

# 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 2012

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## Nebraska Aviation Art Contest 2012 Awards Program

By David Morris

The Aviation Art Contest 2012 was officially celebrated on Saturday, April 21, with an awards ceremony that was held at the Nebraska Air National Guard base and hosted by the Nebraska Department of Aeronautics along with the 155th Air Refueling Wing of the Nebraska Air National Guard. The theme for Aviation Art Contest 2012 was "Silent 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 Nebraska State Patrol Trooper Gordon Downing along with his K-9 partner



TSgt Sandi Harvey, 3rd Place Brandi Ruzicka and 1st place Jack Holsing



Husker Helicopter EC-120

testant was presented with a trophy, Certificate of Achievement, laminated print of their winning entry and postcards of the original art entry. Many of the winning students represent schools that have had numerous winners in past aviation art contests.

Wrapping up the awards presentations was Department of Aeronautics Director Ronnie Mitchell presenting an Award of Appreciation to Beverly Weston of Kearney for her many years of participa-

Rex. Their presentation captured the attention of the entire audience.

Presentations began with TSgt Sandi 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 Dorothy Anderson, Commissioner for the Department of Aeronautics. Doug Vap, also a Department Commissioner, presented awards for the Senior (Age 14-17) group. Each con-



Barbara Jean P-51D

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## Aviation is Important

By Ronnie Mitchell

Several recent events have taken place which highlight the importance of aviation in our state. On May 16, Governor Dave Heineman signed a General Aviation Appreciation Month Proclamation denoting the impact aviation has in our state. "With 81 public use airports serving 3,627 pilots and 2,756 general aviation aircraft, over 5,000 Nebraskans are employed in air transportation". The annual impact of general aviation in our state amounts to \$721 million or \$409 per capita.



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

Two days later Duncan Aviation in conjunction with the General Aviation Manufacturers Association (GAMA) hosted an aviation jobs fair in Duncan Aviation's newly opened \$10 million "state of the art" aircraft preparation and paint hangar. Duncan has 1235 employees just in Lincoln alone with a grand total of 1975 employees nationwide.

Some news from the FAA's Central Region Airports Division is that there will not be an Airport Improvement Program Conference in Kansas City this fall. The conference has been of vital importance to Nebraska's airport managers, city administrators, airport consultants, contractors and many others whose livelihood depends on interacting with those who have airport improvement projects in our state. Perhaps it will occur next year I'm told.

The good news this year is: we have no flooding by the Missouri River threatening our airports, farms, homes and other valuable real estate.

Let's continue to promote the importance of aviation in our state and tell people how much it does to improve our lives and livelihood.

## FAA Clarifies GA Seatbelt Rules

Reprint From AvWeb

Pilots of general aviation aircraft should be careful about allowing passengers to share a seat and a seat belt, the FAA says in a clarification to its seat-belt requirements, released last week. "Prior [FAA] interpretations state that the shared use of a single restraint may be permissible," the FAA said. But the new clarification says it is permissible only if it conforms to the limits defined in the Airplane Flight Manual. The pilot also must check that the seat belt is approved and rated for such use, if that information is available. Pilots should also attempt to affirm that the structural strength limitations of the seat are not exceeded. Even better, says the FAA, "Whenever possible, each person onboard an aircraft

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## AA for Pilots

By Scott Stuart

Aviators Anonymous! I am thinking of starting a new group of nut cases like me who eat, drink and breathe aviation. You get the idea, another acronym group like AOPA, EAA, NBAA, etcetera... Then again, maybe not?

"Getting loaded." Sometimes it is not as easy as it seems. I was traveling recently and learned that planes can go BOOM! It seems a nearly new TBM 850 had a boo-boo. Now, I know most of us do not fly the TBM, but hang with me. The pilot had loaded the plane with four adults, two lighter weight folks in the rear and two middle-weights in the center seats. He climbed aboard the airstair door and was closing it when, down went the tail ramming the antenna under the fuselage thru the pressure vessel. Ouch! Last I knew the plane was still grounded for repair. Worse, it seems TBM knew this might be a problem, but has failed to tell the fleet. Circa 1993 this olde man was in OMA loading up his beautiful F33A. Boom! Yep, put two folks in the back and was climbing onto the wing to hop in and down went the tail! It sure made a loud sound, I could hear better back then!, but no damage done. Lesson learned. And, while I have not experienced this in my model 36, another flyer from KAPA who was among the yakkers said he had!

