

# PIREPS

A bi-monthly newsletter for Nebraska pilots and Aviation Enthusiasts



Encourage and Facilitate the Development and Use of Aviation in Nebraska

## PIREPS

June/July 2011

Volume 62, Issue 3

### Governor

Dave Heineman

### Director

Ronnie Mitchell

### Aeronautics

### Commission Chair

Gerry Adams

### Commission

### Members

Dorothy Anderson

Barry Colacurci

Ken Risk

Doug Vap

### Editor

Zach Miller

Email: Zach.Miller@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
Bill Lyon	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: 3586

*PIREPS is now available online via e-mail. You may sign up by simply providing your e-mail address to [Zach.Miller@Nebraska.gov](mailto:Zach.Miller@Nebraska.gov). Please indicate your preference: To receive only e-mail copy of PIREPS, or to receive both e-mail and paper copy.*

## A Sweet Piece of History

Scottsbluff was the destination...Nebraska State Fly-in was the occasion. I was lucky enough to be able to hop in the back seat of Harry Barr's P-51, Barbara Jean. After donning our parachutes we made our way out to runway 32 at Lincoln. As Harry advanced the throttle on the 1450 horsepower Merlin the plane came to life, and in no time at all we were airborne. Once we were in the air the reality hit me as to what was taking place. I was flying in an airplane that had once dominated the skies of WWII! I could not help but think of the many pilots of that time period sitting in the pilot seat with a formation of B-17s next to them, knowing that their P-51 was the one of the most terrifying things a German FW-190 could see as they began their pursuit of the B-17s. What a rush!



A look from the side



Harry showing me how to suit up

Upon arrival at Scottsbluff we could see there were a lot of people that came out for the festivities. After all, it was a perfect June day... calm wind, clear skies and about 70 degrees; not to mention there was an F-16 coming in from Buckley National Guard Base, a KC-135 from Lincoln, a C-130 from Cheyenne and most importantly...FOOD! I could smell the aroma of barbeque as soon as Harry opened the canopy. About ten o'clock the F-16 arrived and made a few passes down the runway with afterburner burning. The crowd was in awe of the power of it. After the F-16 landed there was a radio controlled airplane demonstration. I have to say the R/C pilot was pretty good. Next I made my way down the flight line. There was a huge variety of airplanes, from a KC-135 to a Nieuport 17 biplane. There was even a



The C-130 was a popular hangout



American Pride



Extra 260 with a 100CC engine and its pilot. Along with my Mom in the background



RC airplane in flight



Having fun in a P-51



A look down the flight line

Continued on Page 3, Left Column



## Great Happenings in Nebraska

By Ronnie Mitchell

The long, Nebraska legislative session just ended and the unicameral passed legislation overcoming a projected budget shortfall of nearly \$1 billion. They balanced the budget and it was done without increasing taxes! As some would say, "in Nebraska we don't spend money we don't have" and that has certainly been the case for our biennial budget process. Jobs perhaps are not plentiful but unemployment in NE is at 4.2% while 8% is average in the rest of the country.

Corporate aviation appears to be on the upswing with Duncan Aviation in Lincoln starting a \$10 million state of the art paint hangar for large corporate aircraft that is scheduled for completion mid 2012. High fuel prices seem to be a draw down on general aviation but hopefully with good summer weather we will see more activity on that front. One way we track all flying in Nebraska is by the amount of jet fuel and 100LL used and thus far we are about 2% ahead of where we were last year.

We now have 18 Automated Weather Observation Sites (AWOS) up and running with the latest one at Wahoo this May. You may have noticed more of our public use airports getting LPV approaches. Central City's LPV instrument approaches will be published this June 30. Beatrice is getting LPV approaches on RWY 14/32 and 18/36, Hastings RNAV (GPS) 14/32 and Chadron RNAV (GPS) 11/29 on August 25.

So what about you? Hopefully, I will see you at some of our fly-in breakfast activities this summer and we'll just have a good time visiting, watching the airplanes and have some of those great pancakes.

## The Open Canopy of Quotes

-The medical profession is the natural enemy of the aviation profession. -Anonymous-

-Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over I know of no expert who has volunteered to be a passenger in a non-piloted aircraft. -Anonymous-

-"If the Wright brothers were alive today, Wilbur would have to fire Orville to reduce costs." -President, DELTA Airlines-



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

## Rocky and Bullwinkle

By Scott Stuart

Did the headline catch your attention? If your answer is yes, then you must be an old guy like me, I am now 64. So far so good!

