

PIREPS

A bi-monthly newsletter for Nebraska pilots and Aviation Enthusiasts



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

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Defenders of Freedom 2010

By Arlin Pops

The Annual Offutt Air Force Base airshow was held this year on August 28 and 29. The main feature was the F-22



Trojan Horseman Formation
Courtesy of Gary Schenaman

Raptor Demo Team, along with an unexpected showing of the Thunderbirds. Mark Grant, the Air Traffic Control manager, was kind enough to invite the Department of Aeronautics out to view the airshow from their perspective. What a treat!



One of the Solo Thunderbirds
Courtesy of Gary Schenaman

with the grace at which they perform their routine was great to see. Next up, a Waco performed "down on the deck" aerobatics. After that, Matt Chapman performed in his Edge 540. The rip of the prop as he blasted straight up was amazing. Matt executed maneuvers that airplanes should not be able to do. Once Matt landed, the silence was broken by the sound of an F-22 starting up on the ramp.

The show started off with the Trojan Horseman and their T-28's. The lumbering sound of the radial engines, combined



F-22 Raptor, Weapon bay Exposed
Courtesy of Gary Schenaman

Relative to other fighter aircraft, the Raptor is quite large, and it showed off the terrific power of its two Pratt & Whitney F119-PW-100 engines during the take off roll. It blasted straight up and rolled inverted to level off, then approached down the runway in a nose-up attitude



Matt Chapman and his Edge 540
Courtesy of Gary Schenaman

known as a "high alpha" maneuver. When the jet reached the end of the runway the afterburners kicked in and it became a rocketship. Truly an amazing airplane. The Raptor then joined up with WWII era P-38 Lightning and flew a "heritage" flight. It was a great way to show how far technology has taken us in the past 60 years.



P-38 and F-22, Heritage Flight
Courtesy of Gary Schenaman

As soon as the Raptor landed, the F-18 Hornet was ready to go. The pilot lit the afterburners and tore down the runway. He pulled the plane off the runway, lev-

Continued on Page 4, Lower Right Column



Conventions and Meetings

The National Association of State Aviation Officials (NASAO) convention was held in Wichita, KS September 12-14 and it was the best I've ever attended. Pertinent and timely issues were presented by experts in the field of aviation. Aviation growth in the US will only be 2% over the next few years but a projected 50% in China and India. This growth is almost unbelievable, but education has been the key to climbing out of their former states of poverty. Over 300 million Chinese are in graduate schools enrolled in science, engineering and mathematics! That's the entire population of the US!

September 28-29 is the FAA Airports Conference in Kansas City, MO and I'll report on that later.

Progress is being made toward standardized marking of towers below 200', and we should see an FAA Advisory Circular on tower markings coming out next spring.

We live in exciting times, so fly safe, and I'll visit with you in the next issue.



Ronnie Mitchell
Director, NE Dept of
Aeronautics

Aviation Art Contest

By David Morris

Since 1986, the Nebraska Department of Aeronautics has participated in the sponsorship of an Aviation Art Contest for the benefit of our youth. The program goal is to motivate and encourage young people to become more familiar with and participate in aeronautics, engineering and science.

The 2011 theme is "50 Years of Human Space Flight". One hundred years ago, our great-great-grandparents read about traveling through space in science fiction books. Fifty years ago, our grandparents listened on the radio or watched on television when the first human orbited the earth. Today we can watch a small crew of astronauts from around the world share living and research quarters on the International Space Station. Perhaps someone you know will be the future astronaut who will see things no human being has ever seen before.

This is an opportunity for our youth to grab their favorite artist's tools and create a poster portraying an image that celebrates 50 years of human space flight.

Entries for the contest need to be submitted to the Department of Aeronautics and postmarked by January 14, 2011. An awards ceremony will be held during April 2011, recognizing the winning students for their accomplishments. The winning art will be displayed for everyone to enjoy, as well as an aircraft static display and refreshments. For more information and an entry brochure contact David Morris at 402-471-2371 or e-mail David.Morris@nebraska.gov

In The Gut

By Scott Stuart

One of my favorite TV shows is NCIS. Maybe it is because I was in the Navy, but more likely it is the "Boss," Jethro Gibbs, who really makes the show work for me. He is an intuitive sort and one of his weekly lines is a simple one: "I feel it in my gut."

