

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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Seward Antique Fly-In

by Jim Beyer

The Nebraska Chapter of the Antique Airplane Association recently held their annual three-day fly-in August 28-30, 2015 at the Seward Airport (SWT). While this was the first time in the chapter's history that the event was held at Seward, and despite uncooperative fog and low clouds each morning, more than thirty aircraft and hundreds of people attended throughout the weekend.



Antique and Stearmans

The chapter's basic goal is the same as its parent organization, which is to "keep the antiques flying" and their slogan is "a tribute to the old planes and the people who love to fly them." What makes them stand out is they are not a group who merely talks about the old planes or just looks at them, but rather they strive to fly and share them with anyone with the love for antique aircraft. Additionally, the chapter actively

supports grassroots flying and is very involved in youth aviation, an important goal for the future of aviation; they have co-sponsored the youngest pilot award at the national fly-in for years. They also share the love of flying with non-aviators at every opportunity, re-invigorating those who have been in aviation for years and recruiting new people into the aviation community.

Friday was filled with friends, new and old, catching up on each other's lives and future plans. Supper was an excellent cream-can meal in Harry Barr's hangar sponsored by the Midwest Aerobatic Club Chapter 80, which allowed conversations to continue well into the evening.

Saturday afforded aviation enthusiasts of all types the opportunity to mingle amongst the rows of aircraft while enjoy-



Past, Present & Future

ing the sights, sounds, and stories of aviation. Local community members, upon hearing of the event on the radio, drove to the event with great excitement. Once the clouds finally lifted more aircraft arrived from the surrounding area and the local joy rides commenced. The Saturday evening banquet social, hosted in Greg and Terri Whisler's hangar, included an awards ceremony, and while many awards were presented, a couple to highlight were the longest distance traveled award, which was presented to Ted Miller of Santa



Stearman

Rosa, California, who arrived in a 1943 Boeing Stearman; and the grand champion award, which was presented to Rick and Nancy Jacobsen, who arrived in their 1957 Piper Pacer.

Continued on Page 6



Pilot Shortage??

by Ronnie Mitchell

Some say the pilot shortage is here, now! If you run a regional airline such as Great Lakes or Republic Airways you couldn't agree more; the shortage is here. The Airline Pilots Association (ALPA) believe it's a pay problem and not a pilot shortage.

I recently read a power point presentation by InterVISTA which concluded that between now and 2022, the big four US airlines will retire 14,200 pilots. A Boeing report titled "Training, 2015 Pilot and Technician Outlook," projects that worldwide 558,000 pilots and 609,000 maintenance technicians will be needed over the next 20 years. The Asia Pacific area will need 226,000 pilots while North America will need 95,000 new pilots.

You may ask what is being done to prevent a shortage. The answer is "not enough" as the cost of accumulating hours and acquiring ratings can be well over \$100,000. How do you live and pay off that kind of debt when starting pay at a regional is less than \$30,000 a year?

Part of the answer can be found at the University of Nebraska, Omaha (UNO). Recently I visited with Scott Vlasek, head of the Aviation Department at UNO, and he provided me with some facts. They have Pipeline Programs with Envoy Air and Express Jet allowing students with a Private license, Instrument Rating, and a First Class Medical to interview with them. At Envoy, if successful, they are then listed in a pathway. After getting a multi-engine rating, there is a second interview and if passed go to Dallas, TX for a simulator flight. If that is passed then they are entered into Envoy's Pipeline Instructor Program. They instruct from an approved school at Advanced Air in Council Bluffs. Once 1,000 hours is achieved they receive a Restricted ATP, or at 1,500 hours for the ATP, and given a class date with Envoy. On the first day of class they are given a \$10,000 signing bonus if they came through the Pipeline Program. There is a similar program with ExpressJet but without the signing bonus. The University of Nebraska, Kearney also has an Aviation Department where the student may receive the Restricted ATP as well. These are well-run programs and a partial solution to the "pilot shortage," but more needs to be done.



