

# PIREPS

A monthly newsletter for Nebraska pilots and aviation enthusiasts



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

## PIREPS

April 2004

Volume 56, Issue 3

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## Aviation Art Contest

By Stuart MacTaggart

Young people from across the State will be honored this month for their winning entries to the International Aviation Art Contest. Representing a cross section of communities and age groups, nine students will be awarded engraved golden airplane trophies for winning the state-wide competition. This year's theme, "Flying Saves Lives," inspired images of rescue helicopters, slurry bombers, and patriotic scenes. With almost four hundred entries, the competition was keen. This special edition of PIREPS highlights these outstanding students, their parents, teachers, and mentors.

The Nebraska Air National Guard will host the formal awards ceremony on Saturday, April 17th, when the trophies and honorable mention certificates will be presented. Brig. General Mark Musick will be the keynote speaker. Representing Messiah Lutheran School and winning top honors in Category I (ages 6-9) is Chelsea Horner with her rescue fire bombers. In second place, also from Messiah Lutheran, is Ian Olander's captivating scene of a colorful forest rescue. Taylor Doell, of Elsie captured the final trophy in the youngest age Category I, featuring an Army helicopter against the American flag background. In Category II (ages 10-13) Yvonne Lin won first place honors with her fabulous rendition of a high mountain rescue. Carmen Claesson's helicopter rescue seized second place; and Justin Birge of Dickens took rescue into a whole new dimension—that of outer space.



1st Place Picture by Tysen Johnson, Age 17, Millard West High School

Finally, age Category III (age 14-17) saw stiff competition as Tysen Johnson lead the field with his borate bomber slicing through the wildfire (pictured above). Michael Glebe of Bellevue earned second place honors with his superbly accurate portrait of an Air Force pilot and his T-33 aircraft. The final trophy of Category III goes to Jashier Hinojos for his patriotic slurry bomber.

Congratulations to each of these young Nebraskans. Thanks to the dedicated support of numerous professional and civic organizations the annual art contest continues to inspire our youth to compete for this well deserved recognition. Thank you all! Eight winning pictures are on pages 7 and 8.



# “The Pre-Teens”

By Kent Penney

I heard an impressive statement from Brian Finnegan, President of the Professional Aviation Maintenance Association the other day and wanted to relay it to you. An overall observation he made was that in a child's preteen years they become exposed to what they will do for the rest of their lives. This is particularly true in technical fields where a young person may take shop class and gain an affinity for gasoline and diesel engines. Brian sparked the thought of a wonderful opportunity for all of us in aviation.



**Kent Penney**  
Director, Nebraska Dept. of Aeronautics

What would it take to make sure shop class curriculum would also include aircraft engines and airframe type projects? The engines could be piston or turbine but either would plant an enormous seed in a child's mind about “what I want to be when I grow up”. This same concept could be carried over into other areas. Think of ways to integrate aviation into the local junior high and high school curriculum. These young adults need to be exposed to the opportunities they will have for a career in the future. We do driver training at this age through our schools to equip kids to be on our highways, why not training to equip them for the airways?



# New Pilots & Certificates

## Private

Kermit Engh – Bennington  
Allyn Noradki – Omaha  
Richard Stull – McCook  
Jeffrey Zvolanek – Fairbury  
Dennis Whitfield – Bellevue  
John Anderson – Omaha  
Lucas Parker – Lincoln  
Lyle Fowler Jr – Monroe  
Michael Scott – Papillion  
Ronald Nelson II – Omaha  
Thomas Callahan – Lincoln  
Brian Clements – Omaha  
Ryan Ginn – Omaha  
Craig McGee – Omaha  
David Zichek – Lincoln