Weight and balance is not easy, at least it was not for me. I suspect now with all the electronic gadgets available, a simple W & B might be a breeze? I have just stuck to my old tried and true method: several samples based on what might happen, and then I know before I go. Works for me. So, I ask you...when was the last time you did a weight and balance? Maybe give it a go once again to be sure? And, for all you Saratoga/Cherokee pilots out there, big bore Cessna flyers, Mooney masters and ? keep in mind about loading too much aft maybe causing an unwanted and unexpected result. Forewarned is forearmed!

Back to my AA thought. FYI, I have recently had two of my good friends hospitalized due to tooooooo much alcohol. Their livers shut down, they turned yellow, and nearly died. So, while I am in favor of a drink now and then, and as I have written it is a fine go/no-go decision maker, let's not overdo it, ok? Aviation is life, is it not? Err on the side of not-so-much sure works for me. And, hey, I count on you flyers out there for the ideas for this stuff, so you better be there at the local FBO's I traverse so I can get good stuff for next time!

Ok, what do you think of NeDoA coming up with an app for us? Maybe calling it AA, Aviators anonymous? Curious, don't you think?

Gear down and locked?



**Scott Stuart**



## NIFA SAFECON

By Scott Vlasek

The University of Nebraska at Omaha Flight Team, The Flying Mavs sponsored by Jet Linx Aviation returned home last night from the 2012 National SAFECON in Salina, Kansas. This year 28 teams competed with over 300 student competitors registered. Complete results can be found at [http://www.nifa.us/SAFECON\\_2012\\_Results.html](http://www.nifa.us/SAFECON_2012_Results.html) with additional information on the Flight Team at <http://flyingmavs.unomaha.edu/>

This year the Flying Mavs have 6 students that graduate and will not be coming back to the team in 2012-13. They include: Tyler Klingemann, Austin Phillips, Zach Ossino, Ted Manos, Tyler Wilmoth, and Colby Ranslem. These seniors have been a part of three regional championships and three trips to nationals. Thank you for all you have done for the team.

### **Selected Individual Results**

Navigation: 17 - Colby Ranslem and Jeremy Martin  
 CRM/LOFT: 17 - Zach Ossino and Jeremy Martin  
 Power Off Landings: 9 - Tyler Klingemann  
 Power On Landings: 2 - Zach Ossino  
 Message Drop: 7 - Tyler Klingemann and Jeremy Marting  
 CFI: 4 - Zach Ossino

### **Team Results**

National Championship: UNO 11 / 28  
 Judges Trophy: UNO 10 / 28  
 Flight Events: UNO 7/28

UNO also earned two additional honors. First we won the Collegiate Aviation Progress Award. This award is given to the school that showed the most progress from the previous year's National SAFECON. We went from 22<sup>nd</sup> place in 2011 to 11<sup>th</sup> place in 2012.

Our final award for the evening was the Loening Trophy. Students Deanna Stoddard and Zach Ossino made the presentation.

The Loening Trophy is a perpetual trophy presented annually to the outstanding all around collegiate aviation program in the nation. The Loening Trophy is the rarest and oldest of all collegiate aviation awards. The pure silver Tiffany designed trophy was commissioned and first awarded in 1929 when aviation pioneer and inventor, Dr. Grover Loening saw a need to annually recognize the most outstanding achievements of today's college aviation programs. Dr. Loening (first aeronautical engineer for the Wright Brothers), asked his friends and famous pilots, Charles Lindbergh, Amelia Earhart, and Navy Commander John Towers to assist him in judging the first competition. The original Loening Trophy is still awarded today and is considered



UNO Flight team with the Loening Trophy

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## Winds Winds Winds

By Lee Svoboda

Wow have we had a windy spring. Not only has it made for some bumpy rides, but also there have been some interesting landings.