This past weekend I was cruising to KXVG from KLNK, smooth and cool at 11,000. CAVU would not be an exaggeration. Is there always a, "but," in every flight? Anyway, it seems Longville, MN was reporting 200 foot overcast, 1/4 mile with fog. Since I am there so much, I have learned to expect the early morning fog to burn off by 9a.m., and my arrival time was for 10a.m. so I continued. The fog continued, too. I was wearing out the knobs on the GNS 430, checking and re-checking the weather conditions. I got this strange feeling in my gut. Still, I continued.

Remember back in 1964 when Barry Goldwater ran for President? His slogan was a simple one. "In your heart, you know he's right." He lost the election to Lyndon Johnson and the rest is history. The point here is this, (I hope there is a point to this anyway), in our guts, we know what's right. Like Jethro, we need to follow our gut when it beckons. Another spin of the dials on the 430 did not change the Longville weather, so I spun in KBRD, Brainerd, MN. They were reporting 200 overcast and one mile visibility. Good enough for the ILS 34. Following my gut, I made the approach to the ceiling minimums and waited out the fog. It was not easy to do that as after 45 years and many approaches to Longville, I knew I could have made the GPS 31 approach using the WAAS and landed just fine. But, not only would that have been illegal, it would have been stupid, and maybe, just maybe, a non-death defying trick. So what, an hour in KBRD was doable and right, as was the gut feeling. We just cannot let our ego get in the way of wisdom!

Departing KBRD for CXVG was also IFR, but this time 300 overcast and 2 miles. Longville was reporting 400 overcast and two miles visibility, Longville's minimums are 428 feet and one mile visibility, so, again, my gut told me that by the time I arrived at the missed approach point the weather would have improved enough to allow me the 28 feet. It did, and when I was cleared off center frequency to switch to advisory I heard what all IFR guys do not want to hear... VFR's departing your arrival airport in IFR conditions. Pay attention, you never know what is out there! I know both "cheaters", and one has already crashed one plane, and the other is an accident waiting to happen. One more thing, a first for me this flight experience or ever. Departing KBRD I was about 200 feet in the air and my number one alternator failed! The



Scott Stuart

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Wind In Minden

by Tom Gribble

"Lockheed Martin Flight Service." "This is Aeronca 4635E, departing Scottsbluff in an hour, two hours enroute to North



Tom Gribble

Platte, a half hour on the ground, then an hour and a half to Minden. I'll stay below 6,000 feet MSL. And, my Champ is NORDO. Watcha got for weather and notams?"

"Say the type of aircraft?" "Aeronca Champ." "Ah, er, say again?" "Aeronca Champion." "Can you spell that for me, please?" "A-E-R-O-N-C-A, a contraction of Aeronautical Corporation of America." "And, what was that other word?" "Champion." "No; the

other thing." "NORDO?" "Yeah." "No Radio." "You don't have a radio?" "Nope." "Is that Legal?" "Yep." "Say your final destination, please?" "Minden, Oh Victor Three, 15 miles south of Kearney." I hear the current weather, a forecast for the next 19 hours, the probability of very strong winds aloft from the south up to 18,000 feet with moderate to severe turbulence, NOTAMS concerning lighted towers, outages of nav-aids, plus a request for PIREPS once airborne. I thank him very much and head for the hangar wishing there was still a Flight Service Station at Scottsbluff. He was correct about the strength and direction of the wind, but off the mark on turbulence. It was incredibly smooth at 800 feet ARL (Above River Level). From LBF to Minden I found lumpless air at 4,500 MSL. (Legal eastbound, at less than 3,000 AGL.)