I recently got my medical renewed and I asked my A.M.E. if he was a pilot. He said yes, so I asked him what he might like to see in one of my stories. I got a good subject that day: proficiency vs. currency. No, not that sort of currency, legal currency for the flights we undertake. Hopefully we are all current, having made the correct number of takeoffs and landings in the last 90 days. But, are we proficient? Yes, and no would be an honest answer from me. Current...Yes. Proficient...Most of the time. I grade each instrument approach I make, and put it in the logbook. Some are better than others! I suspect that sometimes I get a bit lazy, don't get ahead of the plane or approach, or maybe lose concentration for a heartbeat. It happens. I do my best flying when the weather is at its worst. We have to, or perish, a lousy option, just ask your wife! So, how do we beat that happenstance back? Well, duh, practice! I met a flyer from KRAP last week, he had just landed in Longville and told me he flew the GPS 31 approach for practice. It was CAVU that day, and his wife wondered about the extra flying as it does take awhile to get to KXVG from KRAP in a Skyhawk, if you know what I mean! He told me she would thank him later when the time for the "Real McCoy" comes along. Amen brother.

Successful flights depend on preparation. It might be more training, might be having all the charts out and folded, might be having studied the approach plates from the comfort of your easy chair. Preparation. Getting into the mind of ATC helps, too. Pay attention and you will get the big picture of who is up there with you, and helpful tips about weather as well. If you anticipate communications from ATC before they happen, have the radio ready for the next frequency and "picture" what comes next for your flight as it melds into the current airspace, so very much the better. You become a sort of Mr. Know it All, and thus the reference to Rocky and Bullwinkle! Remember? Think of it this way: it seems that about half of the time my wife can finish my thoughts and sentences. If you ever watch NCIS 2 (NCIS: Los Angeles) then you see Miss Jones finishing thoughts and sentences of her superiors to their angst. But, while it might not be best to tell ATC what comes next, it sure is a good thing to have it in mind! A little Miss Jones doesn't hurt anybody!

Rocky and Bullwinkle, Mr. Know it All.....I don't fit that description. I guess I am a bit "winkled" as I get older, but know it all! Not a chance, still learning, and preparing for the next ride. Since I have been doing this since 1966, and have a number of ratings:



**Scott Stuart**

Continued on Page 7, Lower Right Column



Continued From Front Page, Sweet History

P-51 tricycle for the kids to ride around! "Rosie the Riveter" was also there. The term "Rosie the Riveter" began as a sort of war propaganda to get women to work in trades that were dominated by men during the war. But the real life "Rosie the Riveter" started a social movement during WWII, her real name being Rose Will Monroe.



Harry Barr and "Rosie the Riveter" (Sherry Fisher) in front of Barbara Jean



Mustangs!

parked in front of her. The license plate read: "CU OFICR" as in "see you officer," I bet he has gotten a few speeding tickets?



Which way is up?

feel of how the airplane handled, we went through the gamut of rolls; standard roll, four point and eight point. What a rush! We got back to Lincoln in the nick of time. Just after we landed, the "Rain Gods" let loose.

Overall, this year's State Fly-in was a blast! I could not believe how many people came out for the festivities. It shows that all the planning and hard work by all who were involved paid off. Many thanks to those who made the Fly-In a success. I would like to extend a special thanks to Harry Barr for allowing me to ride along with him. It was an event that I will be grateful for the rest of my life. Thank you Harry!



11 Foot Propeller Diameter

I made my way back to where we had parked Barbara Jean and discovered there was a new mustang

### LEE SVOBODA BIOGRAPHY:

Started flying in Hastings in 1957. Just had a few lessons. I attended UNL and graduated in 1962 and received a commission as a 2nd LT in the U.S. Air Force. I finally got my Private, Commercial and Instructor certificates while flying in the Albrook AFB, Canal Zone Aero Club in 1968 and 1969. After that I instructed and helped manage aero clubs at my duty stations. During my tour in Hawaii, I did fly charter for a cargo company and a tour company. I retired from the U.S. Air Force as a Colonel in 1992. Since then I have been flying at Hangar One on the Millard Airport in Omaha. My duties at Hangar One include instructing, flying charter, and administering FAA Practical Tests. I am currently the Director of Operations and Chief Pilot for Hangar One. I have been a designated FAA examiner since August of 1993. I am certificated as an Airline Transport Pilot for Airplane single and multiengine land. My Instructor certificate reads for single and multiengine and instrument airplane. My designation Letter of Authority allows me to administer FAA practical tests from private through ATP, and instructor add-ons. I currently have a total of 20,600 hours of flying time in various airplanes.



