in-** June 26. 0730-1030. Pilot in command eats for free!
- **Ainsworth Fly-in Breakfast-** Sunday June 27th. 0800-1100. There will be a radio controlled airplane demonstration
- **Pender, NE, Annual Fly-in breakfast-** June 27. 0800-1200 Pender Airport. Pilots in command eat free!
- **Norfolk Airport Fly-in-** 0700-1200 July 18. Be sure to stop at the EAA Chapter 918's "on your way to Oshkosh" Fly-in at OFK. Free breakfast for fly-ins.
- **BIE 4th Annual Flying Conestogas Fly-In-** June 19, 2010. Lunch- 1100-1300. Young Eagle rides-1000-1200 ages 8-17 free airplane ride. Lunch free to fly-ins. Also Porsche Club of America will have a static display.
- **Grant Airport (GGF)-** June 27. Fly-in/Open House hosted by EAA Chapter 562. 1000-1600. Avi8tors musical group (greatest generation) will make an appearance at 1330. Don't miss out! Any questions call Leon Kumor- 308-352-4166.
- **Chadron Fly-In 125th Anniversary-** July 10. Breakfast starts at 0800 (Donation only). Displays include: Civil Air Patrol, Radio controlled model aircraft and E.A.A. Young-Eagles Program. Rides start at 1300.
- **Wayne Municipal Fly-in-** Sat. July 10. Sun July 11, 2010. 30th annual Chicken Show. Sat- Coffee and donuts 0700 to 1000. Omelet feed- 0730- 0930. Bressler Park. Fly-ins eat free. Sun- Brunch 0800-1200. Fly-ins eat free. Poker Run for motorcycles and cars. Classic car show.
- **Koinzan Airfield 33nm west of OFK (NE44)-** July 11, 0700-1200. Fly-in breakfast with all you can eat pancakes, sausage, juice, coffee and good company. Free to Fly-ins. For more info call Lynn at 402-843-5800
- **Parachute Boogie-** July 15-18. Plattsmouth, Ne.
- **Oshkosh, Wisconsin-** July 24- August 1. Join NASAO and EAA AirVenture. General Registration ends July 16.

- **Offutt AFB Airshow Open House-** Sat. Aug. 28 and Sun. Aug 29.

- **ANUG Central City-** Saturday, August 28. Keep updated on the planning, by visiting our web sight [www.anug.org](http://www.anug.org). This years' fly in is being organized by the HUC Flying Club, you may also check their web site for up dates, [www.angelfire.com/ultra/huc](http://www.angelfire.com/ultra/huc)

- **Council Bluffs Airport-** Sat. September 4. Great Plains Wing of the Commemorative Air Force ANNUAL OPEN HOUSE/FLIGHT BREAKFAST. Museum Open House 8AM to 4PM. View over 1600 WWII Items, P-51 Mustang 'Gunfighter'; Stinson L-5 and Aeronca L-3; Mohawk OV-1; Alfa Jet and others. Fly-In/Drive-In Breakfast 8AM to 11AM. Featuring THE PANCAKE MAN! PIC Free- Adults \$ 5.00 Children 3 to 7 \$ 3.00 For Info Call Dale Standley 712-366-3505

### Continued From "Aviation in Chadron", Page 4

The crosswind runway 11-29 was paved and lit in 1960. In the early 1960s, airline service began, with Western Airlines as the first carrier. The original Frontier Airlines took over in the early to mid-60s and planned to use the Convair 580. This aircraft required a longer runway than was currently in place. In 1966, runway 2-20 was constructed and the old runway 1-19 was removed. A small portion of old runway 1-19 pavement is still visible near the threshold of runway 2. The connecting taxiway and apron were also paved at this time.

The 2000s saw improvements to the airport continue. Runway 11-29 was rebuilt into a concrete runway, and taxiway Alpha was narrowed and rebuilt along with some of the apron in 2003. In July of 2006, the airport once again proved what an asset it is when a major forest fire threatened the city and surrounding area. Within 24 hours, the airport saw multiple fire-fighting aircraft, and served as one of the command posts for fire-fighting operations. Sadly, we said goodbye to Les and Donna Mittleider as they moved their business to Rapid City, SD in September 2006. A new self-service fuel system for 100LL and Jet A fuel was completed in 2007. After going nearly a year without an F.B.O., Mark Hutton opened up A & M Aviation early in 2008 and continues to operate today.