Probably the weakest area I have observed while administering certification tests is the ability of the applicant to handle windy conditions, especially crosswinds. As far as I am concerned, I do not tell an applicant to fly or not to fly on a windy day.



Lee Svoboda

I consider their decision as part of the evaluation of their management of risk and aeronautical decision-making. Consequently, I have had several applicants complete the ground portion of the test, and then wait for a less windy day to complete the flight portion of the test. This is perfectly okay, however, if the applicant decides to fly and cannot handle the wind conditions of the day it is an unsatisfactory test. Which means that I will get a chance to fly with that applicant again.

The Practical Test Standards (PTS) for both the Private and Commercial certification tests do not specify how much wind or crosswind an applicant must be able to handle. It provides airspeed criteria and states that in gusty conditions a gust factor must be applied to the airspeed and also provides guidance that the applicant must apply crosswind control. There is no mention of velocity anywhere in the PTS, however, the Pilot Operating Handbook (POH) may have limitations and those must not be exceeded on a practical test.

Okay, now where does this leave us when preparing and testing applicants for the private certificate. As a general rule, I expect that a private applicant should be able to comfortably handle a 10-knot crosswind, apply a gust factor, and make the landing within the specified area on the runway. As for commercial pilot applicants, I expect that he/she be able to handle a crosswind up to the limitation or demonstrated crosswind of the aircraft being flown, apply the gust factor and land within the specified area on the runway.

Now does every applicant get tested to these crosswind limits? The answer to that question is probably no, however, they should expect that they could be tested to those limits. In my case when administering a test out of Millard (KMLE), in order to evaluate risk management and decision making, when we get to the landing phase, I give the applicant an airfield choice. They can return to KMLE for the landings or if they choose they can go to Wahoo (KAHQ), Fremont (KFET) or Blair (KBTA). This choice of landing sites did result in returning to KMLE by automobile one day. The applicant correctly made the decision not to land at KMLE with a 25-knot crosswind.

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# FAA Govt. Outreach

By Jess Banks

The FAA's Central Region out of Kansas City, MO was in Omaha on May 3rd for a Congressional Outreach meeting hosted by Omaha's Eppley Airport. Representatives from both United States Senators and all three US Representatives offices were present for the welcoming by Joseph Miniace, FAA Central Region Administrator.

A briefing was first given by FAA Central Region Deputy, John Speckin, concerning the NextGEN implementation plan and the impact it will have on maintenance costs and benefits to both pilots and Air Traffic Controllers. Of the six core NextGen programs, Automatic Dependent Surveillance–Broadcast (ADS-B) is the first one being implemented. According to the FAA, "ADS-B enhances safety and efficiency, and directly benefits pilots, controllers, airports, airlines, and the public. It forms the foundation for NextGen by moving from ground radar and navigational aids to precise tracking using satellite signals. With ADS-B, pilots for the first time see what controllers see: displays showing other aircraft in the sky. Cockpit displays also pinpoint hazardous weather and terrain, and give pilots important flight information, such as temporary flight restrictions." For more information on NextGEN go to: <http://www.faa.gov.nextgen/>

FAA Central Region Administrator, Joe Miniace, next gave a briefing on lasers and the problems the FAA is seeing with them. In 2005 there were only 300 reported incidents from laser lighting of cockpits but in 2011 there were nearly 3,500 reports of lasers illuminating cockpits.

Lasers are becoming more powerful and the green light spectrum is more easily seen than the red spectrum. Pilots exposed to lasers often have their vision impaired which is a critical safety item during the landing and takeoff phases of flight. Thus far no crashes has been caused by laser lighting but there are civil penalties involved. In October 2008, a 28 year old Bakersfield, CA man was sentenced to two years in prison for shining a laser at a sheriff's helicopter, he could have faced up to three years in prison and a fine of \$2,000. For more information on laser prosecutions go to: <http://www.laserpointersafety.com/>.

Another of the briefings I found very interesting concerned building GPS approaches to hospitals for emergency helicopters to use during low visibility or night conditions. Thus far there aren't any of these approaches in Nebraska but hopefully they will be coming. At present there are over 3,000 GPS approaches in the US and the FAA's goal is to build 500 more each year.