To give you an idea of the wind, Mike Nelson took off from his farm strip and headed south. His 85 HP Champ sports just the one fuel tank. He soon decided he might not make it to Minden and turned around. He (groan) drove his pick-up down. It wasn't just Mike. Sondra Petersen told me the gals at the registration desk logged in a mere 33 airplanes. Normally there would be about 75 fly-ins, give or take 25 or so. Fourteen drive-ins did register.

In spite of the low numbers some of the usual suspects were there along with a couple of newcomers. One was



Post WWII Great Lakes Bi-Plane

a post-WW-II Great Lakes. Not an antique, but an airplane I've always admired. The flat-four makes it a better looking biplane than either the inverted or upright fours powering the pre-war versions. A most fascinating aircraft was the 1935 Rearwin Sportster restored and flown by Jerry May. It was the 2007 Ne-

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GPS/TAA

By Lee Svoboda

I know all you instructors know what GPS means and most of you know what TAA means. However, for those of you not knowing the meaning of TAA, it means Technically Advanced Aircraft. And further, any general aviation that contains a GPS navigator with a moving map display, plus any additional systems, meets the definition of a TAA.



Lee Svoboda

Now that we have established what constitutes a TAA, I have had applicants showing up with TAA, and not knowing how to use the equipment in the aircraft and further more they did not know the certification, onboard documents, update, and continued airworthiness requirements. Now I can just read the minds of you CFIs that are just giving primary training for private pilot applicants thinking, "This does not apply to ME". Well think again, because I recently administered three private pilot practical tests and the aircraft were equipped with Garmin G1000 systems. Of course, I see a lot of TAA used by applicants for their instrument rating and flight instructors seeking their instrument instructor rating. Quite frankly, I have been disappointed by the lack of knowledge demonstrated by applicants concerning these advanced systems, especially the GPS systems.

For VFR private pilot applicants, as a minimum, they should be able to accomplish GPS direct operations, nearest operations, and they must be able to navigate by other systems should the GPS fail. And instructors, if you are training students in a full glass aircraft, like a G1000, either for VFR or IFR ratings, you must assure that if the lights go out on the glass, your student can still fly the aircraft with the remaining backup, "Steam Gauges".

As for IFR operations I have seen the whole array. I have had applicants show up with GPS equipped aircraft thinking they were okay for enroute, terminal, and non-precision approaches, AND THEY WERE NOT. To applicants showing up with GPS equipped aircraft thinking it could not be used for enroute, terminal, and non-precision approaches, AND IT COULD. Now since I know that some of you instructors use some of my articles as a checklist, I will list what I look for when an applicant shows up with a TAA seeking an Instrument/Instrument Instructor rating. This list is not all inclusive, but it does list some important items. DOCUMENTATION:

1. In the Pilot Operating Handbook, (POH) or Approved Flight Manual, (AFM) there must be:

a. The Supplemental Type Certificate, (STC) which shows FAA approval for installation in the aircraft. It will also have operating instructions, a list of documents that must be in the aircraft when the GPS is used for navigation and approaches and inspections

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Continued From Page 2, In the Gut

standby came on, piece of cake, but still, in the gut, should I land immediately, circling low, or continue remembering the wisdom of the gut? Fly the plane, fly the plane, fly the plane. Too many low altitude circles become smoking holes.

This story probably has too many bits and pieces, but if I leave you with only one piece of wisdom, and we can learn from others, it is this: We are inherently NOT STUPID. We know what is right, safe, and legal. You know it in the brain, and you can feel it in the gut. If it does not feel right, it probably is not. "Trust the gut," as Jethro says, and the training you receive, and you will live to fly not only another day, but many years!!! And view many more NCIS episodes and re-runs!

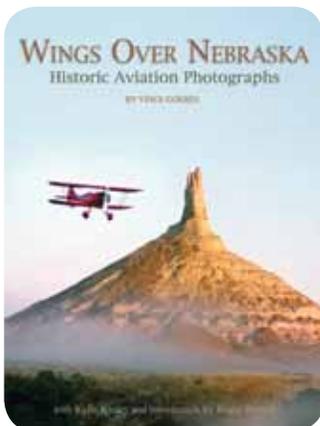
Gear down and locked?