Lee Svoboda

## Stall Recovery

By Lee Svoboda

Moving from the mind/decision making skills back to some stick and rudder skills, I have found that applicants are having some difficulty properly demonstrating stalls. First of all, let me point out that there is a difference between when a Private Pilot Applicant should start a recovery and when a Commercial Pilot Applicant should start a recovery. Quoting from the Private Pilot PTS, "Recognizes and recovers promptly AFTER the stall occurs". Quoting from the Commercial Pilot PTS, "Recognizes and recovers promptly AS the stall occurs". Now I was speaking to a lawyer about the difference in the wording and he stated he could go either way in court. However, we examiners have kind of developed our thoughts on the issue. For the private applicant, we are looking for the shutter and pitch of the nose, if the aircraft pitches, before recovery is initiated. For the commercial applicant, we are looking for the shutter and recovery before the pitch of the nose. Pretty close, but there is a difference.

However, where I have seen the weakest performance has been in the recovery techniques. Both PTSs read, "recovers by simultaneously reducing the angle of attack, increasing power to the maximum allowable, and leveling the wings to return to a straight-and-level flight attitude WITH A MINIMUM LOSS OF ALTITUDE appropriate for the airplane". Recently, I have experienced some really positive reductions in the angle of attack. So positive that I have had to grab my plan of action as it left my

Continued on Page 6, Lower Left Column



# The B-17 is coming!

By Dennis Crispin

This summer the residents of Eastern Nebraska will have the extraordinary opportunity to become acquainted with a rare artifact from American history. The Experimental Aircraft Association's B-17 Flying Fortress aircraft has begun its 2011 nationwide tour and will be in Lincoln (at Lincoln Airport – Silverhawk Aviation) on July 12 & 13, 2011.

The airplane that was to become known as the B-17 was designed by the Boeing Company in the early 1930's for an Army Air Corps design competition for a new long range bomber. Boeing lost the initial contract to another company's design, but the Army was sufficiently impressed to order a small test production run. A newspaper reporter, noting the many guns that the plane carried, gave it its name – The Flying Fortress. Eventually several thousand were built and the airplane became the mainstay of the European air war. Several refinements of the design were designated B-17A through B-17G. There were several modifications such as the XB-38 (a B-17 fitted with Allison V16 liquid cooled engines), the YB-40 (a B-17 airframe equipped with armor plating and thirty 50 caliber machine guns), and the C-108 (a transport version of the airplane.) A couple C-108s were equipped with luxury interiors as the personal planes for General Douglas MacArthur.

The B-17 became a legend among the aircrews for its reliability and ability to absorb great amounts of battle damage and remain flying. The B-17s flew the most missions and delivered the greatest bomb tonnage of any bombers of the war. This was despite the B-24's faster speed, larger payload and greater numbers.

The EAA's B-17G is an airplane with an interesting history. Built too late in the war to see action, it was sold as surplus for a tiny fraction of its original cost. It went through several owners and uses, such as an aerial camera platform to map Southeast Asia and a spray plane to fight the bugs over the national forests. The plane eventually found a home with a warbird collector who found it just too big and expensive for a private individual to maintain. It was donated to the EAA Foundation with the provision that it be maintained in an airworthy condition. It became the focal point of the AirVenture Museum's warbird collection while thousands of volunteer hours and a great deal of cost were lavished on it to restore it to its original military configuration. The aircraft now carries the bomb bays, radio equipment, machine guns, gun turrets, Norden bomb sight, navigator's station, APU, etc. that a combat bomber would have carried in 1944. The nickname, Aluminum Overcast, and paint scheme are from an actual combat aircraft.

A number of years ago our B-17 began an annual nationwide tour to make this remarkable bit of history available to the American public. Thousands of people have had the opportunity to touch, smell, listen to, walk through and ride one of the last remaining airworthy examples of this great aircraft.

There are three ways for the public to experience our B-17.