Ronnie Mitchell
Director, NE Dept of
Aeronautics

Test Standards

By Lee Svoboda

The front portion of the Practical Test Standard is often ignored. However, there is a lot of useful information in that portion. If you take the time, you will find the "Record of Changes." That is pretty important when you are preparing a student for his/her practical test. Then there is the "Major Enhancements" section. Again this is very important. Moving on to "General Information," we find the FAA's definition of terms such as "shall" and "must" which they consider to be mandatory. The terms "should" and "may" being desirable or permissive but not mandatory. Then the list of references can be most helpful when trying to solve an issue. Then the section, "Use of the Practical Test Standards," should be most useful to instructors because it outlines exactly what the examiner is supposed to do. A very helpful tool in student preparation.



Lee Svoboda

However, the most important sections of the front portion, in my opinion, are the sections discussing the responsibility of the instructor and the examiner. Quoting from instructor responsibility, "An appropriately rated flight instructor is responsible for training the pilot applicant to acceptable standards in ALL subject matter areas, procedures, and maneuvers included in the Tasks within each Area of Operation in the appropriate pilot practical test standard."

Quoting from examiner responsibility, "The examiner conducting the practical test is responsible for determining that the applicant meets the acceptable standards of knowledge and skill of each task within the appropriate practical test standard." It further states, "If the examiner determines that a task is incomplete or the outcome uncertain, the examiner may require the applicant to repeat that task, or portion of that task. This provision has been made in the interest of fairness and does not mean that instruction, practice, or the repeating of an unsatisfactory task is permitted during the certification process."

Well instructors, you must do it ALL. I as the examiner can only evaluate, and repeating of an unsatisfactory task is not permitted. I have been accused of instructing during a test, but I do my darnest not to give clues during the test. The test is an evaluation, not a training session.

Bottom line: The front portion of the Practical Test Standard has useful information. Check it out.

FLY SAFE



Drones

by David Moll

Almost every day we hear of airliners weaving and dodging around a drone somebody is flying near large airports such as Newark, New Jersey. While at the same time, his best friend Bubba is shining a laser in the eyes of the captain. I'm not sure what kind of intelligence level these folks are exercising, but it has to be on the lower end of the spectrum.



David Moll

The illegal drone activity we are seeing is from non-pilots who don't know they can't fly drones in airspace solely dedicated to airplanes and apparently don't care. The bright side of this problem is the drone OEM's (Original Equipment Manufacturer) also sees this problem and are now putting some safeguards in the software of these units. One OEM has software that says if the drone is within 1.5 miles of a large airport, it auto-lands. Then from 1.5 miles to 5 miles it limits the drone to 35 feet AGL; at 1.5 miles to 400 feet out to 5 miles. At smaller airports, the drones will not takeoff within 6/10th of a mile from the ARP (Airport Reference Point), but there is no progressive altitude protection zone up to 400 feet. All of this is a good start but not one airport in Nebraska is listed as either a large or smaller airport, not even Offutt AFB, so their list of airports needs a lot of tweaking. Nevertheless, this is just another reason why you can't rely on TCAS to alert you to all of the threats out there, and eyes outside the cockpit have to be on your standard operating procedures. While many of the drones weigh less than 3 pounds, they can be up to 55 pounds, that would easily take down any corporate jet, much less a Cessna 172.

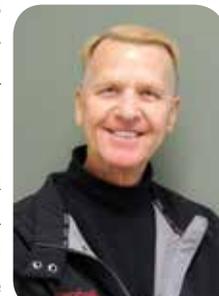
You can apply to the FAA for a drone exemption. It's not a license to fly a drone, or SUAS (Small Unmanned Aerial Systems) as the FAA calls them, but it's a request to fly one commercially and be exempt from many of the FAR's that don't apply. For example, drones can't carry a Flight Manual or registration documents, nor do they have an altimeter. The FAA does require a pilot's license to fly them for commercial purposes, but surprisingly it can be a sport or private license and not a commercial or ATP as an airplane requires. Also, your Biennial Flight Review and Medical must be current.

The future of drones really lies in eliminating the regulations for what is known as VLOS, or Visual Line of Sight, so they can fly long distances without a pilot actually watching it from the ground as the military does. The future is upon us.

Planning

by Scott Stuart

Just last evening, about 7pm our time, friends of mine landed their Bonanza in Munich...yes, MUNICH. As in Germany, after a month in the U.S. touring by Beech. Imagine that! 30 days off work to fly from Europe to Oshkosh and beyond. WAY beyond! Franz spent months planning, and training for this notch in his belt. Then he planned some more and re-calculated everything. Measure twice and cut once?! I admit, I am not the flight planner I once was. Over time and with added experience, it became easier. Today, most of us have an embarrassment of riches either in the panel, or on our laps in the form of an iPad. No more yellow printouts from the local FSS, but up-to-date satellite wx right at our fingertips. Gotcha! Lesson learned from my father, a long-time VFR only guy: If you fail to plan, you plan to fail.