New Book of Historic Nebraska Aviation Photos

By David Bristow

Nebraska is famous for its farmland, but Nebraska's spectacular skies have their own invaluable history. Aviation enthusiasts will enjoy Wings Over Nebraska: Historic Aviation Photos, available from the Nebraska State Historical Society starting October 20. Written by NSHS volunteer (and longtime aviation enthusiast) Vince Goeres, with Kylie Kinley and an introduction by Roger Welsh, the book showcases the best aviation photos from the NSHS collections.

From farm boys testing homemade biplanes in hay meadows near Lexington, to B-29 bombers



Gary Petersen of Walton, Nebraska, flies past Chimney Rock in his 1942 Waco UPF-7 in September 2009. Photograph by Tom Downey, Downey Studio.



Orville Ralston of Weeping Water, Neb., carved seven notches in the control stick of his Sopwith Camel—one for every German fighter he shot down.

rolling out of the Martin Bomber Plant in Bellevue, our state has long played an important role in aviation history. The stories of the brave (and sometimes crazy) men and women who lost their lives, limbs and sometimes their lunches perfecting a technology that is now taken for granted are documented with more than 200 photos, some of which are previously unpublished. The

photos highlight every aspect of aviation, from manufacturing to pilot training, and from crop dusting to national security.



The Lincoln Playboy, shown here in 1931, was designed in Lincoln, Nebraska, with the goal of being a marketable small plane.

Wings Over Nebraska includes chapters on Nebraska's early pilots; Nebraska's only World War I flying ace, Orville Ralston; the nationally known Lincoln Aviation and Flying School (where Charles Lindbergh learned to fly); the nation's first nighttime air-mail flight; air shows and

stunt flying; Nebraska's World War II air bases; and many others.

The 176-page large format (8 1/2" x 11") softcover book sells for \$19.95 and is available through the State Historical Society's Landmark Store (1-800-833-6747, 402-471-3447), or look for it in bookstores across the state.

Continued From Front Page, Defenders

eled the nose, gained airspeed, and pulled vertical. He came back around and did a low level, high speed pass, then put the jet in a 90



Calypso Pass by the Two Solos

degree bank and turned at about 200 feet above the ground. He passed right over my head. My wife, Kate, was very embarrassed, as she looked at me and wiped the

"drool" off of my chin.

Last, but not least, the always-great, Thunderbirds. I could sit for hours on end watching the Thunderbirds fly. They do it all: Precision, speed, grace and best of all, noise.

I think my favorite maneuver is the Calypso Pass. To enter the maneuver both solos start at one end of the runway in an upright level attitude. Then one rolls inverted and they gracefully merge closer. It is a great demonstration of skill and really an awesome display for the spectators.



Thunderbirds Starting a Formation Loop

This year's airshow was very well done. Thanks to all that made it possible for us to watch.



Sterile Cockpit

By Arlin Pops

This term has been thrown around in news headlines since the 2009 Colgan accident. Colgan flight 3407 stalled and crashed approximately one mile short of the runway in Buffalo, New York. Partial blame for this accident was placed on the fact the pilots were engaged in non-flight related conversation during a critical phase of flight below 10,000 feet.

What does “sterile cockpit” mean? What can we, as pilots, do to solve the problem of idle conversation during critical phases of flight?

Outsiders may say we need more regulation, when in reality we need more discipline. Discipline to prepare ourselves for the upcoming approach, landing or any normal/abnormal situation that may occur, by refraining from conversation that may hinder that preparation.



Cockpit Resource Management
Courtesy of Airliners.net

Many times I have been in the jumpseat on a major airline, listening to pilots talk about how their 401K is tanking or how their Cubby's have been in a slump, during an ILS approach to CAT II minimums. What message does that send to the impressionable next generation of pilots? If they can do it with no repercussion, I can do it too. Sure, there are times where having a conversation, which has nothing to do with the flight at hand, can relieve stress while helping build a better working relationship with the person sitting next to you. The thing to keep in mind is, there is a fine line between being constructive and being destructive.