1. Walk around the airplane and take a close up look at a fully

restored example of one of the most significant weapons of WW2. There is no charge for a walk around.

2. Take a tour through the inside of the aircraft. It only costs \$5.00 with deeply discounted charges for families, kids and groups. WW2 Veterans and active duty military may tour as our guests. Inside the airplane you can see the flight deck, navigator's station, radio room, bomb bays, gun turrets, etc. while your imagination fills in the details of the fear and exhilaration of being on a bomb run over Germany in 1944. A knowledgeable volunteer will be available to answer your questions about the B-17 and its role in history.

3. Fly a mission. The 20 minute flights are rather pricey, but we have yet to meet anyone who has flown in the airplane that didn't think that it was worth every cent. On takeoff you will thrill to the experience of the immense power and unforgettable sound of the four huge radial engines. Once the B-17 is airborne, you can unbuckle and move around inside the airplane. Tap out a coded message on the key at the radio console. Swing the fifty caliber machine guns to fire some imaginary bullets at an imaginary Messerschmitt Me109. Sit at the bombardier's station in the Plexiglass nose bowl. The view may make it the most awesome seat you will ever find in an airplane. Stand behind the pilot chairs on the flight deck and note that flying this airplane, built long before the development of power assists and electronic instrumentation, is just plain hard work. Think what it would have been like in bitter cold and rough air while dodging attacking enemy fighters and anti-aircraft artillery fire.

The flight missions cost \$399.00 each for EAA members and \$439.00 each for nonmembers, if booked in advance. Walk up prices are \$425.00 for members and \$465.00 for nonmembers. The nonmember price includes a one year membership to the Experimental Aircraft Association.

Whatever your level of experience with Aluminum Overcast, you will be left with a deeper appreciation and a profound sense of gratitude for those brave men who, long ago, sacrificed their youth, and often their lives, while preserving the way of life that we enjoy today.

Aluminum Overcast makes its annual tour as a living memorial to those men and women of the Greatest Generation, both on the battlefield and on the home front. Their courage and dedication determined the outcome of the biggest and most significant of human conflicts.

For detailed information, or to book your adventure in living history, go to [www.b17.org](http://www.b17.org). You may e-mail [b17reservations@eaa.org](mailto:b17reservations@eaa.org) or call 1-800-359-6217.

The local information number is 402-274-7070 or go the website [www.eaa569.org](http://www.eaa569.org). See [www.b17.org](http://www.b17.org) for other tour stop locations across the U.S.A.



# Running on Auto-Pilot

By Arlin Pops

NOVA recently aired a program explaining the findings on the crash of Air France flight 447. Though the program had a lot of speculation as to what took place in the cockpit it portrayed a pretty good picture to what most likely happened.

The Airbus company is on the leading edge of technology. One of their safety features is automation; or is it? Airbus aircraft are controlled by very powerful computers, auto-throttles (that don't physically move), and fly-by-wire systems that are designed to take a lot of pilot error out of the flight envelope. In theory that is a great idea, but what happens when systems start to fail? Are pilot skills up to the task of being able to handle major failure?

One of the scenarios presented by private investigators, as to why flight 447 crashed is this: All three of the pitot tubes on the aircraft were blocked by SLD water droplets, rendering the airspeed indications in the cockpit inoperative. This caused the auto-pilot to shut off and the crew was forced to hand fly the aircraft. Not a bad situation right? (Think about this: In five other incidents of the Airbus aircraft having pitot tube blockage the crew took over

60 seconds to gain full control of the aircraft). Flight 447 was cruising at 35,000 feet when things started to go awry. The Air-



Airbus A330

bus A330 has a relatively narrow flight envelope at that altitude, meaning the margin from stall to over speed is minimal. While trying to hand fly the aircraft the pilots may have stalled the aircraft and began a steep descent into the ocean below.

Here is where my opinion comes in. While automation is a great step toward safety, it is a double-edge sword. Pilots come to rely on it. By continually using functions like auto-throttles and auto-pilot, the pilot loses the "feel" of flying the aircraft. In the event of multiple failures the pilots are not as proficient as if they always flew the aircraft by hand.

Automation significantly reduces the workload of the everyday pilot. This is a good thing, until it is no longer available. By getting used to a low workload environment pilots have a tendency to become overloaded in situations where automation fails. This may cause pilots to miss crucial indications in the cockpit that if not seen quickly can change the outcome of the flight from good to bad.