Jim Johnson, FAA Central Region Manager Airports Division, was next with a brief rundown on Federal funding for Airport Improvement Projects. The President recently signed legislation for the FAA's budget extending it through fiscal year 2015. As part of the budget, funding for Airport Improvement Projects (AIP) changed from a 95% grant to 90%, doubling the local entities share. 5% more doesn't sound like much but if you're doing a

\$500,000 project your costs just went from \$25,000 to \$50,000, a substantial increase. The good news is there wasn't a 24th Continuing Resolution. In Nebraska we usually have between \$21 million and \$30 million of AIP going in any given year to maintain our 81 public use airports.

Next all the representatives were treated to an Eppley tower tour conducted by Tower Chief, Perry Grail. It was a bird's eye view of Eppley's runways and all the ground activities while listening to the two controllers talk to the pilots on the radios. If you ever have the desire to be an FAA tower controller or approach control specialist, many universities now have curriculums allowing one to enter that career field.

Since the tower couldn't contain all individuals who were present, Tim Ryan of Omaha Approach Control, gave an excellent presentation concerning what happens when an aircraft departs or arrives into both Lincoln and Omaha airspace. He had some excellent pictures of radar tracks showing aircraft on the approach control screens. With the advent of ADS-B, those tracks are even more defined due to the capability of the aircraft to use GPS signals for navigation.

At the conclusion of the presentations and tours, everyone felt as if they had a much better grasp of the intricacies of managing aircraft operations at a major airport. This was a well received and informative Congressional Outreach program and we thank the FAA's Central Region for taking the time and effort to put it all together.

## Governor Heineman Reaffirms Business Flying Value in Nebraska

Originally published on May 18, 2012 and reprinted with permission of National Business Aviation Association.

In a Wednesday ceremony at the State Capitol, (MAY 16) Nebraska Governor Dave Heineman unveiled his second proclamation declaring General Aviation (GA) Appreciation Month for the state. Governor Heineman had issued a similar proclamation in 2010.

"GA and community airports play a critical role in the lives of our citizens, as well as the operation of our businesses, industry, ranches and farms," said the Governor.

In a state well aware of the economic cloud over the U.S., Governor Heineman noted with pride that air transportation employs 5,250 Nebraskans, and cited GA's support for tourism that supports another 403 full-time jobs and more than \$10 million in additional payroll.

National Business Aviation Association President and CEO Ed Bolen thanked Governor Heineman for his proclamation, noting that the document contained three of the four main points of the No



Plane No Gain campaign launched in early 2009. The campaign is cosponsored by NBAA and the General Aviation Manufacturers Association to educate both the public and policymakers on the value of responsible business use of aviation.

Nebraska has 81 public use airports, 3,627 pilots and 2,756 GA aircraft. A total of 41 NBAA Member companies and numerous individual members are based in the state. In his proclamation, the Governor noted the importance of the 160 aerial applicators – formerly known as cropdusters – in an agricultural state like Nebraska. He also pointed out that the state is home to 13 charter flight companies, 12 aeronautical repair stations and over 70 fixed base operators.

Not mentioned in the proclamation were any of Nebraska's substantial contributions to aviation's development, including the heroic but frigid first night airmail flight and flight instruction for Charles Lindbergh, who would later fly solo across the



**First row, L-R: John Wood, Executive Director of the Lincoln Airport Authority, Jack Varna, York City Administrator, Diana Smith of the Nebraska Aviation Council, Sandi Decker of the Nebraska Aviation Council, Governor Dave Heineman and State Aeronautics Director Ronnie Mitchell.**

**Back row, L-R: Dave Plum, CAP Commander in Nebraska, Pat O'Neal, University of Nebraska Aviation Department, David Morris, Manager of the NE Aeronautics Operations Division, Brian Wilcox, President of the Nebraska Aviation Trades Association, Devin Osting of Alliance for Aviation Across America, Diane Hofer of the Nebraska Aviation Council.**

Atlantic Ocean.