Soon the next generation of pilots will be sitting in the left seat of a major airline, having the same idle conversations during critical phases of flight. Things need to change.

As of now, “sterile cockpit” is used in Part 121 and 135 carriers. For 121 and 135 carriers “sterile cockpit” is a regulation they must follow. What about the next time we go fly our private aircraft? Does talking about mundane things distract you from flying your aircraft?

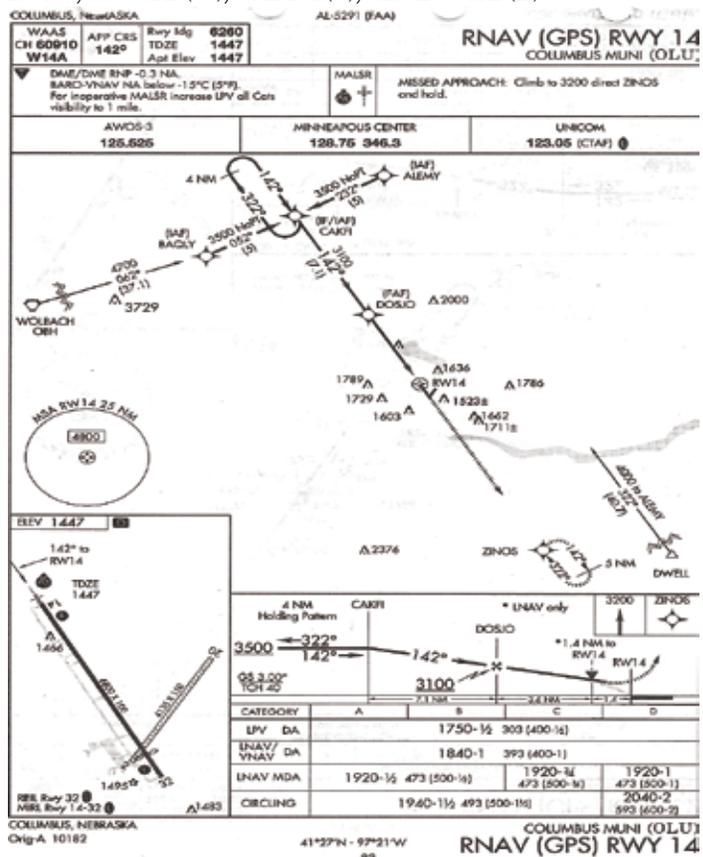
From a training standpoint, CFI's, encourage students to adopt a professional attitude while they fly. Incorporate professionalism into the day-to-day flight activities. We need a core group of pilots to not be afraid of saying “Shhhh, I need to concentrate on the flight.” Every pilot starts out on a blank slate, ready to learn from and mimic the actions of more experienced pilots. If they learn professionalism is part of being a pilot, then keeping a “sterile cockpit” will be something that will no longer appear in the news headlines.

Question Corner

In the previous issue there was a satellite picture showing a comma shaped form of clouds. It was depicting a mid-latitude cyclone, which are often the most common cause of severe weather in the United States, especially in the winter months.

Mid-latitude cyclones produce severe thunderstorm activity and heavy precipitation along its southern frontal boundary, because of the cold front overtaking the warm front, forcing the warmer air to rise quickly. In summer months thunderstorms are something to watch out for. In the winter months snowstorms are the thing to be prepared for. Forms of precipitation to watch out for are: rain, freezing rain, snow, sleet, snow pellets, ice pellets and hail.

The sigmet that was issued in the question was 12C. I had asked what the “C” stood for? It simply stands for Central. In the continuous United States there are three regions in which SIGMETs are issued; Western (W), Central (C), and Eastern (E).