Scott Stuart

Failure does not mean the worst, maybe just not the BEST. I like to look at 100LL.com and AirNav.com for info about the airports I might choose en route. Is there a restaurant on the field? How much is the avgas? Is service good? Maintenance is available? (Franz had a flat nose tire after landing in Rockford on his way back to Germany.) How about a courtesy car? Wi-Fi for wx updates? So many little things to make any flight better and well planned. Remember the Holiday Inn slogan of a few years back? "The best surprise is no surprise." Smooth not only means the flight itself for all aboard, but making it seamless with advance planning makes us, as flyers, appear smooth, too! Successful flight is not just a squeaker landing, or safe trip around a build-up, or spot-on ILS in low IFR, but the whole ball of wax. The Pros know, train, and practice for it. It is up to us to aspire to fly like they do, and planning helps make it so. Sure, we cannot plan for everything, but we can hit the high points and sleep well, or better!

My German friends? Met on the I-net 3 years ago when I listed my B36TC for sale. He ended up with a G36, tip-tanks and TKS, with tornado alley turbo-charging. We met for the first time when he came to the U.S. to pick up his plane, and then again just last week. Trust me, he planned, and planned! A German engineer, he nailed it! Where did they go? From OSH to WYS, to GCN, to N. Las Vegas, to SFO and on to Orcas Island. Then Kalispell and on to Longville, MN before back to Germany. 30 days, and he had them all planned out. I say, "Men plan and God laughs," but I'll be darned if he didn't luck out with all his planning working out perfectly. Then again, he also had a Plan B in mind as well!

You get the idea.....pilot training, my "dead horse," is more than the stick and rudder stuff, but what happens before as well. Enjoy the ride! Gear down and locked?



Look Again!

by Jerry Tobias

"Ercoupe turning base, be advised that an Ag plane with no radio is departing from the other end!" someone urgently announced just after I made my base turn call. I had followed another Ag plane in the pattern (one with a radio), and was planning to make a touch and go before returning to Fremont. Since the winds were nearly calm and the airport facilities were at the far end, the departing ag plane had every reason to takeoff from the other end of the runway. Apparently, he just had not seen me in the pattern. Although I had noted that the Ag plane in front of me was clear of the runway, I had not seen the other one start his takeoff roll toward me during my turn to base. If I had continued my turn to final, we might have gotten very close to each other very fast. Maybe too close.



Jerry Tobias

Midair collisions have been happening for almost as long as there has been powered flight. The first recorded collision was in Italy in 1910, and by the early 1980's, an average of more than two civil aviation midair collisions occurred every month. Unfortunately, although many preventive measures have been put in place since then, the average is still about one midair collision per month - 60% of which involve fatalities.

Statistics show that more than half of these midair collisions occur within 5 miles of non-towered airports, which - of course - describes many of the airports in Nebraska. Contributing to the other risks associated with aircraft funneling in and out of uncontrolled airports is the fact that pilots can normally do so without radios.

How can we all do this more safely? Here are some suggestions:

1. Download, review and follow the guidance in the AOPA/ASF Safety Advisor entitled "Collision Avoidance."
2. Be especially cautious on and around non-towered airports. For example, never assume that other pilots are communicating or that all are using the same runway, and scan the entire area and the full length and both approach ends of your runway before you turn base or taxi onto a runway for takeoff.
3. Turn on all aircraft exterior lights and follow "sterile cockpit" procedures when within 10 miles of your destination. This includes preparing your technology early and eliminating other distractions so when near the airport you can be heads up and eyes out.
4. During all phases of flight, always look, then LOOK AGAIN! That second look might just be what makes it possible for both you and your airplane to fly another day.

Primacy

By Dick Trail

It was a fine spring morning this year. I was piddling in my hangar, doors open. In walked a visibly agitated Kelly, one of our fine young local spray pilots. "You saved my life this morning!" he exclaimed. "What in world are you talking about?" was my somewhat startled reply. "All I could hear in my head was 'Land straight ahead! Land straight ahead!'" was his response.