I'm not saying I disagree with having automation in the cockpit of today's aircraft; just how much we rely on and use it. Staying alert and keeping the "dust" wiped off our skills helps ensure that next time failures occur in the cockpit we will be able to respond quickly and efficiently to fly the airplane without the help of automation. Along with being able to handle the extra workload without becoming overloaded and get the aircraft back to the ground in one piece.

# Question Corner

Last issue the question was asked: what are some things to consider when flying into Telluride, CO? I received a very well thought out response from David Moll and would like to share some of his thoughts.

1. Density Altitude at the airport is about 10,000 ft based on the information you gave. The high barometer helps, but if the barometer goes down to 29.92 at the same temperature, the density altitude goes up to over 10,500 feet.

2. What is the climb performance of your airplane if you need to go around. A fully loaded single engine Cessna may not be able to make a go-around at this altitude and temperature combined with turbulence.

3. Since the airport is on a 1000 foot mesa, strong vertical turbulence is possible on final, so is your flying ability good enough to handle this turbulence with engine response much lower than what you are used to in Nebraska?

4. Which way are you planning on landing? With the wind from 170 degrees you could land in either direction, but the runway slope based solely on the elevation at the end of runway 9 of 9038 feet MSL compared to 9070 feet MSL at the opposite end gives you an overall uphill slope of 32 feet without taking into consideration any of the roller coaster build of the runway. The notation on the approach plate also indicates landing on runway 9 and departing on runway 27 is suggested, weather permitting. This is not unusual in mountain airports - another being Aspen where takeoffs are limited to one direction only.

5. Where on the runway should you land? Now the roller coaster build of the runway does come into effect for planning. The first portion of runway 9 is going downhill, but uphill towards the center point, so you have to have a habit of landing in the touchdown zone and using the uphill portion to help slow you down. If you get off altitude or alignment due to the vertical turbulence at the approach end of the runway and think since the runway is 7111 ft long and you can land on the second half -- you have now put yourself into another problem. Since the runway is going away from you at the approach end, the natural tendency is to float. Gusty crosswinds will also cause some pilots to float. Also remember to review the PAPI of 3.5 degrees on runway 9 (and 4.0 degrees on runway 27) because your approach will be higher than normal..

6. Because your true airspeed -- and corresponding ground speed - is higher on final in mountainous regions verses Nebraska, you have to remember you will get a sensation of speed.

7. The mountains on the south side of the airport rise up to 14,000 ft. With gusty winds from the south, the possibility

Continued on Page 6, Upper Left Column



### Continued From Page 5, Question Corner

of rotor type turbulence is quite high.

If you haven't spent any time in this area, a phone call to a local CFI or corporate pilot would go a long ways. Mountain flying is fun and I've done it in all types of airplanes, but it demands a lot of respect.

Thank you Mr. Moll for your thoughts on last issues question. There are other things to think about before flying into an airport like Telluride but I don't have the space to list them all. The point is to do your research and be as prepared as possible before venturing off to a high altitude airport.

**THE SITUATION:** This question is more of a poll.

I would like to know how many of the readers rely on their auto-pilot when they fly?

How many of you use your auto-pilot more than hand flying?

How many of you do not have an auto-pilot?

I would like to post the results in the next issue.

Please e-mail me at: Zach.Miller@Nebraska.gov; or call me at: 402-471-7945.

### Continued From Page 3, Stall Recovery

lap headed for the ceiling of the aircraft. Now I will admit, the stall was broken and a positive flow of air was restored over the wings. However, we lost a lot of altitude. So much so that if we had been turning base to final and accidentally stalled the aircraft, terra-firma would have reached up and grabbed us. Again, we are at that fine line, how much reduction in the angle of attack to get the wings flying again, versus, loss of altitude and pulling up too much and causing a secondary stall. Wow, a tough job, but as instructors it is in our job description to make sure students know and demonstrate the proper skills of stall recovery. It may be a lifesaver!

