

PIREPS

A bi-monthly newsletter for Nebraska pilots and aviation enthusiasts



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

PIREPS

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59th Annual NATA Convention

The weather was cold and snowy but that didn't keep 83 dedicated aerial applicators from attending the NATA Convention at Grand Island, Feb. 12-14. Dr. Max Shauck



Dr. Max Shauck

from Baylor University started Monday's activities with a presentation on "Alternative Fuel Sources for Ag Planes". Dr. Shauck is the pioneer for the use of

ethanol as an aviation fuel and has obtained the first FAA certification for this fuel. Since 100 low lead is becoming more expensive and environmentally sensitive as a source of fuel for all piston aircraft, the alternative seems to be on the horizon

at least in Brazil. Over 140 aircraft powered by hydrated ethanol alcohol have flown over 65,000 hours performing aerial applications of chemicals in that country. According to Dr. Shauck, hydrated ethanol provides increased power over 100LL allowing increased operating weights, longer engine life and therefore more profit for the aerial applicator. It's also environmentally friendly.

If that wasn't enough to get you going, the next topic presented by Ron Deck of Sky Tractor caused many pilot/operators to wonder why they didn't have a turbine powered aircraft. In addition to Pratt and Whitney's PT6 turbine there is a lower cost turbine engine manufactured in Czechoslovakia. It is the Walter M601-E11 turbine producing 751 shaft horsepower and can be installed on the Thrush, Ag Cat or Air Tractor airplanes. Cost for the conversion runs between \$199K and \$233K depending on whether you get a new engine or one that has just completed its first rebuild. According to Ron, it's dependable, has an auto start system, is easy to operate and maintain, has no hot section inspections, no fuel nozzles to inspect and clean, and is very competitively priced.

The evening dinner was hosted by United Agri Products (UAP) which is the largest independent distributor of agricultural inputs and professional non-crop products in the United States and Canada. Guest speaker for the evening was Editor of PIREPS, Ronnie Mitchell. He presented information concerning the Department of Aeronautics and the assistance provided to the 83 public use airports in the state. He also related a true story about a missing cold war aircraft lost in the Aleutian chain of islands during June, 1969.



PIREPS Editor, Ronnie Mitchell



550 Thrush Piloted by Bob Boardman Photo by Ron Deck



Ron Deck

Tuesday's meeting began with the Professional Aerial Applicators Support System (PAASS) certification which must be accomplished every three

59th Annual NATA Convention

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Financing The FAA

By Stuart MacTaggart

This issue of PIREPS is dedicated to all those who are able to enjoy the “romance” of aviation—the art, the companionship, the freedom to “turn the world upside down.”

Of course, there is another, more serious side—the part that regulates, taxes and controls. As this issue goes to print, I will be visiting Washington to get more information on the latest DOT proposal to fund FAA's Air Traffic Organization (ATO). FAA Administrator Marion Blakey has announced her proposal to overhaul the present funding mechanism in order to achieve a balance between the use of services and the costs. This proposal relies on separating General Aviation revenue sources from that of the airlines. Airlines would pay a “user fee” for services rendered by ATC and commercial airports would be expected to raise their passenger facility charge. GA revenue, on the other hand, would come primarily from increasing the federal fuel tax by 50 cents per gallon. “User fees” may also apply to GA when using high density airspace. The Administrator proposes charging fees for numerous other services, including registering aircraft, issuing airman, medical, and designated examiner certificates, etc. In short, the Administrator is attempting to tie cost to services.

The Airport Improvement Program (AIP) would also change. The DOT proposal would establish a tiered system of non-primary entitlements for our GA airports, using the number of based aircraft as the criteria. The tiers would reflect those airports with 10-49 aircraft, 50-99 aircraft, and those with 100 or more. While a few of our airports stand to gain entitlement dollars, the overall impact on Nebraska is a considerable loss of AIP funds. (I encourage airport managers to report your based aircraft to GCR as soon as possible; please call our offices with any questions.) Need I say that eligibility for Essential Air Service subsidy is once again on the table? So, overall, the DOT/FAA package is controversial, to say the least. AOPA, EAA, NBAA, and GAMA have voiced opposition, while the airline lobbies have endorsed the plan.