Kent Grosshans – Central City  
Patrick Shaw – Lincoln  
Brent Thomas – Plattsmouth  
Ken Conz – Omaha  
Michael Drake – Friend  
Antone Hollingsworth – Omaha  
Eric Ramirez – Omaha  
Andrew Groenenboom – Lincoln  
William Stromenger – Gretna  
Christopher Goodrich – Omaha  
Linda Roberts – Omaha  
Jason Linder – North Platte  
Sean Lacey – Culbertson  
Todd Cruise – Fremont  
Jonathan McIntosh – Omaha

Mark Lawson – Bellevue  
Robert Simon – Omaha  
Heidi Wullschlegler – Stanton  
Lucas Stritt – Indianola  
Carl Campbell – Columbus  
Jenna Hill – Lincoln  
Dale Scott – Omaha  
Jay Dring – Kearney  
Bryce Curry – Omaha  
Melissa Wurdeman – Omaha  
James Rezac – Ogallala  
John Carda – Omaha  
Adam Avery – Omaha  
David Braack – Omaha

## Instrument

Lee Bowes – Lincoln  
Ronald Carson – Omaha  
Scott Ekstrom – Bellevue  
Benjamin Decker – Fremont

Sylvester Chavez – Omaha  
Michael O'Connell – Omaha  
Douglas Hill – Lincoln

## Multi Engine

Michael Steenson – Omaha  
Andrew Schmidt – Omaha  
Timothy Gerber – Bellevue  
David Schwartz – Lincoln

## ATP

John Heida – Bellevue  
Jessica Panzer – Lincoln  
Steven Ferguson – Lincoln

## Flight Instructor

Shane Lester – Bellevue (ME)  
Robb Burbach – Lincoln (SE)  
Wade Westphal – Bellevue (Instr ME)

## Glider

Christopher Wilson – Omaha

# Don't Need No Stinking Checklist!x!o

By Thomas Gribble

The young flight instructor seemed quite enthralled with my Aeronca! For that matter, probably never flown an airplane without a radio or starter. From inside the cockpit he queries, “Where's your checklist?” “Don't need no stinking checklist,” I reply.



**Thomas Gribble**

“Oh?” is his raised eyebrow response. “Nah,” I say. “The Airknocker is stone simple. Less complex than a hammer.” His brow furrows, and I want to point out just how the utter ‘basicness’ of the Champ makes a checklist unnecessary. Unfortunately, our conversation is terminated with the arrival of his already tardy student.

I had intended to direct his attention to the fuel system, which, in its crude simplicity, is the most complex operating parameter of this simple airplane. There's two fuel tanks, see. The cowl tank, right behind the firewall, holds thirteen gallons and supplies fuel to the engine.

There's a two position fuel valve, accessible from the cockpit, between the tank and the engine. “Off” and “On” are the choices. “On” if you want the engine to run; “Off” if you intend for it to quit. The other tank is in the right wing. It holds 6 gallons, with 5.5 useable. It also has the simple “Off” and “On” fuel valve. This tank feeds fuel to the cowl tank, and the caution is not to open the valve until the cowl tank is down to half on the gauge, or you'll run fuel out the cowl tank's filler cap. Don't need no stinking checklist for something this simple!

Since I must hand-prop to start the engine, and I'm usually doing this alone, I take certain precautions. One of these is to turn the cowl tank fuel valve to the “Off” position after I've primed the engine and I'm ready to prop it. Yes, I've got wheel chocks in place, and a tie down is secured at one point, but I don't want the airplane to get away and run for two and a half hours should it jump the chocks and slip the tie down cinch. Can't be too safe, I always say. And, don't need no stinking checklist for something as simple as this.

The engine starts on the third pull, I pull the chocks, get in the cockpit, strap in, and pull the loose end of the tie down rope. About the time I get going on the taxiway the engine quits. Oops! Forgot to turn the fuel valve back on. The chocks and tie down are back on the ramp, so now I've got to push the airplane back to the starting point. That young flight instructor has been watching all this while his student pre-flights their trainer, no doubt using some stinking checklist. He comes over and helps me push the Champion back to the ramp.