Moving on, landings have been interesting lately as well. When I start talking to an applicant about touch down criteria, I have been getting that, "deer in the headlights stare". Hey instructors it is in the PTS, a private applicant is expected to be able to touch down within 400 feet beyond a selected point on the runway for the normal landing and 200 feet beyond a selected point for the short field landing. For a commercial applicant, the criteria is cut exactly in half, 200 feet beyond a selected point for the normal landing and 100 feet beyond a selected point for the short field landing. And of course, commercial applicants have that dreaded 180 power off landing, which is 200 feet beyond a selected point on the runway. Now if you are wondering how to determine 100, 200 and 400 ft distances on a runway, it is easy if your runway is painted in accordance with AC150/5340-1K. If it is painted IAW the AC, the centerline stripes are 120 feet long and the gap between stripes are 80 feet. It sure is easy for the examiner to determine if the applicant meets the criteria.

Spring is here again with its winds and thunderstorms so make sure your students understand and can handle either or both. Remember, safety is reducing the risk to an acceptable level and then pressing on.

# CAF Fly-in Breakfast

By Jess Banks

I decided to attend the Commemorative Air Force (CAF) Fly-in breakfast last Saturday, June 4, at Council Bluffs Airport and had a great time. The "Pancake Man" was there flying his pancakes up in the air for the younger crowd to catch on their plates and most of them were up to the task. A few fell on the floor of the hangar but it was all in good fun.

The big draw was "Gunfighter", a WWII era P51 North American "Mustang" fighter flown by Larry Lumpkin, an honorary Colonel in the CAF. A second P51 came in from Atlantic, IA and was flown by Mike Henningson. If you've ever heard the sound of that big Rolls Royce Merlin engine turning that four bladed prop, you'll never forget it!



The Big Beautiful Doll

While I was looking over the aircraft on the ramp I saw a high wing fabric covered "beauty" labeled a Funk! This particular aircraft was manufactured in 1946 with a C85 engine and will cruise at 100mph with two people. Quite a history behind it as Dean Krueger bought it in 1968 and finally sold it in 1985. Eventually it wound up in the ownership of Dale Standley who proudly claims it as his own.



Dean Krueger and Dale Standley with the Funk!

The day wasn't over yet but things were winding down by 11:30 so Larry Lumpkin invited one of "Gunfighter's" volunteers to go for a ride. Normally, this would cost anyone wanting to go up for 20 minutes \$1425, and there were several takers that morning. After all how many people today get an opportunity to fly in a high performance WWII aircraft?



Cindy Hutcherson and Larry Lumpkin with Gunfighter

The entire morning was a lot of fun with WWII vintage aircraft in pristine condition to look at and maybe go up for a ride. Perhaps you would like to volunteer as a

member of Gunfighter's team and have the opportunity for the thrill of a lifetime, working on a P51 and enjoying the camaraderie of a top-notch group of folks.



# Nebraska Aviation Art Contest 2011 Awards Program

By David Morris

The Aviation Art Contest 2011 was officially celebrated on Saturday, April 2, 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 Aviation Art Contest 2011 was "50 Years of Human Space Flight." The winning art was on display for everyone to enjoy.

David Morris, NDA Aviation Education Coordinator, was MC for the program. The keynote speaker was John Wallace and his assistant Morgan of the Lincoln Children's Zoo. John and Morgan gave a presentation on two of the Zoo's residents, a Tenrec and a Bald Python. The presentation was a great hit with everyone in the audience.



John and Morgan from the Lincoln Zoo



6-9 Winners

Presentations began with TSgt Sandy Harvey of the NE Air National Guard presenting awards to the Junior (6-9) age groups. The awards for Intermediate (10-13) were presented by SMSgt Vernon "Bud" Barton of the NE Air National Guard. Department of Aeronautics Director Ronnie Mitchell presented awards for the Senior (Age 14-17) group. Each contestant was presented with a trophy, Certificate of Achievement, laminated print of their winning entry and postcards of the original art entry. To wrap up the presentations with Honorable Mention awards was Diane Bartels. Many of the winning students represent schools that have had numerous winners in past aviation art contests.



14-17 Winners

To highlight the program, Kaye Bartels-Eiland was presented with an Award of Appreciation for her continual support and participation in the annual aviation art contest.

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,

Cessna 182 equipped with a glass cockpit was provided by the Civil Air Patrol, Nebraska State Patrol helicopter and Department of Aeronautics B200 Super King Air.