Until February 22, 1921, night airmail flights were considered impossible. That's when early airmail pilot Jack Knight launched from a dirt airport near North Platte, Nebraska bound for Chicago. In the front seat of his war surplus DH-4 open-cockpit biplane was a U.S. Post Office mail sack, the object of the first attempt to fly mail from coast to coast. Knight took off from North Platte at 2 o'clock in the morning with only a road map to guide him over terrain he had never before seen, a snowstorm ahead and fog shrouding his destination.

Along the way, friendly Nebraska farmers lit bonfires that had been built in their fields specifically for this record-setting U.S. Air Mail run, providing Knight with the first "lighted airways" for nighttime navigation. Though hampered by weather, Knight found his way to Chicago by spotting Lake Michigan and then heading south.

The Cornhusker State was also the launch pad for a lanky young Minnesota boy named Charles Augustus Lindbergh. The young

man came to Lincoln, Nebraska for flying lessons at the Lincoln Airplane and Flying School, enrolling in a 10 hour course for \$300. (That sum would be worth about \$3870 in 2012 dollars, or \$387.00 per hour of instruction). Historians say that Lindbergh's instructors quickly realized he was a natural pilot and allowed him to complete his last three hours with instruction in parachute jumping, a highly relevant skill for pilots at the time.

"The Governor has been very supportive of aviation in Nebraska," said Ronnie Mitchell, director of the state aviation division. "Not only is he appreciative but he uses GA extensively in getting to know the state, the people and what they'd like to see in state government. GA is the time-saving device that allows him to multiply the productivity he has as the top state official."

In addition to Nebraska, more than 75 percent of U.S. States have now officially recognized the value of business flying for their state, including Alaska, Arkansas, Colorado, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Missouri, Minnesota, Montana, Mississippi, North Carolina, New Hampshire, New Jersey, New Mexico, North Dakota, Ohio, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, Wisconsin and Wyoming.

## GAMA & Duncan Aviation

GAMA Press Release and NE Dept of Aero Photos

Senators Mike Johanns and Ben Nelson joined the General Aviation Manufacturers Association (GAMA) and over 400 workers, state and local officials and aviation enthusiasts May 18th at Duncan Aviation for a general aviation (GA) jobs rally. The rally was held inside Duncan Aviation's new paint hangar at the Lincoln Airport.



**Senator Mike Johanns**

Senator Mike Johanns, co-chair of the Senate GA Caucus, and Senator Ben Nelson recognized the impact GA has on the quality of life in Nebraska and the state's economy.



**Senator Ben Nelson**

"General aviation plays a critical role in our economy - from job creation to transportation," Johanns said. "I was glad to help form the Senate's General Aviation Caucus to promote policies that support the hardworking men and women who deliver goods and services across Ne-

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## Aviation Upset

By David Moll

After the Colgan air crash at Buffalo NY, Congress decided it needed to create new laws, one of which is the requirement for upset training for certain segments of our industry. Before your imagination figures out what an upset is, it is typically defined as an unintentional departure from normal flight in pitch, bank or airspeed to such an extent loss of control may occur

Loss of Control fatalities now occur 300% more than the second leading cause, which is controlled flight into terrain. My opinion is very clear as to why this is happening. The avionics we are putting into our airplanes give us fantastic situational awareness, but it also has turned us into "push button pilots" while basic stick and rudder skills are diminishing. The FAA has published a brochure in connection with their SAFETY STANDDOWN program that states: "Consider enrolling in a spin, emergency maneuver, or upset prevention and recovery training course".

FAR 91.303 defines aerobatic flight as an intentional change in an aircraft's attitude, or acceleration, not necessary for normal flight. Therefore, aerobatics is the intentional change in an aircraft's attitude, while an upset is the unintentional change in attitude resulting in the possible loss of control. Aerobatic training teaches you to have complete control during every maneuver, and if you do get upset, it teaches you how to recover. For example, to the aerobatic pilot, a spin is a precision maneuver that starts and stops on exact headings and attitudes. To other pilots, a spin is an upsetting maneuver you've been told to avoid at all costs because you could have a loss of control. Can a simulator be used to train pilots on upset recovery? – Not in my mind! The simulator is a great training device for procedures, but cannot even get close to duplicating the real problem associated with an upset, and that is hanging from your seatbelts or experiencing negative "G's" for the very first time while trying to input recovery techniques.