**Continued on page 5**



## “Breaking the Code”

By Scott Stuart

I just finished a dandy thriller called “The DaVinci Code”. The author takes our hero through a series of clues, all hidden in the works of DaVinci.

Safe flight is a bit like the novel, as I see it. Both are extremely satisfying and complex. In a sense, we have to break the code before every flight in order to have it end with a smile rather than perhaps a visit from the FSDO!

Certainly, the first and most important part of any flight is the weather. It may just be too darn cold, or too hot (density altitude) to take off with the load intended. The winds at the destination runway may be strong and a crosswind. I clearly remember my CFII (Ron, you know who you are!) making me sweat through a grueling training session in 90 degree heat when the winds were scooting across 35R (35 now!). I was soaked in perspiration, but when I was done I had mastered the airplane that day. Another license earned, a merit badge of sort!

Then, of course, that is just the plain old garden variety of weather conditions we deal with on every flight. And, the fact that we deal with them in three dimensions once we leave the ground. VFR flyers, you know what I mean! For IFR pilots, it is keeping the scan and being ahead of the plane. Knowing where you are in space, flight by reference to instruments, not the inner ear. Any niggling feeling of doubt should be erased on the ground as they only get worse in flight! Simple, but true for all of us.

Accident investigators have concluded, and rightly so, that accidents seem to come as a result of not one problem aloft, but generally two, and then the third one that causes the bad result. For the most part if we would put plenty of fuel onboard and remember to put the wheels down, investigators would have less work! They call it breaking the chain of events to prevent accidents. Pushing the weather, rust from a long winter of flight inactivity, fixation on only one flight instrument, all can send us home with less than the feeling of the joy of flight for which we learned to fly.

I recently took, and passed, my BFR/ICC. I could have, and should have flown better. I suspect I am not alone, so as the spring flying season begins I plan to train again. Like cholesterol building up in our arteries, like removing rust on a cylinder: the simple answer is exercise! As you read this, spring is surely here! No time like the present to get out there and fly with your CFI and make sure all the breaking you do will be of the codes/chains and not the airplane with the ones we love aboard! And, if the weather grounds you, head to the book store/library for a copy of Dan Brown’s, “The DaVinci Code”. You will find it better to be on the ground wishing you were in the air, than in the air wishing you were on the ground, especially if your alternative is this thriller!



Scott Stuart

## Aircraft Requirements For Instrument Ratings

By Lee Svoboda

Last month I covered the aircraft and equipment required for private pilot certification. Now let’s say you

are ready for your instrument rating. What of kind of aircraft do you need and what equipment must be in that aircraft?

Just as for private pilot certification, the instrument flying applicant is required by 14 CFR Part 61 to provide an airworthy, certificated aircraft for use during the practical test. Its operating limitations must not prohibit the tasks required on the practical test. In addition, the aircraft must have the flight instruments required for controlling the aircraft without outside references. This means the aircraft must have the instruments required for day and night VFR, plus a two-way radio communications system and navigation equipment appropriate to the ground facilities to be used.

Additionally, the aircraft must have a gyroscopic rate of turn indicator, a slip and skid indicator, a sensitive altimeter adjustable for barometric pressure, a clock displaying hours, minutes, and seconds with a sweep-second pointer or digital presentation, a generator or alternator of adequate capacity, a gyroscopic pitch and bank indicator, and a gyroscopic direction indicator. The required radio equipment is that which is necessary for communications with air traffic control (ATC), and for the performance of two of the following nonprecision approaches: (VOR, NDB, GPS, LOC, LDA, SDF) and one precision approach: (glide slope, localizer, marker beacon, and approach lights).

A question I have been asked several times is, “must I have an NDB in the aircraft.”? The answer to that question is, “NO”. But the aircraft must have the capability of performing two out of the other five options available. For example, a VOR approach and LOC approach are two separate nonprecision approaches. However, there are no exceptions to the precision approach requirement. And as a side light, if an instrument applicant comes to his examiner with an aircraft that has a panel mounted GPS, with a current data base and properly certificated for instrument approaches; be assured that the applicant will be asked to demonstrate a GPS approach!