Visit our website at [www.aero.state.ne.us](http://www.aero.state.ne.us) for additional information about the annual Aviation Art Contest. The Aviation Art Contest 2012 brochures will be mailed in September 2011. For any additional information or questions feel welcome to contact David Morris at 402-471-2371 or e-mail [David.Morris@nebraska.gov](mailto:David.Morris@nebraska.gov)

## ATC

Recently News Headlines have been inundated with articles about Air Traffic Controllers found sleeping on the job. With all of the negative news surrounding our controllers I thought it might be time to talk a little bit about some of the positive things they do for us everyday.

Air traffic control works around the clock 365 days a year, with more than 70,000 flights taking off and landing safely each day. The United States operates the safest airspace system in the world. The reason; not because controllers are sleeping on the job. It is because of the discipline and professionalism upheld by each individual controller wanting to do their job 100 percent of the time, with 100 percent perfection.

Controllers have a lot of things going on behind the scenes that we, as pilots do not see. They usually have more than one aircraft to direct around the sky. For example, not all airports have a different controller for each frequency. The clearance delivery, ground and tower frequencies may have one controller working all three. This also applies to controllers working ARTCC. They commonly work multiple frequencies. Have you ever checked in on a center frequency and about 30 seconds later get a response back that sounds somewhat like this: "Sorry I was on the land line say again?" Yeah, I have too. (Although I really want to say that on the radio someday when I miss a radio call) It is just another example that controllers are dealing with more than one thing at a time.

I applaud controllers for what they do everyday to help ensure our airspace is the safest in the world. Thank you Ladies and Gentleman for being courteous and professional everyday.

**Continued From Page 2, Rocky and Bullwinkle**

MEL, SES, INST, PVT and over 6000 accident free hours. The Dept. of Aeronautics provides me this forum, until I screw up of course! Why the personal stuff? They asked me to put it in here. My main ride is a BE36TC, a sweetie just like my missus, Jane, also an instrument pilot, though not current, she can keep me square on when needed, and being younger can read those darn small numbers on the approach plates and enroutes!

No one gets it right every time all the time. But, we should go down, figuratively, trying. Knowledge is Power, and in flight when the noise stops, then your number two source of power should kick in. Always current and proficient? Show me that flyer and I will want what she/he is having!

Gear Down and Locked??

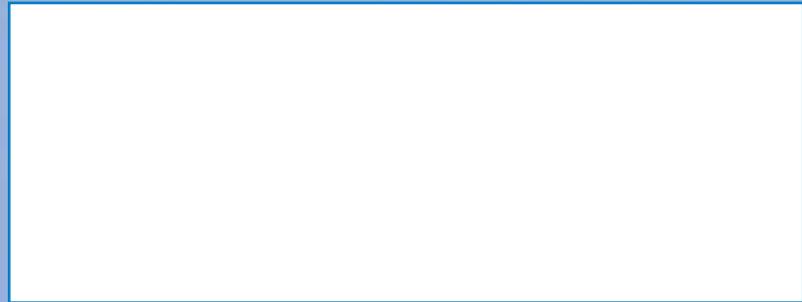
## PIREPS

Department of Aeronautics  
PO Box 82088  
Lincoln, NE 68501

Address Service Requested

Member National Association  
of State Aviation Officials

PSRT STD  
US POSTAGE  
PAID  
PERMIT 293  
LINCOLN, NE



# Events Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 0800-1000.

- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800-1000.

**-To report any tower with lights burned out contact-** [www.https://oeaaa.faa.gov](https://oeaaa.faa.gov). Go to light outage reporting- under "Information Resources." Or call 1-877-487-6867.

-**June 4 Scottsbluff Airport-** Annual State Fly-in. 0700-1300. Bring your family and friends, they won't want to miss out on the fun. For more information contact: Rosie the Riveter 308-635-7203

-**June 4 - 8AM TO 4PM At:** Great Plains Wing of the Commemorative Air Force Council Bluffs Municipal Airport KCBF Unicom 122.8 16301 McCandless Road; Council Bluffs, IA SPRING OPEN HOUSE and FLY-IN/DRIVE-IN BREAKFAST(All you can eat pancakes by 'The Pancake Man' 8am to 11am) Breakfast FREE to Pilots-in-Command Aircraft on Display; Mustang P-51s; Mohawk OV-1; Alfa Jet; Stinson L-5; Aeronca L-3 and many others. For more info: Call Dale Standley 712-366-6631 or email [dales51503@cox.net](mailto:dales51503@cox.net)

-**June 5-** Central City airport 0800-1200 Fly-in breakfast. Come out and join the fun!