There is likely to be a long battle ahead before we can again reflect on the “romance” of aviation. Blue Skies!



Stuart MacTaggart
Director, NE Dept of
Aeronautics

Talk is Cheap!

By Scott Stuart

I am currently trying to relieve myself from a burr I have under my . . . , and you are my target! Hopefully not all of you, but if the shoe fits?

The lion's share of Nebraska pilots are from the east and are accustomed to flying in and out of Lincoln and Omaha, controlled airspace, requiring voice communication. But many are not, and many of us “Easterners” often fly to uncontrolled airports. That is where the risk of a midair collision grows exponentially. It is in that environment where we become our own ATC, or should, to prevent a no good, horrible, terrible, very bad day.

I am thinking there are at least four common traffic advisory frequencies (CTAF's), 122.7, 122.8, 122.9, and 123.0. If memory serves, there also may be a 123.05. Which one are you using? Two Bonanzas in Alamosa recently (Nov. '06) found out the hard way that sharing one CTAF per arrival is better than each using his own!! Right on the sectional for each airport is the CTAF. If none is listed, it is 122.9, period.

Recently there have become a spate of flyers out there wanting to own the frequency by announcing: “Podunk area traffic this is N11223 transiting north to south, any traffic in the area please advise”. Hmm, our friends at the FAA have amended the AIM Chapter 4-1-9 G 1 to say this is NOT a recognized (approved for emphasis!) self-announce position and/or phrase and should NOT be used under any conditions. Wonder what we should be doing?

Try this. “Podunk area traffic this is Cessna 12345 ten north inbound for landing 18, Podunk”... short, sweet, succinct, precise... Then, again at 5 miles. Then downwind, base and final. In some cases, if there are other inbounds, advise when clear of the runway as you may have to back-taxi to do so. In the meantime, keep your ears alert to other pilots announcing similarly. And, perhaps most important, remember the Bonanza boys in Alamosa? Keep your head up and on the swivel, our CFI's taught us that those many years ago. Just the simple act of looking out for the other guy may save your bacon, as it did for me two years back landing at Pine River, MN. I saw him as I was on final and he was on base turning to final, I swerved. Upon landing, the other flyer was most apologetic saying he was on the wrong frequency. Hmm, wonder if the NTSB boys would have been able to ascertain that miscue from the ashes of my Husky and his C-180?

My thorny burr is now removed! Lay off the extemporaneous chatter, i.e. “traffic in the area please advise”, and stick with brief and correct position reports and intentions. Of course, it does help if you are on the correct frequency, too!!! Maybe even double check, it might have changed since the last time you landed at Podunk.

Talk is cheap, let's get it right! Wheels down and locked?



Scott Stuart





The Decathlon!

By Thomas Gribble

From the first time I saw one, back in the mid-1960's, I've thought the fit and finish of the Citabria aircraft line to be amazingly good. Most of my flying had been in a Wichita brand, and included a few spanking new models built with the 1960's "plastic is beautiful" mentality.

I mentioned that to Ed Nelson one day which brought forth an invitation to visit Sidney Aviation, the American Champion Aircraft Corporation dealership for the Rocky Mountain Area. Ed had in stock a couple of Decathlons, the 8KCAB aerobatic aircraft developed from the original Citabria which he wanted to show me. So, on February 11, 2005, I flew my Champ, the Granddaddy of all the Citabria/Decathlon/ Scout line of aircraft, to Sidney to see what he had there.

The first Decathlon I looked over was a 1991 model Ed had taken in on trade. I could not believe this was a fourteen year old airplane with 1,200 hours on it. If he had told me it had just arrived from the Rochester, Wisconsin factory, I would have accepted that as fact. Both the interior and the exterior looked like new.

The other machine was a new 2004 Decathlon with just 37 hours total time. The fit and finish of both these airplanes, inside and out,



Tom Gribble and Ed Nelson "Preflighting", Photo by Ernie Schmidt

was outstanding. Simply Superb. The only significantly noticeable difference comes when closing the door. The years and hours of use had made the door of the 1991 bird a little easier to shut.