Lee Svoboda





# 2004 NATA Convention at North Platte

## NATA Elects Officers and Directors

By Judy McDowell

The Nebraska Aviation Trades Association (NATA) recently held its 2004 annual convention in North Platte, NE. Over 200 aerial applicators, exhibitors and industry representatives attended the convention where new officers were elected to serve on the NATA Board of Directors.



**Bob Boardman**  
President

Bob Boardman (Boardman Aerial Spraying in Henderson) was elected President for 2004. Other officers elected were Vice President, Dahl Jungren (Flying J Aviation in Broken Bow); Secretary, Chip Coslor (Walt's Aerial Spraying in St. Paul, NE); and Treasurer, Casey Williams (Arrow Aviation in Broken Bow). New Board members

electd for a two year term are: Tom May (Holdrege Aerial Sprayers, Holdrege); Mike Cavanaugh (Cavanaugh Flying Service, Minden); and Joe Sides (Behnke Aviation, Cambridge). Matt Hovdenes (Olson Air Service, Holdrege) was elected for a one year term.



**Dahl Jungren**  
Vice President

Members who have served the industry were recognized for their dedication and support. The Airman of the Year award, the Association's most distinguished award, was given to Jeff Steggs of Steggs Aerial Spraying in Imperial, NE in recognition of the years of dedicated service he has given to the agricultural aviation industry. The President's Award was presented to Casey Williams of Arrow Aviation in Broken Bow, NE. The Distinguished Service award was given to Dahl Jungren, Flying J Aviation in Broken Bow, NE. A "Service To The Industry" Award was presented to John Worthing of NationAir Insurance, the Allied Representative to the Association.

## Steggs Awarded Airman of the Year

By Judy McDowell

Each year the Nebraska Aviation Trades Association presents its most distinguished award, Airman of the Year, to one of its members who has shown outstanding dedication and support to the agricultural aviation industry.

The Airman of the Year for 2003 award was presented at the annual convention of the Nebraska Aviation Trades Association (NATA) to Jeff Steggs of Imperial, NE.

Steggs made the news when he received his pilot's license before he got his driver's license at 16. He attended Oklahoma State University and was on the OSU Rodeo Team and previously placed 3rd in calf roping at the National High School Rodeo Finals.

### Airman of the Year



Dahl Jungren Presenting Airman of the Year Award to Jeff Steggs

Since the early 70's the Steggs family has been involved in agriculture and the business has expanded to Holyoke and Wray, Colorado as well as Imperial, NE.

Jeff is a Board member of the NATA and is active in the National Agricultural Aviation Association.

## Judy McDowell Awarded Sweetheart of the Year

Judy McDowell, Executive Secretary for NATA, was awarded Sweetheart of the Year by outgoing President Craig Bair. Judy was in charge of making all the arrangements for the annual convention and did a marvelous job. All the attendees said Judy was outstanding in all matters impacting NATA. Another great convention can be added to Judy's long list of accomplishments.



Judy McDowell

## Aerial Applicator Extraordinaire

A lot of fire fighters know Rod Shelburne! During the off season for aerial applications, Rod takes off towing a trailer with an actual fuselage of a Piper spray plane. Donating his own time and money, Rod goes to volunteer fire departments over a four state area demonstrating how to extract a downed pilot from his aircraft. His reason for doing this is simple, self preservation, not only for himself but for any



Rod Shelburne

Continued on page 5



# Seward Municipal Airport Wins Award

By Eric Johnson

With an increasing amount of operations by business turbo prop and small business jet traffic, Seward's airport needed to expand its capacity for runway 16/34. This was accomplished in two major projects. The first was the purchase of land and to relocate the County Road to meet Runway Safety, Runway Protection Zone, and Runway Object Free Areas. The second project was to lengthen and widen runway 16/34 to a 4,200 foot length by 75 feet width to meet FAA B-II design standards. New Medium Intensity Runway Lighting (MIRL) and Precision Approach Path Indicator (PAPI) relocation was also included in the project.