The International Aerobatic Club is an excellent resource on aerobatic flying. If you email me (davidmoll66@gmail.com), I will send you the form to receive a free six month membership and the Sport Aerobatics magazine. I am the current President of the Midwest Aerobatic Club, IAC Chapter 80, and am personally inviting you to attend our Regional Aerobatic Contest at the Seward Airport on June 22-24. You are welcome to stop by and talk to our members and competitors, watch the competition and ask questions. We can provide general aerobatic information to improve your flying skills or additional training information if you wish to compete. Our website is IAC80.org

**Continued From Page 3, Winds**

The bottom-line to this discussion is that we must insure that the pilots we train and test are able to handle gusty and crosswind conditions if they are to fly safely in Nebraska.

Hey instructors, there is a new PTS for the Private and Commercial tests effective June 1.

## "Hoot" Gibson

By Jess Banks

The University of Nebraska Omaha hosted Robert "Hoot" Gibson for the 2012 Aviation Institute's Charles W. Durham Distinguished Guest Lecture Series. It was held at the Strategic Command Air and Space Museum, April 3rd.



**Dr. Scott Tarry, "Hoot" Gibson and interim UNO Aviation Institute Director Scott Vlasek**

Former Director of the Aviation Institute, Dr. Scott Tarry, now Director of the Air and Space Museum, set the lecture in the Aircraft Restoration section of the Museum and it was perfect for the retired Navy fighter pilot, Astronaut and Southwest Airlines Captain,

Robert Lee "Hoot" Gibson.

"Hoot" gave an extremely interesting talk covering everything from a F14 Tomcat catapult launch on an aircraft carrier, liftoff in a Space Shuttle mission, to orbiting the earth and seeing 16 sunrises in a 24 hour period, and reentry and landing back on Earth.

Some interesting facts presented by Hoot: on a catapult launch you go from zero to 170mph in two seconds--a real thrill. On a Space Shuttle launch from liftoff to the top of the gantry you've already reached 100mph and accelerating with 3G loading to a speed of 18,000mph while reaching orbit in eight and one half minutes after liftoff! Now that is a "real" ride!

"Hoot" participated in a number of firsts with the Space Shuttle: he was one of the pilots on the first untethered space walk. Someone asked: "What happens if they couldn't get back to the shuttle?" He laughingly mentioned he was too valuable as a pilot to be untethered in space but they could maneuver the Shuttle to the Astronaut for pick up!! Hoot was Mission Commander on four Shuttle missions, one was the first mission to land at Titusville, FL (Cape Canaveral) February 11, 1984. One of the spectators of that landing was none other than Ed Bowes of Lincoln, NE who



**Other Notables Attending: L to R- Harry Barr, Jessie Panzer, "Hoot" Gibson, Lynn & Ed Bowes, Doris & Ronnie Mitchell**

was in the audience that evening with his wife Lynn. "Hoot" was also the first to land a Shuttle on an unplanned night landing in California.

All in all this was another great event and funded by Hawker Beecraft along with Regional Sales Director Ray Bennett. Thanks to all for the great planning and especially to "Hoot Gibson"



**Continued From Page 5, GAMA**

braska and the globe, lifting our economy at the same time."

"General aviation is critical to the state of Nebraska," spoke Senator Ben Nelson. "It keeps America connected and infuses urban and rural areas with much-needed tax revenue and jobs. I support general aviation and the critical services and jobs it provides to our communities, large and small."

Two of GAMA's members, Duncan Aviation at Lincoln and Hamilton Sundstrand at York both had representatives on hand to talk about the role their companies play in the state's economy.

Todd Duncan, chairman of Duncan Aviation remarked, "We play a key role in helping companies of all types and sizes compete using their business aircraft in a marketplace that demands speed, flexibility, efficiency and productivity. In the current economic climate, Duncan Aviation is proud to be expanding and adding jobs in the communities where we are located. We thank our senators for their efforts in protecting this industry."