Dick Trail

Earlier that morning Kelly had been applying some type of herbicide on a yet barren field. The Walter turboprop engine on his Air Tractor had quit dead. His swath was running at right angles to the terraces of the field and a canyon was coming up fast. Too low and rapidly slowing the urge was to turn parallel to the terraces but in reality there was not enough energy to bank and turn. Airspeed decreasing and the accompanying high angle of attack caused the tail wheel to brush a terrace and force the mains rather hard into the ground. Air Tractors are built tough and there was no damage. Just a rather shook young spray pilot.

Kelly's praise for right teaching "You saved my life" was music to my ears. The principle of learning called Primacy of Instruction beautifully illustrated. Allow me to share from the FAA's required reading for budding flight instructors: Primacy, the state of being first, often creates a strong, almost unshakable, impression. Things learned first create a strong impression in the mind that is difficult to erase. For the instructor, this means that what is taught must be right the first time. For the student, it means that learning must be right. "Unteaching" wrong first impressions is harder than teaching them right the first time. If, for example, a student learns a faulty technique, the instructor will have a difficult task correcting bad habits and "reteaching" correct ones.

I had originally taught Kelly to fly a year or so earlier. Cessna 150, Piper Cherokee and then tail wheel instruction in my old 7AC Aeronca. Practiced we did engine failure at low altitude and yes I had instructed him and all my students to resist the urge to maneuver at low altitude and just land straight ahead if possible.

After Kelly came safely to a stop in the barren field he called his boss for assistance. The boss brought a couple of his trusted mechanics to analyze why the engine had quit. After thoroughly checking over the entire machine the engine was restarted using the alternate fuel control unit. Then Kelly pointed the nose into the wind, took off, and flew it the few miles back to home field.

The fuel control unit was pulled and sent to a specialized shop for rebuild. Reinstalled the engine ran fine and the Air Tractor, Kelly and all, were put back into service for the rest of the season.

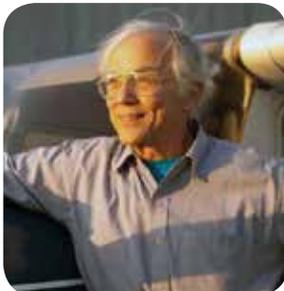
Teach it right the first time! Primacy of Instruction. You can bet this old flight instructor is a firm believer.



Being and staying a pilot

by Tom Winter

The first one is either easy, or very hard: Be lucky: be born in the USA. Huh? Well, just try becoming a pilot anywhere else! Hard is when you want to be a pilot and must come to the US first. China trains its future airline pilots here. My CFI came here from Japan to be a pilot. Man oh man, you guys that are already here are already where it's at!



Tom Winter

Next come the practical matters. First, plug into the grapevine. I would not be a pilot if it were not for the encouragement and support I got from EAA Chapter 569. Join EAA.

"But Money!" you say. Ignore total cost, just pay as you go. Like car payments. If you can make car payments, you can be a pilot. If you can make car payments, you can own a plane. If you can make car payments, you can keep a plane! In my case, I spent a year helping to organize a flying club, and got in pretty cheap that way. Further there's the unforgettable advice of Jeff Clausen, of blessed memory: "I may be prejudiced [he was selling airplanes at the time, out of Capital Aviation] but buy the airplane first, then you're only out books and instruction, because when you finish, you can get your money back out of the plane, or you have the plane and you may want to keep it." I now own the plane I learned in.

How to stay a pilot starts, for me, with the unforgettable words of General Mark Musick, now retired, from the days when he was in charge of the Nebraska Air Guard. Speaking to the Lincoln EAA chapter in the 90's, he told us the Guard feels a need to spell out to the Guardsmen what their priorities are. Those priorities were:

1. Family
2. Job
3. The Guard

Why? Because if a Guardsman messes up one of the first two priorities, the Guard is out one Guardsman!

Being retired (after 45 years of college teaching) I have #2 squared away. So for me it's now: 1-Family, (keep Joanna happy) and 2-The Airplane.