The door of the 2004 model was still factory new and tight. While both were pleasantly snug fitting, closing the older one was accomplished without thought. The ever so slight distraction of shutting the door on the new one made me even more aware of the attention to detail this company puts into manufacturing

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Stalls!!

By Lee Svoboda

In the last month, I had the opportunity to fly with FAA Safety Inspectors three times. During the oral discussions and flights, a lot of information was shared in both directions. Probably the most spirited discussion concerned the difference in stall execution expected from a private pilot applicant and a commercial pilot applicant.



Lee Svoboda

Consulting the bible for practical tests, the Practical Test Standard (PTS), we found there is indeed a difference in the wording used in the Private PTS and the Commercial PTS. In the Private PTS it reads, "Recognizes and recovers promptly after the stall occurs by simultaneously reducing the angle of attack, increasing power to maximum allowable, and leveling the wings to return to a straight and level flight attitude with a minimum loss of altitude appropriate for the airplane". In the Commercial PTS it reads, "Recognizes and recovers promptly as the stall occurs by simultaneously reducing the angle of attack, increasing power to maximum allowable, leveling the wings to return to a straight and level flight altitude, with a minimum loss of altitude appropriate for the airplane".

So you read that and really what does it mean? What does the examiner or inspector expect to see from an applicant?

For the private applicant, recovery from a stall should be initiated AFTER the stall occurs. That means indicators like full up-elevator, high descent rate, uncontrollable nose down pitching and possible buffeting shall occur before recovery is initiated. If recovery is initiated prior to the above listed indicators, the maneuver is unsatisfactory.

For the commercial applicant, recovery from a stall should be initiated AS the stall occurs. That means, AS the elevator is full up, AS the high descent rate starts, AS the nose pitches, and AS it buffets, not after these events have occurred. If the applicant goes deep into the stall and does not initiate recovery until after the stall occurs, that is unsatisfactory.

Now this may sound like a pretty fine line, but in reality, it is not that fine of a line. We want private pilot applicants to stall the aircraft and then initiate a recovery, while for commercial pilot applicants, we want recovery started during the stall, not after the stall.

The above may sound like some mumbo-jumbo, but there is one thing for sure. If any applicant unintentionally puts the aircraft into a spin during any maneuver while I am onboard conducting a practical test, there is a high probability that a "Salmon Colored" document will be issued to the applicant.



First Place, Age 14-17, Jessica Bayer



First Place, Age 10-13, Claire Cunningham

Aviation Art Contest Winners

By David Morris

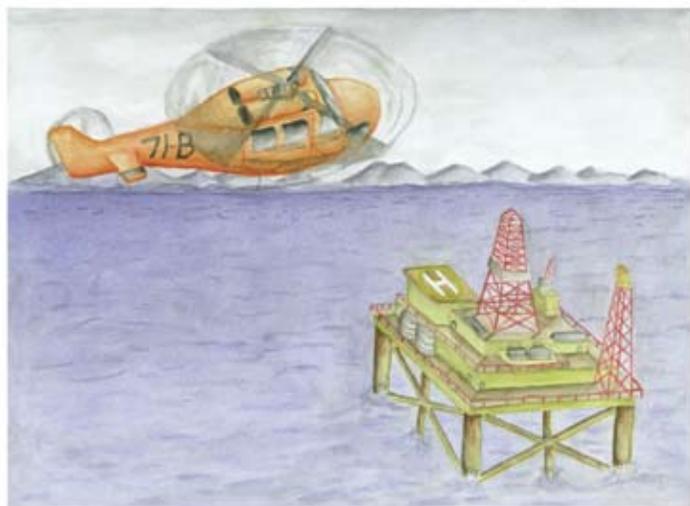
The theme for this year's Aviation Art Contest was "Airfield". Judging at the state level took place at the NE Department of Aeronautics offices on January 17, 2007. Six judges arrived for the event, and they had over 256 art posters to scrutinize in the three age categories of 6-9, 10-13 and 14-17. This page of PIREPS and the following page highlight the contest with the first, second and third place winners in each age group. Numerous runners-up were also selected. Their posters and the winning art posters will be shown during the State Awards ceremony which will be held at the Lincoln Air National Guard's theater on April 21st at 1:30pm.