**Todd Duncan**

"Our Nebraska operation manufactures core components for a wide range of vital aircraft systems," said Justin Keppy, vice president of manufacturing for Hamilton Sundstrand. "We are proud of our employees' contributions to the aerospace industry and the local community and appreciative of the senators' focus on this industry."



**Justin Keppy**

GAMA's President and CEO Pete Bunce closed with, "We are fortunate to have with us members of Congress who understand the vital role general aviation plays as an essential form of transportation and as a creator of well-paying jobs. General aviation is woven into the fabric of this state and we are fortunate to have strong leadership in Senators Johanns and Nelson who recognize general aviation's importance to the Nebraskan economy."



**Peter Bunce**

Following is a sidenote for those not familiar with Duncan Aviation and Hamilton Sundstrand and their importance to general aviation in Nebraska. Some interesting facts concerning Duncan Aviation are: the new \$10 million paint hangar has 2500 filters in it and while this event was going on, two aircraft were being

simultaneously painted in the adjoining part of the hangar--no paint fumes, no noise! Last year Duncan sold over 7 million gallons of jet fuel, did 615 maintenance road trips to seven countries, shipped and received 126,077 packages weighing more than 3.7 million pounds, sold 13,710,410 aviation parts, employed 475 military veterans with a total workforce of 1975 people through the United States. 1235 of those employees work here in Lincoln, NE.

Hamilton Sundstrand (HS) in York opened as a rough turning operation in 1982, and has since grown to become a center for precision machining and special process excellence with 250 employees. HS York serves a wide range of customer needs from both internal Hamilton Sundstrand customers and external customers within the aerospace industry including Boeing and Airbus. York is the Hamilton Sundstrand-approved supplier for numerous plating, heat treating, and non-destructive testing processes.

**Continued From Front Page, Aviation Art Contest**

tion and support toward the program.

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, an Air National Guard fire truck, the EC120 "Husker" helicopter furnished/flown by Kim Wolfe of Columbus, a North American P-51D Mustang furnished by Harry Barr of Lincoln and a Nebraska State Patrol Bell 407 helicopter.

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 2013 brochures will be mailed in September 2012. 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)

**Continued From Page 3, NIFA SAFECON**

the most prestigious award at the annual SAFECON competition. The award not only represents superb achievement in aeronautical skills, but more importantly represents the current benchmark for an overall outstanding collegiate aviation program. Emphasis on academics, community involvement, aviation skills and their advancement, a comprehensive safety program, and professionalism, when combined with a pro-active enhancement of the future of aviation are keys for the selection of this award. At the end of the summer or beginning of fall we will host a formal presentation of the trophy on campus.

Finally I would like to thank our sponsors for 2011-12, without your help and support this would not have been possible.

Jet Linx Aviation  
NeBAA  
ConAgra Foods  
Mutual of Omaha  
Kiewit Corporation  
Carson Wealth Management  
The Duncan Family Trust  
Nebraska Aviation Council  
Lyle and Ivette Bender  
Paul Aaron

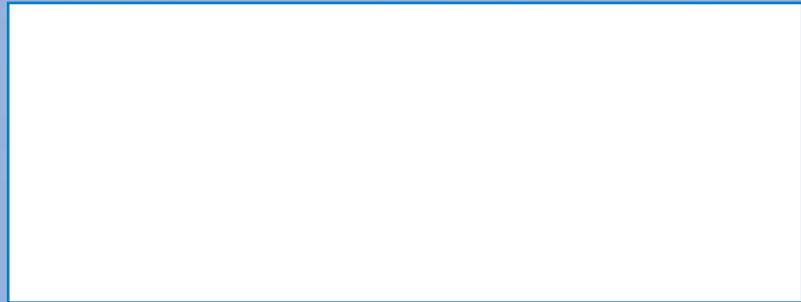
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# Events Calendar

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

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

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

-**June 2**- Council Bluffs (CBF). Fly-in Breakfast. 0800-1100.