THE SITUATION: You are executing the RNAV (GPS) RWY 14 approach to Columbus, NE (OLU). You are established inbound on the final approach course. As you cross the Final Approach Way Point, you observe the GPS did not sequence from “Armed” to “Approach”. You have not received a RAIM flag nor status annunciation. How do the procedures differ when suspecting a RAIM loss prior to the Final Approach Way Point versus after passing the Final Approach Way Point? If you then received the RAIM error indication, how would you fly to the missed approach point? E-mail questions, comments or concerns to: Zach.Miller@Nebraska.gov.



Nebraska's Women Airforce Service Pilots Recognized

By Diane R. Bartels

On Saturday, June 12, 2010, a monument to the nineteen Nebraska Women Airforce Service Pilots (WASP) was unveiled at a dedication ceremony in the Veterans Memorial Garden, Lincoln, Nebraska. It had been almost 66 years since the organization had been disbanded, and the women had declared Nebraska their home. They had received little if any recognition for their commitment and contributions to the War effort.

The Garden has over two dozen monuments, remembering and honoring all veterans of all branches of services throughout the history of the United States. Because of my interest in Evelyn Sharp, the WWII ferry pilot from Ord, Nebraska, I decided to recognize just those women pilots from Nebraska.

Through the help of the WASP Archives at Texas Woman's University in Denton and the Women In Military Service For America Memorial in Washington, D. C., I began the research to locate family and friends. When I went to Washington D.C. in March to accept the Congressional Gold Medal for Evelyn Sharp, I met some of the relatives.

The front of the polished black granite monument, in addition to their respective hometowns, bears the names the women held when they applied to the WASP. An engraving of a B-17 escorted by a P-38 and a P-51 "fly" above those names. The insignia and wings of the Women's Auxiliary Ferrying Squadron and the Women Airforce Service Pilots are engraved on the front edge of the attached bench.

On the back of the monument, in addition to the engraved front and back of the Congressional Gold Medal, is an abbreviated history of the WASP:

Between 1942 and 1944, 1,102 women served as civilian service pilots for the U.S. Army Air Forces. They participated in instructor training, towing targets for air-to-air gunnery and ground-to-air anti-aircraft practice, transporting personnel and cargo, and ferrying airplanes to training fields and embarkation points. This freed male pilots for combat.

The original group, the Women's Auxiliary Ferrying Squadron (WAFS), proved women could fly the Army airplanes. Evelyn Sharp from Ord, Nebraska, was the seventeenth of its twenty-eight members. In 1943, the women pilots were redesignated Women Airforce Service Pilots (WASP). By December, 1944, when they were unceremoniously disbanded, the women had logged over sixty million miles in military airplanes.

In 1977, Congress granted veteran status to this group of pioneering women whose contributions had largely been unrecognized. Their ground-breaking steps, however, had paved the way for all women who serve valiantly in the U.S. military today. On

March 10, 2010, the Women Airforce Service Pilots were awarded the Congressional Gold Medal for their service in World War II.

On the day of the dedication, low ceilings kept the P-38 and the BT-13 safe at home in their hangars. However, Larry Bartlett flying a PT-17, Mark Novak in his AT-6, and Harry Barr in his P-51 thrilled hundreds of attendees as they flew over a large United States flag held by my family and members of the Lincoln Air Force Junior ROTC. These airplanes represented only a few of those flown by the women in the Army Air Force inventory.

In remarks made during the program, I shared anecdotes of each of the nineteen women who left the security of home and went off to serve their country in a manner no American woman had done so previously.



Mary E. Williamson sitting on dedication bench

Mary Williamson

from Omaha, a trainee in the last class, was the only one of the four still living with Nebraska ties who was able to attend the dedication. When I presented her with a Congressional Gold Medal, everyone spontaneously stood and offered their appreciation for her service with resounding applause.

When Mary could speak, she acknowledged all her "sisters in the sky."

"I wish they could be here," Mary said reflectively.

Many of us in attendance felt the same way!