I'm still hard at work on #1, despite being married now for 51 years. Can't stop now! You remember that NPR sweatshirt that said "If Momma ain't happy, ain't nobody happy"? A secret of the happy home is I clear it with Joanna. If she's not on board, it doesn't happen. I keep her on board! Keeping the bride happy in order to fly is perhaps more obvious to me than to the typical pilot, but flying is not cheap! You readers already know all this, of course. I only put it here to emphasize my point: If Joanna is happy....I fly. For that I am grateful.

Fly in Bkfst at PMV

by Jesse Banks

Sunday, September 13th was a gorgeous day and perfect for a fly in breakfast at Plattsmouth Municipal Airport. Clear skies,



Breakfast cooks

64 degrees and south winds were there all day and it couldn't have been better. Eagles Aerie 365 provided a great breakfast of eggs, sausage, pancakes, biscuits and

gravy along with orange juice and coffee. The line of people started a 8am and kept up all morning until they stopped serving.

Yes, there were airplanes in abundance including several from EAA Chapter 80 which came over to do Young Eagle rides for children ages 8-17. Of interest to me was a beautiful D18S twin Beech manufactured in 1959. Ron Nolte of Murray, NE bought the aircraft at Air Venture 2014 and it had been a corporate transport plane for most of its life. Now



Ron Nolte and Beech 18



"Ol' Noise & Smoke"

with about 6,500 hours on the airframe Ron will occasionally fly it and flight plans 170 knots true airspeed with 50 gallons/hour fuel burn.

There's just something about those "round" engine airplanes that are fascinating! This Cessna 195B with a Jacobs radial engine

sat right in front of the hangar where the food was served and just begged to have its photo taken. The owner named it "Ol' Noise and Smoke" but it sure looked sweet sitting there. Then I just happened to see this Great Lakes biplane with its pilot ready for flight. Seemed like it was back to the



Great Lakes Pilot



Bellanca Super Viking

30's with a open cockpit and a pilot wearing a helmet and goggles. Some of the Young Eagle riders flew in Joe Murray's Bellanca Super Viking and had a great time. One of the Young Eagles recorders, Kathy Calahan's son Matthew, had gone to NDA's ACE

camp was now giving Young Eagle rides himself!



MUTUAL SUPPORT

by Dickinson Kilmister

In September of this year, two very unique graduates of the University of Nebraska-Omaha reported for duty at Vance



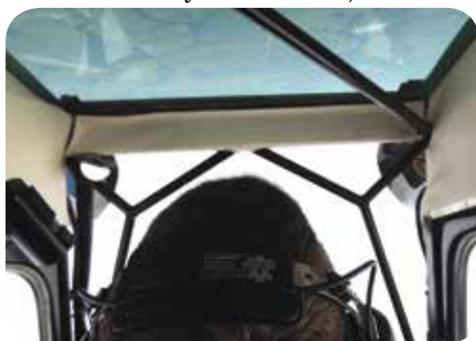
Joshua (left) and Jason (right) Komyathy

Air Force Base for USAF Undergraduate Pilot Training (UPT). What makes this extraordinary is the fact that Joshua and Jason Komyathy are identical twins, graduated at the same time, were

commissioned as Second Lieutenants at the same time, and will report to the same training base.....at the same time!

Joshua is the elder of the two by two minutes, and Jason

is the taller of the two by two inches. The Sons of retired United States Air Force personnel, they were motivated to fly during their High School Years at Bellevue West after receiving introductory flights at the Lemay Flight Training Center, Offutt Air Force Base. This led them to pursue college degrees in Aviation Management from the UNO Aviation Institute.



Jason at the top of a loop

Both started flying lessons at the same time and obtained their Private Pilot Certificates while completing their degrees. Joshua's most enjoyable part of flight training was his solo flight. Jason enjoyed the cross county planning and



Komyathy Family: Joshua, Ken, Sue & Jason

execution. Both thought balancing school and the requirements of flight training was the most challenging aspect. Their Parents, Ken and Sue Komyathy were supportive the entire way and encouraged both to "leave no stone unturned" in pursuit of their dreams. Joshua and Jason offer this as sound advice to anyone wishing to do the same. We wish them success as they begin UPT!

Seward Antique Fly-In cont.

The weather Sunday morning presented the opportunity for continued 'hangar flying,' breakfast, and walking the ramp until the clouds lifted thus allowing friends to wish each other blue skies and tailwinds until they meet again.