-**June 3**- Central City Airport, 07K, is having a Fly-In Breakfast to be on the first Sunday of June. All you can eat Pancakes-Sausage- Eggs-Coffee-Juice. FREE to fly-in. And only \$6.00 to drive-in. Starting at 6:30 till 11:00 AM. Served by St. Michaels Knights of Columbus Council #10386. Lunch from 11:30 AM untill 2:00 PM. Parachute jumps at 8:00 And 10:00 AM. War birds and General aviation on display.

-**June 9**- EAR. Kearney Aviation Center (KAC) is holding a fly-in lunch (free to fly-ins) along with Young Eagle rides, hosted by EAA Chapter 1091. 0900-1400. For more information contact KAC at: 308-233-5800

-**June 15-16**- 0700-1000 at Holdrege (HDE) Airport. Young Eagle flights and aircraft displays, Aircraft awards, kid activities and vendors, many activities in conjunction with the Holdrege Swedish days festival. Contact Dan Powers 308-991-3641 Dan@mixerfeeders.com

-**June 16**- Beatrice airport. EAA Chapter 569 Young Eagle rides from 1000-1200. Fly-in lunch from 1100-1300. Free to fly-ins. For more information contact Diana at: 402-223-5349

-**June 16-17**- State Fly-in. Norfolk, (OFK). A host of activities are being planned, so don't miss out on the fun. For more information: 800-777-6159 or [www.nebraskaairstest.com](http://www.nebraskaairstest.com)

-**June 17**- Creighton (6K3) Annual Father's Day Fly-in/Drive-in Breakfast, 7-11am. Free to Fly-in's. Stop by on way to Nebr. State Fly-in in Norfolk. More info call Harvey 402-358-5541

-**June 23**- Aurora Airport (AUH). Aurora Days Fly-in Breakfast. 0800-1000. For more information contact: Jerry Brown: 402-694-3633.

-**June 24**- Pender, NE Annual Fly-In Breakfast 8:00 a.m. - Noon Pilots in command eat free. For more information contact 402-380-9882 (Paul Peters) E-mail: [ppeters@skywww.net](mailto:ppeters@skywww.net)

-**July 4**- Seward Airport. The show will start at 1100. Airport open for fly-ins but will close promptly at 11 a.m. and reopen immediately after the airshow. For more information contact Terri or Greg Whisler 402-643-2125

-**July 8**- Genoa Airport fly-in breakfast (97Y). Breakfast by Genoa Lions Club 0700-1100 AM - Fly-ins Eat free - Pancakes, sausage, drinks - Runway 11-29 Turf 2500X100 ft. Further information contact Don at 402-948-0067

-**July 14-15**- WAYNE MUNICIPAL AIRPORT FLY-IN. Saturday-Coffee & Donuts 7:00 a.m. to 10:00 a.m. Omelet Feed -- 7:30 to 9:30 A.M. -- Bressler Park (FLY-IN'S FREE) Sunday-Fly-in Burgers & Brats From 10:00 a.m. -- 1:00 p.m. (FLY-IN'S FREE) Crowning Motors Car Show. 9:00 a.m. -- 1:00 p.m. Last Cluck Poker Run for motorcycles & cars-- 1:00 p.m. Sign-in starts at 11:00 a.m. @ the airport

-**July 15**- Elgin: Koinzan Airfield (NE44) 21st 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 Come and see the 81 tower Laredo Ridge Wind Farm. For more information contact: Lynn at 402-843-5800.

**All of the above are great opportunities to meet people and do some "hangar flying." Everyone is welcome!**

### Continued From Page 2, Seatbelt Rules

should voluntarily be seated in a separate seat and be restrained by a separate seat belt."

The FAA revisited its seat-belt advice after an accident in March 2009, when a 10-seat Pilatus PC-12 crashed and all 14 people on board were killed, seven of them children. In its report (PDF), the NTSB noted that if the accident had been less severe and the impact had been survivable, any unrestrained occupant, or occupants sharing a single restraint system, would have been at much greater risk of injury or death. In August 2010, during its investigation, the NTSB recommended that the FAA should require separate seats and restraints for every occupant in Part 91 operations. Also, the board said, the FAA should require each child under 2 years old to be restrained in a separate seat position by an appropriate child-restraint system during takeoff, landing, and turbulence.