The top three entries in each age category have been forwarded to Washington, D.C., to participate in the national competition. There, a national winner and two runners-up will be selected from each age group. All national winners will receive certificates, ribbons and a framed reproduction of their artwork.

Continued at Top of Page 5.



First Place, Age 6-9, Madeleine Simon



Second Place, Age 14-17, Jake Nelson



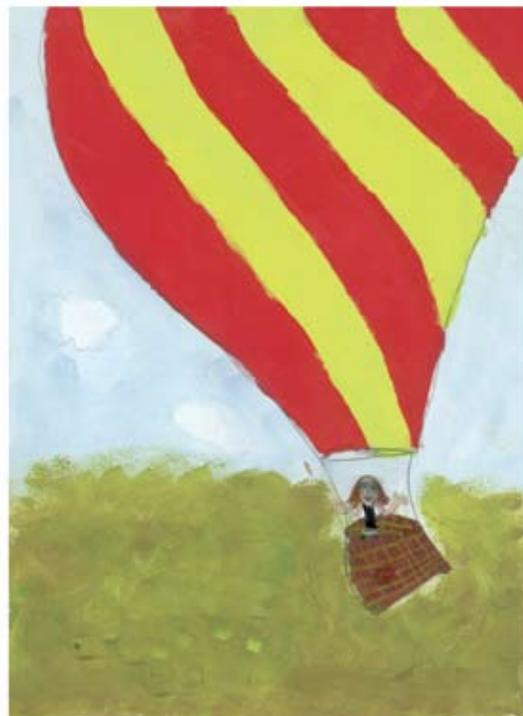
Second Place, Age 10-13, David Placzek



If there are Nebraska winners at the national level, those posters and runners-up in each age group will be forwarded to Federation Aeronautique International headquarters for international judging. Winners of the international competition will receive certificates and gold, silver or bronze medals.

Nebraska has some very talented artists and several have won at the national and international level. Last year, Collin McCann (age group 10-13) won first at state, third at national and third at the international level.

Each entry submitted this year was truly a potential winner and made for some tough decisions by the judging committee. We here at the Department of Aeronautics want to send a special "Congratulations" to all the participants. For more information please call David Morris at the Nebraska Department of Aeronautics (402) 471-2371 or e-mail: David.Morris@aero.ne.gov



Second Place, Age 6-9, Alissa Rosentrater



Third Place, Age 14-17, Aaron O'Brien



Third Place, Age 10-13, Sophia Weinert



Third Place, Age 6-9, Holly Manning

Hangar Loan Program Changes

By Russ Gasper

Due to the popularity of the Hangar Loan Program in 2006, the program has experienced funding shortfalls. At the December 2006 Commission Meeting, the Commissioners addressed the shortfalls in funding and the following changes were approved:

- Receive requests once per year (August) effective in 2008.
- All new loans will have a 10 year payback.

Complete details can be viewed at www.aero.state.ne.us

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years for an aerial applicator to renew his license. Harley Curless and Leonard Felix, both experienced aerial applicators, provided a "Huntley/Brinkley" style of presentation to the attendees discussing topics of: Agricultural Aviation's Airfield Watch Program - "Ag Airfield Watch"; Human Factors in Agricultural Aviation - "Preventing Aircraft Structural Failures"; Spray Drift Reduction - "Speaking and Understanding Label Language" and Hangar AG Flying - "Topics of Interest to AG Operators".

All the topics were well presented and very informative. "Preventing Aircraft Structural Failures" was an eye opener for me, as a pilot performing aerial application routinely pulls 2.5 to 4 Gs during the entry and exit of the area to be sprayed. That means if the aircraft weighs 4400 pounds fully loaded during the entry and exit the weight jumps to 11,000# to 17,600# due to G-loading on the airframe. You do that for 10 to 12 hours per day for several weeks and you begin to understand that an AG pilot must be in good physical condition! Additionally, the aircraft can often be stressed to the point where cracks begin to develop in critical airframe structures. Those cracks can lead to wing failures! John "Dusty" Dowd, an agricultural operator and aircraft engineer from Kansas, had designed this module of training.