Cessna 195 and Friends

Monthly chapter meetings are held year-round at various locations, and the next one is planned for

Sunday, October 18th 2015 at 1200 at the Columbus Municipal Airport (OLU). For more information visit <http://www.neantiqueairplane.com> or contact the Nebraska AAA chapter president, Todd Harders, at (308) 380-5079.

AGRICULTURE, AERIAL APPLICATORS and AIRPORTS

by Russ Gasper

When it comes to agricultural receipts, bigger is not better and size does not matter: Nebraska and Iowa rank in the top four in the U.S. in agricultural receipts for all commodities along with California and Texas, but Nebraska and Iowa are not in the top ten when it comes to total area. The following table (Table 1) shows that Nebraska and Iowa are much smaller in size; however, Nebraska and Iowa are able to compete with the big guys (i.e., Texas and California) for the top producers in U.S. agricultural receipts for all commodities.

State	NE	IA	TX	CA
US Rank Rcpts	3	2	4	1
Receipts \$B	23	31	22	46
US Rank Size	16	26	2	3
Square Miles	77,421	56,272	268,272	163,696

Table 1

A major commodity for agricultural receipts is crop production. In Nebraska, three of the top five agricultural commodities are crops: corn, soybeans and wheat. These are also Nebraska's main exported crops. It is estimated that in Nebraska every dollar in agricultural exports generates \$1.34 in economic activity. Nebraska's \$5-6 billion in agricultural crop exports translates into approximately \$7-\$8 billion in additional economic activity, which is approximately 35% of all agricultural cash receipts. These facts and figures may not be surprising to most Nebraskans; however, many Nebraskans overlook the contributions of aerial applicators



and the 80 public-use airports that support applicator activity to make Nebraska a leader in agriculture on a national level.

The Nebraska Department of Agriculture has 436 applicators registered to do business in Nebraska. The other leaders in agriculture have comparable numbers of applicators registered in their states. However, it should be noted that Nebraska has the fewest number of public-use airports (See Table 2).

State	NE	IA	TX	CA
Public Use Airports	80	116	297	243
Aerial Applicators	436	333	443	458

Table 2

Nebraska aerial applicators represent a small portion (436) of Nebraska's population working in agriculture. It is estimated that 1 in 4 jobs in Nebraska are related to agriculture, which would be 250,000 jobs, as Nebraska has approximately 1,000,000 people employed in the state. In recent years, more and more farmers are using aerial applicators to control diseases and pests. The reason for the increasing use of aerial applicators is threefold: 1) maximized crop yields, 2) improved flight technology, and 3) development of fungicides.

Aerial applicators have the ability to apply products at the right time, at the right place and in the right amount, to maximize crop yields. In addition, aerial applicators have several advantages that include the ability to treat more acres per day than ground rigs; the ability to make extensive applications in narrow, busy treatment windows, especially if weather/soil conditions are unfavorable; they cause less crop damage, which is estimated to be 1.5-5% of crop yields; and they cause no soil compaction, hence preventing soil runoff. The National Agricultural Aviation Association (NAAA) has indicated:

- The average aerial applicator has 21.3 years of experience
- Aerial applicators have a commercial pilot license, and must meet requirements of FAA regulations Part 137, which allows low-level aviation operations
- 87% of the aircraft used are fixed-wing; the remaining 13% are rotorcraft/helicopters
- Of the combined fleet 67% are turbine powered and 33% have piston engines. (At the 2015 NATA Nebraska conference it was reported that 94% of ag operations are done with fixed wing aircraft while 3% are done by helicopters and 3% by other means
- Aerial applicators account for just under 20% of all applied crop protection products on commercial farms and 100% of forest protection applications
- Applicator's most commonly treated crops are corn, wheat/barley, soybeans, and alfalfa

Advances in aircraft have also ignited aerial applicator popularity. Aircraft are twice as big as they previously were several years ago. The most popular aircraft today are powered by a turbine engine and carry 400 to 500 gallons of product, which together allow applicators efficient applications by dispensing huge swaths of product across a field during flight. The move to larger turbine

engine aircraft has not only added aircraft power for quicker application of larger areas, but has proven to be more mechanically reliable, resulting in less maintenance. For aerial applicator aircraft, bigger is better and size does matter.