The widening, extension, lighting and PAPI relocation was planned, designed, and administered during construction by Kirkham Michael Consulting Engineers (KM). Paulsen Inc. of Cozad, NE was the paving contractor, and Kayton Electric of Holdrege, NE completed the electrical. Anna Lannin with the NE Dept. of Aeronautics was responsible for the grant administration on this project.

Seward's airport was the recipient of the 2003 Concrete Airport Project of the Year Award from Nebraska Concrete Paving Association. The award was presented at an Awards Dinner held at the Cornhusker Hotel in Lincoln on January 13, 2004. The objective of the awards program is to encourage high quality workmanship in every concrete pavement project.

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**“Don't Need No Stinking Checklist!o!x” Cont from page 2**  
He says this probably wouldn't have happened if I'd used a checklist. I'm thinking, “Bah-humbug, you young whipper-snapper. Don't NEED no stinking checklist!” But, I keep quiet, grateful for the help.

Second time's the charm, and now I'm in the air. By and by the cowl tank's reading less than a half. Time to turn the wing tank “On”. I fly long enough to drain the wing tank, then return to the airport for some touch and goes. Don't need no stinking checklist for this: merely reset the trim, when and if I remember, and go to full throttle.

The third landing is a full stop and I taxi to the ramp. I tell the guy with the fuel truck the wing tank will probably take five and a half gallons, and the cowl tank about seven or eight. I pride myself on knowing how much fuel I've burned. Don't need no stinking checklist to figure that! I'm standing on the left side of the airplane talking to a couple of other pilots while the lineman refuels the wing tank first. I scowl when I see the truck's meter reads 6.3 gallons as he replaces the filler cap. I'm thinking he did not reset the meter to zero before he started and now I've got to pay for fuel I didn't get. Mumble, grumble.

Now he starts filling the cowl tank, and as he shuts off the nozzle, fuel begins gushing from the filler. He's overfilled the cowl tank!

Fuel continues spewing out. He's REALLY overfilled it! The Bonanza pilot standing next to me quietly asks, “Isn't there a fuel shutoff valve for the wing tank?” YIKES! I forgot to turn that wing tank valve to the “Off” position after draining the tank! I run around to the other side, reach in and up and turn the valve to “Off”. Fuel no longer gushes from the cowl tank filler. The Bonanza pilot decides he'll move his airplane some distance away.

Well, I'm a little embarrassed, but no real harm done. Oh, that fellow who claims to be an environmentalist is quite upset. Says I've polluted both our water and our air. I tell him it'll evaporate before he can say “EPA”. Then the airport management complains about some alleged potential damage to the pavement. I tell him if he had a good seal coat on it, there wouldn't be a problem. Besides, I assure him, it won't happen again. The lesson's been learned. As I walk towards the FBO's office, I'm wondering if I should apologize to the refueler? Initially, I had blamed him for this fiasco. I don't get the chance. As I walk in the door, I see sitting there that young flight instructor. He's seen and heard it all. “You know,” he starts in, “You could insure it doesn't happen again by using a checklist.” Now I'm livid! I've been flying more than forty years, I yell at him! By the time he was born, I point out, I was an old hand at this! I don't need or want YOU telling ME how to FLY! And, I DON'T NEED NO STINKING CHECKLIST!

I'm still seething inside from this last encounter with that mentally myopic CFI when I hand the shocked gal behind the counter my credit card. After running it through the machine, she hands it back and I hurry towards the exit, glad to put that mouthy kid out of sight and mind!

My fuel bill paid, I'm out the door and walking towards my pride and joy, happy once again. Inexplicably, my memory now suddenly comes alive. I recall my BFR is due next month. Then it dawns on me. The only instructor now on the field is that young fella sitting back there in the FBO's office!