At the luncheon, awards were presented to numerous individuals. The President's Award was presented to Tom May of Wells Flying Service of Holdrege. Craig Bair received the Dis-

**Tom May**

tinguished Service Award and Airman of the Year Award presented by Mike Cavanaugh. Additional

**Mike Cavanaugh and Craig Bair**

awards were presented to Rick Vrbas, Cerexagri (Service to the Industry Award); John Worthing of Nation Air Insurance (Allied Rep Award); "Sweetheart of the Year" to Amy May, and "Friend of NATA" to BASF.

After a full day of presentations, it was time for the evening social hour, banquet and guest speaker, which was sponsored by BASF, a manufacturer of agricultural products. Al Haynes (Captain of the ill-fated United Airlines DC-10 which crashed at Sioux City's Col. Bud Day Field on July 19, 1989) gave a presentation of the events leading up to the crash landing and how he and members of the crew used

**Captain Al Haynes**

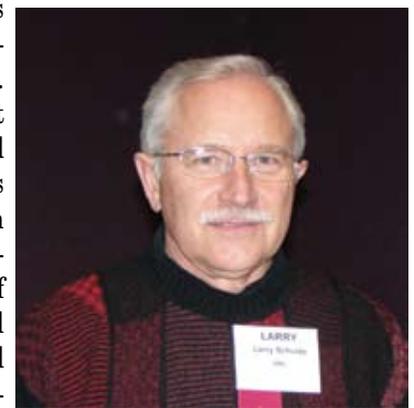
Crew Resource Management (CRM) to effect a semblance of control on the stricken aircraft. All aircraft flight controls were inoperative due to the number two engine disintegrating and destroying primary and backup hydraulic systems. Control was only achieved as number one and two engine throttles were advanced or retarded to make turns and descents. Captain Haynes gave credit for his survival and the 184 others to the fact that CRM was effective and that the Air National Guard was having a medical response exercise at the field. That allowed many more medical personnel to be immediately available than would otherwise have been possible. 112 people did not survive the crash landing.

Wednesday morning began with presentations by Bob Klein (UNL Extension Cropping Systems Specialist) on "Pesticide Efficacy and Drift Management, Spray Particle Sizes"; Tamra Jackson (UNL Plant Pathologist) on "Disease Identification, Treatment Options and Label Precautions" and Bob Wright, (UNL Research and Ext. Entomologist) on "Soybean Aphids, Western Bean Cutworm".

The luncheon guest speaker was Rod Thomas, National Agricultural Aviation Association (NAAA) President. Rod gave an update concerning recent legislation which allows the aerial applicator to recapture the federal aviation fuel tax, saving approximately \$3,000 to \$5,000 each season on fuel costs.

The afternoon session began promptly at 1pm with Dr. Larry Schulze (UNL Extension Pesticide Education Specialist) on "Glyphosate Signs, Times and Labels". Dr. Schulze has been the crowd favorite with his presentation style promoting teaching with learning. Items as diverse as "duct tape" to black light showed how agricultural chemicals can be transported from container to user to innocent bystanders. Many of the chemicals used by aerial applicators are toxic and can be fatal if label directions and protective gear are used improperly. Dr. Schulze will be retiring September 2007, after 35 years with the University system. He will be missed by all who have had the opportunity to listen to his well prepared, educational and humorous presentations. The afternoon session ended with Tim Creger's (NE Department of Agriculture Pesticide Program Manager) presentation on "Regulatory Issues".

The success of any event is directly attributable to the amount of foresight and preparation on the committee's part. NATA's officers, Director Brian Wilcox and Executive Secretary Judy McDowell did an outstanding job on this event, and it showed!! It was definitely a great 2 1/2 days of certifying and learning about the science of aerial application.