In recent years, there has been an explosion in the growth of aerial applicators due to the development of fungicides that are designed to be applied to the corn tassel. In addition, advances in flight technology allow for more timely, efficient, and effective application of protection products. The University of Illinois conducted a study that recorded a yield increase of 18.6 bushels per acre with aerially applied fungicides. However, on average retailers report that their customers are indicating increases of 7-10 bushels per acre.

During the spring and summer of 2015, all 80 Nebraska public-use airports replied to questions regarding 2015 aerial applicator activities at their airport. Based on the responses, 66 of the public-use airports (82.5%) indicated that they anticipate applicator aircraft using their facility for base operations, fuel, and/or maintenance. The combined total of aircraft using the 66 airports is anticipated to be 321. The use of public-use airports in Nebraska by aerial applicators is very significant and somewhat surprising, because the general industry thinking is that aerial applicators operate off privately owned airfields.

Based on NAAA data, Nebraska appears to be within the national trends/norms for aerial applicators. Therefore, using the national trends with information collected within Nebraska and applying similar lines of thinking to other states, Nebraska is a leader in resourceful use of limited valuable assets (i.e., public-use airports and aerial applicators). For example, 321 aircraft use 66 public-use airports (i.e., 82.5% of the public-use airports are used) with 436 registered applicators in Nebraska. One could only assume that this equates to approximately 4.9 aerial applicator aircraft per public-use airport in Nebraska. In actuality, the responses indicated that the number of aircraft using an airport ranges from one (1) to as many as sixteen (16). Table 3 illustrates a similar line of thinking applied to the other top agriculture states.

State	NE	IA	TX	CA
a/c using Public Use Airport	321	245	326	337
82.5% Public Use Airport	66	96	245	200
applicator a/c per Airport	4.9	2.6	1.3	1.7

Table 3

Based on USDA data, approximately 8,800,000 acres of corn are planted annually in Nebraska. If an acre produces 160 bushels of corn, approximately 1,400,000,000 bushels of corn are produced annually in Nebraska. Assuming aerial applicators treat 15% of the corn crop, we can estimate that 211,200,000 bushels of corn receive an aerial treatment. Based on a study by Purdue University, crop loss due to ground trample from ground applicator rigs could range from approximately 1.5% to 5.0%. Therefore, if the same 211,200,000 bushels were not treated by aerial applicators but treated with ground rigs, and it is assumed that 3% crop loss occurs (6,366,000 bushels), it is estimated that \$25,464,000

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Events Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 8:00-10:00.

- **October 17 Sidney (SNY)**, Western Nebraska Community College Annual Fly-in Breakfast 7-12:30. Contact Jon Leever at 308-254-7448 for more information.

Thank You Soni!

On August 21, we said “farewell” to Operations Staff Assistant Soni Stone. She was an integral member of the NDA Operations



Soni Stone with letter of appreciation

Division for almost 30 years, managing aircraft and pilot schedules in support of state business. She joined the Nebraska Department of Aeronautics in 1986. She and her husband Bill, also a retired state employee, plan to travel and continue to enjoy life to the fullest. She was presented with a letter of appreciation from Governor Ricketts for her service.

We thank you for your many years of dedicated service Soni.....Best wishes for the future!

is lost in crop yields. If the \$25,464,000 lost in crop yields were exported corn, approximately \$34,000,000 would be lost in additional Nebraska economic activity. Based on crop production, aerial applicators provide significant financial advantages from an economic/business stand point.

From a farmer’s stand point, applying treatments (fungicides, pesticides, etc.) with aerial applicators also indicates substantial financial advantages if crop loss is part of a farmer’s cost equation.

The next time you are asked “Why does our community support this small general aviation airport?,” you can reply with “This small airport is a valuable asset for the community in the role it plays in the agricultural economy of the State.” Aerial applicators with the general aviation airport access may be viewed as a small part of the agricultural economy in Nebraska; however, together the applicators and airports have a vital role in sustaining Nebraska as an agricultural leader on the national level. As the old saying goes, it is not the size of the tool that matters; it is how you use it. Nebraska airports and aerial applicators are prime examples of an efficient system that work in harmony with one another to maximize lesser resources while maintaining national leadership in crop output, which concludes that bigger is not always better and size may not matter.

Airport of the Year Nominations

We are taking nominations for airport of the year. Applications must be received by Jan 6, 2016. See <http://www.aero.nebraska.gov> for the 2015 nomination form and instructions.