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**“Aerial Applicator Extraordinaire”**

**Cont from page 4**

pilot who might be in an aircraft accident where hazardous chemicals may be involved!

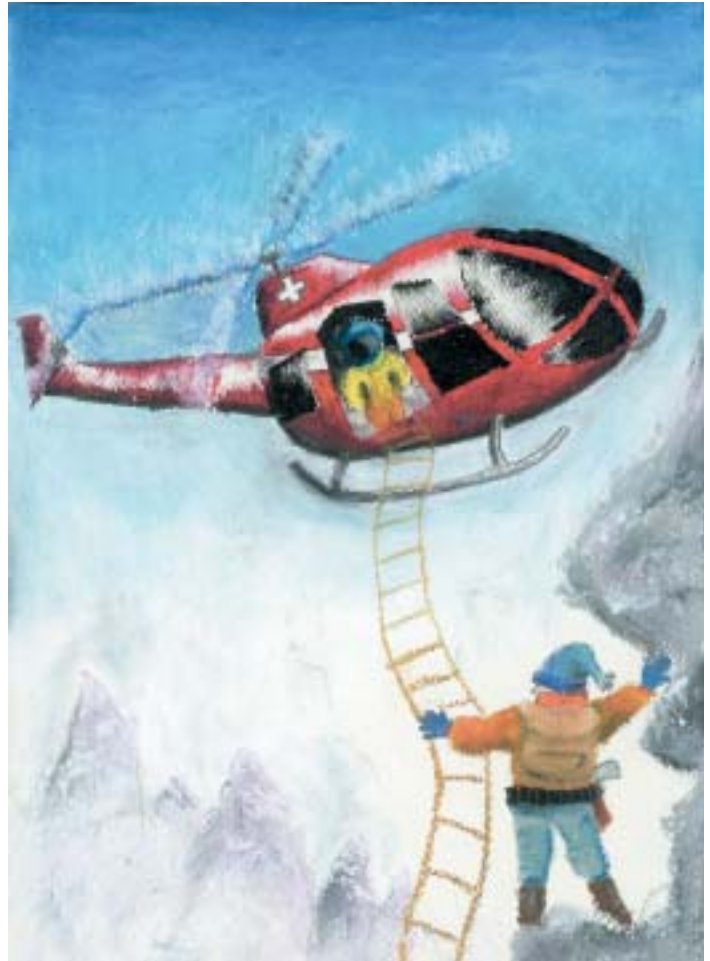
All fire fighting clothing now have protective barriers to keep chemicals from contacting the firefighters skin. Additionally, chemicals used by aerial applicators are less hazardous to the environment, operator and others than those used in earlier times. Of course, precautions still must be taken in their use.

Rod is also one of the pioneering pilots in Nebraska who first used aircraft to fight fires. Aerial applicators now use high expansion foam combined with water to spray barriers for fire control. Even though most of our state is in drought conditions, only 2 major fires occurred last year in which aircraft were used to control the fire. Three years ago there were 27 such fires in the state.

If you experience a wildfire where you need emergency assistance, contact the NE Forest Service Fire Control Section at 402-472-2944, the NE Emergency Management Agency at 877-297-2368 or the NE State Patrol at 800-525-5555.



2nd Place Age 14-17, Michael Glebe, Bellevue West HS



1st Place Age 10-13, Yvonne Jean Lin, Lux Middle School

## Aviation Art Contest Winners

Page one of this edition featured the art of Tysen Johnson who won first place in Category III, age 14-17 . This page and page 7 feature the remaining winners in all three categories and age groups.

This is the second color edition in the history of PIREPS which had its beginnings in 1948. The decision was made last year to incorporate all of the 1st, 2nd, and 3rd place art work in each of the three categories into this color edition. It was done to not only honor the students and their hard work but to show the public that the care and nurturing of our young people can be done through many venues.