-**June 18-** Beatrice Airport Fly-In. 0800-1400. Experimental Aircraft Association will offer a FIRST free ride for ages 8-17. Parents must be present. For more information contact the BIE airport: 402-223-5349

-**June 19-** Creighton (6K3). Annual Father's Day fly-in. 0700-1100. Free for fly-ins. For more information contact: Harvey 402-358-5541

-**June 24-25-** AUH Fly-in breakfast. Don't miss the Roarin' Fly-in! At noon there will be a fly over and all kinds of town festivities. For more information call Jerry Brown: 402-694-3633. Jerry has been working on getting a secret guest for the Fly-in.

-**June 24-25-** Midwest Aerobatic Championships, Seward, NE (KSWT), Contact: Doug Roth, Phone: 402.432.7124

-**June 25-** David City Airport. The Annual Nebraska Ultralight Gathering. Pilots of ultralights and light sport aircraft, as well as general aviation pilots are invited to attend. Camping and fuel on site

-**June 25-26-** Midwest Aerobatic Championship. Seward, NE

-**June 26-** Pender, NE Fly-In Breakfast from 0800-1200. For more information contact Paul Peters 402.380.9882 [ppeters@skyww.net](mailto:ppeters@skyww.net)

-**July 4-** Seward Airport. Show starts at 1100. Free to all. For more information call: Whisler Aviation at 402-643-2226.

-**July 9-** Wayne Chicken show. Wayne Airport will not be sponsoring a fly-in as the airport is under construction, but we hope to see everyone next year? For more information contact Nancy Braden: 402-375-1733.

-**July 10-** Elgin (Koinzan Airfield 33nm west of OFK) 20th annual Fly-In Breakfast with all you can eat pancakes, sausage, juice, coffee and good company. 7AM Till noon. Free to Fly-ins. Monitor 122.9. For more info call Lynn at 402-843-5800

-**July 12-13-** Lincoln Airport at Silverhawk. The Experimental Aircraft Association's B-17 Flying Fortress aircraft has begun its 2011 nationwide tour.

-**July 14-17-** Plattsmouth (PMV) Redemption Boogie, four days of parachuting, tandem jumps, and other activities. More info: <http://www.redemptionboogie.com/>

-**July 17-** OFK airport fly-in breakfast. 0700-1100. Hosted by EAA Chapter 918 and the new Barnstormers restaurant. PIC eats free. For more information contact Jerry at: 402-371-8050.

-**July 23-** (FBY) Fairbury Municipal Airport - 40's style fly-in/drive-in supper (4pm-9pm) with AVISORS performing at 7pm. Bring a nonperishable food item for the food bank and wear your 40's style clothing. Awards given for best 40's costume, best 40's aircraft. Meal free to Fly-in's. More info: Fairbury Airport 402-729-2250.

-**July 25-31-** Oshkosh, WI. Airventure

-**August 7-** Red Cloud, NE Airport (7V7) Fly -in/Drive-in Breakfast Sunday 7:00am to 10:00am. All you can eat pancakes Free to Pilots in command (Free will donations) sponsored by Red Cloud Airport Authority & Red Cloud Lions Club.

-**August 7-** 0900-1100 by the Genoa Lions Club. Genoa Municipal Airport - 97Y. Pilots & passengers eat free. Come join us! Held in conjunction with Heritage Farm Show - town. For more information contact Don Pearson: 402-948-0067

-**August 28-** Fremont Rotary Club is hosting their annual fly-in breakfast 7:30-11:30 a.m., at the Fremont Municipal Airport. Pancakes, sausage, juice and coffee will be served FREE to all pilots.

-**August 27-28-** Offutt Air Force Base open house. For more information call: 402-294-6158 or 402-294-6311

-**September 11-** Lincoln Airport. Blue Angels are coming to town! More information to come.

-**September 24-** 2nd annual all Nebraska fly in event. Central City airport [07K]. Sponsored by the Husker Ultralight and Sport Flying Club. All aircraft welcome. More details to follow. Questions, email [lrme@chartr.net](mailto:lrme@chartr.net), or call 308-382-3870

-**October 15-** Sidney Airport. 0700-1200. WNCC and Voc-Air Fly-In breakfast. For more information: Matt Christen 402-335-0256.