IN HONOR OF NEBRASKA'S WWII WOMEN SERVICE PILOTS

1. Evelyn G. Sharp – Ord (Died in service April 3, 1944)
2. Lois A. Bristol - Bayard
3. Roberta E. Mundt - Berea
4. Helen A. Turner - Cairo
5. Millicent A. Peterson - Chappell
6. Grace "Betty" E. Clements – Elmwood
7. Marybelle J. Lyall - Hastings
8. Dorothy L. Bancroft - Lincoln
9. Margaret "Peggy" L. Nispel – Lincoln
10. B. Kristin Swan – Minden
11. Mary B. Beecham - Omaha
12. Lois V. Boien – Omaha
13. Mary A. Jerishin – Omaha
14. Eileen "Ikey" A. Kealy - Omaha
15. Alice L. Riss – Omaha
16. Mary E. Williamson (T) - Omaha
17. Isabel E. Tynon – Peru
18. Jane E. Waite – Scottsbluff
19. Esther L. Mueller – Thayer



Red Cloud Fly-In

By Chuck Stokes

The Annual Fly-In Breakfast at the Red Cloud Airport was held August 8, 2010. It was a beautiful morning as the Red Cloud Lions Club served their pancakes and sausage to 311 people, including 4 pilots and passengers that flew in. (Pictured is Gerald Muhle from Lincoln)



Radio Controlled airplane demonstration

The Hastings Skylarks were very entertaining for all ages, as they bring their unique radio-controlled planes each year. Some allow the kids to tryout how to run them; with dual controls they can make sure minimal crash landings occur.



Lets Eat!

Chuck Stokes, coordinator, said that several planes and helicopters were unable to attend due to other commitments. In spite of the heat and humidity, Chuck did give airplane rides to many children and a few adults throughout the afternoon.

We appreciate the help and support of the 'team' each year to make this a success. We couldn't do it without the community!

G.I. Airport Summit

In August, Congressman Adrian Smith conducted multiple transportation summits comprised of all facets of transportation, in part, to help fellow Nebraskans' realize the impact aviation has in Nebraska. General aviation fills a void the airline industry cannot attain. It provides service to rural communities, allows for different niche travelers to be transported without using the hub and spoke system, and is important for medical flights which transport people or organs to a specific destination in a timely manner.

Director of the Department of Aeronautics, Ronnie Mitchell, gave a presentation on aviation issues in Nebraska including LB1048, which has to do with wind turbine power generation. Ronnie was quick to mention that the Department of Aeronautics fully supports wind power, but has an issue with the Measurement Equipment Towers (MET) that are being erected prior to wind turbine placement. The towers are less than 200 feet AGL, which put them in a category that does not need to be marked. The galvanized steel tends to blend in very well with the surrounding

scenery. The main concern with these towers is the aerial applicators, who fly at low altitudes, having difficulty seeing them.

The goal Aeronautics is working toward, is to have a standard marking on the MET towers. Communications Director of Nebraska Aviation Trades Association (NATA), Larry Schulze, is now working closely with Central Region Administrator, Joe Miniace to get standardized MET tower marking nationwide.

Manager of the Planning and Programming Branch of the FAA Central Region, Michael J. Faltermeier, explained how Airport Improvement Program (AIP) funds are allocated to airports nationwide. To be eligible for receiving AIP money, an airport must be a part of the National Plan of Integrated Airports System and have an airport improvement plan that extends 20 years into the future. Nebraska airports have been very organized with their improvement plans therefore allowing them to receive this year's first FAA grant package.

The combined summits were very successful in their goal to recognize the importance of transportation in Nebraska, whether it be on the ground or in the air. As Nebraskans we strive to improve our means of transportation everyday and it is good to have federal lawmakers show an interest in what is happening at the State level.