All of us at the Department of Aeronautics would like to thank the parents, teachers, sponsors and unnamed others for encouraging these young people to strive for excellence in their endeavors.



3rd Place Age 14-17, Jashier Hinojos, Wallace Public School



2nd Place Age 10-13, Carmen Claesson, Home Schooled



1st Place Age 6-9, Chelsea Horner, Messiah Lutheran School



2nd Place Age 6-9, Ian Olander, Messiah Lutheran School



3rd Place Age 10-13, Justin Birge, Wallace Public School



3rd Place Age 6-9, Taylor Doell, Home Schooled

# PIREPS

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## State Fly-In at Hebron

By Diane R. Bartels

Time to get those hangar doors open and pull out those beautiful airplanes! The Hebron Airport Authority, Lions Club, and Fire Department invite you to attend the 2004 Nebraska Aviation Council ***State Fly-In on Saturday, May 8, 7:30 A.M. to 3:00 P.M.***

There will be something for everyone to enjoy.

- 7:30 – 9:00 A.M. Freewill pancake breakfast – Hebron Lions Club (Free to PIC).
- 9:00 – 9:45 A.M. Student tricycle/bicycle parade; student aviation art display.
- 10:00 – 10:45 A.M. Evelyn Sharp – Nebraska Aviatrix program (Diane R. Bartels).
- 11:30 – 1:15 P.M. Lunch - Hebron Fire Department.
- 1:30 P.M.- 2:00 P.M. Dedication of AWOS, pilot awards.
- 3:00 P.M. 2004 State Fly-In concludes.

Throughout the day, there will be opportunities to view static displays which include helicopters and a remote sensing aircraft, take rides in airplanes (\$7.50 per seat), tour the airport in a camouflaged Humvee, watch Jaws of Life demo, talk with local authors of aviation history, learn how automobile, truck, and tractor manufacturers incorporate safety devices, and much more. Senator Chuck Hagel and Representative Tom Osborne have been invited.

- Hebron Unicom for traffic advisory – 122.8, AWOS – 118.525, Papi Visual Slope Indicator. Bring tie-downs, anchors, and chocks.
- *Event Will Be Held Rain Or Shine*

## Calendar

**York Municipal Airport**, EAA Chapter 1055 sponsors a Fly-in breakfast on the 1st Saturday of every month. 8-10am. Snow, shine or rain. Free to PIC.

**Crete Municipal Airport**, EAA Chapter 569 sponsors a Fly-in breakfast the 3rd Saturday of every month. 7:30-10:30a.m. The dedicated breakfast crew vows it will never be cancelled.

**April Aviation Safety Meetings**, all meetings 7pm - 9:30pm.

- 01 - Valentine - New Courthouse meeting room.
- 06 - Falls City - Falls City Aero Service Hangar at Airport.
- 07 - Omaha - UNO Campus, ***Certified Flight Instructor Meeting*** at W.H. Thompson Alumni Center.
- 08 - Hastings - Airport Terminal Building.
- 13 - Ogallala - Airport Terminal Building.
- 14 - Kimball - Kimball Air Service Hangar at Airport.
- 15 - Alliance - Heartland Aviation Hangar at Airport.
- 20 - Plattsmouth - Flight Nebraska Group Hangar at Airport.

**May 8** - Hebron, ***Nebraska State Fly-in.***

**May 15** - Seward, Fly-in lunch from 10a.m. till 2p.m. Sloppy Joes, beverage and dessert. Free to pilots, \$3.50 for others.

**May 30** - Grand Island Fly-in breakfast and lunch at Reggie's hangar on the North ramp. Pancakes at 7:30, lunch at 12:00, eat and visit all day. Free to fly-in's. Will be held rain or shine. More info: Reggie at 308-384-2587.

**Send your Fly-in information to PIREPS editor at [rmitchel@mail.state.ne.us](mailto:rmitchel@mail.state.ne.us) or call 402-471-7945**