Continued From Page 3, Wind in Minden

braska state Airshow Grand Champion, 2008 Blakesburg Grand Champion, a 2009 Oshkosh Award Winner, and is the Minden Grand Champion runner-up this year. FAA Chief Safety Inspector Dan Petersen flew his Cessna 170B in and introduced Bruce Belgium to the group at the Saturday afternoon seminar. Bruce was a bush pilot in Alaska for several years and is now an FAA Safety Inspector. Bruce's message captured everyone's attention. A security camera had caught a shocking example of Haste Makes Waste. An ag-plane is seen crossing an empty ramp. A short time later it reverses direction back toward the taxiway. Only now there is an aircraft parked on the ramp. The sprayer hits it dead on, and a massive fire ensues. Fortunately, the ag-pilot got out with no serious injuries, but both aircraft were destroyed. That brought us to a state of total engrossment and we digested his every word. During Friday evening's Cream Can Dinner, Gene Overturf's classy Staggerwing taxied up to the hangar door and out stepped Patsy Cline (aka Melinda Fereed), who entertained us with all her hit tunes. The Overturf's will soon celebrate 58 years of wedded bliss. I don't know how Gene got away with it - maybe because he was in the Air Force and the Korean War was raging but Donna had to have been a child-bride. The Saturday evening Awards Banquet was held in a pleasant room just off the main dining room at the Pioneer Village Hotel. The Minden weekend is a "don't miss" and my one annual long cross-country. I plan to see more of you there next year.

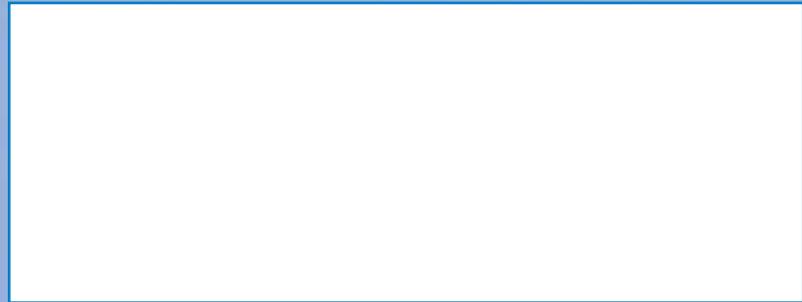
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Events Calendar

- **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.

-October 2- Nebraska State Fly In at Kearney Regional Airport (EAR)
0800-1000 Fly In/ Drive In breakfast hosted by Kearney EAA Chapter, PIC eats free!
8 am. - 1 pm. Public viewing of aircraft, NE National Guard Exhibits, Roger's Helicopter Air Care, NE Aviation Hall of Fame, Charles E. Taylor Memorial Plate Dedication, Western NE Community College Aircraft Engine Display, 11 a.m. - 3 p.m. Music by the Rumbles 12 noon - 1 pm. BBQ on the airport. More info : jlynaugh@kearneygov.org

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

Continued From GPS/TAA

that are required for continued airworthiness.

b. Two Major Repair and Alteration, FAA Forms 337. The first 337 will show the installation for VFR usage. The second 337 will show that the unit and installation is approved for IFR usage.

2. In the aircraft there must be the required documents listed in the STC.

3. GPS updates must be recorded.

REQUIRED KNOWLEDGE:

As listed in the Practical Test Standard, (PTS). Basically, know how it works, be able to demonstrate how it works and know what to do if it does not work.

Instructors, GPS/TAA is here, make sure your students know how to operate all the, "goodies."

The Open Canopy of Quotes

Why I Want To Be A Pilot

When I grow up I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days. Pilots don't need much school. They just have to learn to read numbers so they can read their instruments. I guess they should be able to read a road map, too.

Pilots should be brave so they won't get scared if it's foggy and they can't see, or if a wing or motor falls off.

Pilots have to have good eyes to see through the clouds, and they can't be afraid of thunder or lightning because they are much closer to them than we are.

The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that flying a plane is dangerous, except pilots don't because they know how easy it is.

I hope I don't get airsick because I get carsick and if I get airsick, I couldn't be a pilot and then I would have to go to work.

-purported to have been written by a fifth grade student at Jefferson School, Beaufort, SC. It was first published in the South Carolina Aviation News.

-If we are what we eat, then some pilots should eat more chicken.