**Dr. Larry Schulze**

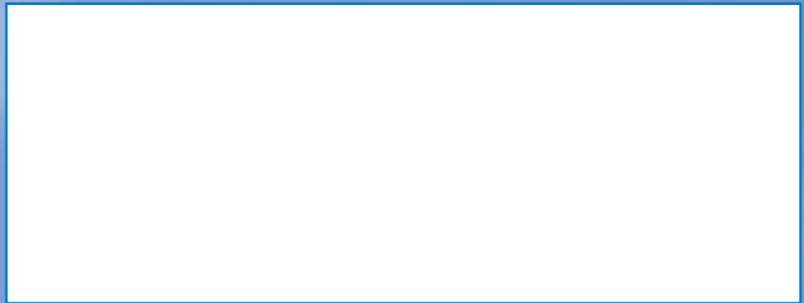
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Calendar of Events

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

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

April 8 Imperial (IML) Operation Safe, spring fly-in clinic. Ag aircraft flow rate and spray pattern testing. Alan Corr, NATA Certified Analyst, will be at the fly-in. Rain date April 9. More info: Jerry Steggs 308-882-5121 or Stan Jones 308-423-2941.

April 21 Lincoln (LNK) State Aviation Art Contest Awards Ceremony, Lincoln Air National Guard theater. Nine winners will be recognized. More info: David Morris 402-471-7948 or email David.Morris@aero.ne.gov

April 27-29 Lincoln (LNK) 99s South Central & North Central Section Joint Meeting, Lincoln, Holiday Inn Downtown. April 27th: SAC Museum tour, tour of Duncan Aviation facility, dinner at Duncan Aviation. Saturday: 99s Sectional meetings; tour of Speedway Motors, seminars including "Sharpie" by Diane Bartels and "NIFA Judging" by Martha Norman. Evening banquet. More info: scs99s.org and/or to register, contact Patsy Meyer 402-423-6614 or blueskies@inebraska.com

May 5-6 Offutt Air Force Base Open House 9am-5pm. Noon to 4pm Blue Angels and The Golden Knights precision parachute squad perform both days. A number of other military and civilian aerial acts also performing. More info: www.offuttairshow.com

May 11 Beatrice (BIE) Flying Conestogas Annual Airport Party and Awards Banquet at the Beatrice Eagles Club. Attitude Adjustment 6:30pm, dinner at 7:15pm, speaker – Julie Clark, Aerobatic pilot and retired Northwest Airline Captain. \$20.00 per person, reservations required not later than May 4. For more information call Diana at the Beatrice Airport, 402-223-5349.

May 26-27 Ord (ODX) Saturday, Dale Matousek Band at Veterans Club 6-10pm, Veterans recognized. Sunday, Evelyn Sharp Field 7am till noon, Fly-in breakfast 7-10am, fly-overs, static displays, 9am Field Chapel Service, Young Eagle rides, RC airplanes, adult airplane rides. Downtown: barbecue noon-2pm, Maverick Band 1-2pm, and a carnival.

June 17 - Creighton (6K3) Annual Father's Day Fly-in breakfast, 7-11am. Free to fly ins. More info: Harvey 402-358-5541.

June 21-24 Wayne (LCG) National Ercoupe Convention. Thursday, registration, noon lunch at airport, evening Planetarium Show at community college. Friday, 7-9am breakfast, 10am tour Heritage Homes, evening on the field "Coupes, Cars and Fun Night". Saturday, 7-9am breakfast, flight to Martin Field (7K8), 11am-1pm lunch at airport, 1pm maintenance seminar, ladies 1-3pm quilted pot holder/trivet class, 5:30pm Happy hour at National Guard Armory followed by 6:30pm banquet Annual Awards. Sunday, rolls and coffee at airport, departures and good byes. More info: Scott Morgan 58423 867 Rd, Allen, NE 68710 or www.ercoupon2503h@yahoo.com

June 24 Aurora (AUH) Fly in breakfast in conjunction with A'ror'n Days, June 21-24. A'ROR'N DAYS is Aurora's annual celebration held during the 3rd weekend of June. Family night, Saturday noon parade, airport Fly in breakfast, street dances, food fair, softball, horseshoe, golf tournaments, classic car show and alumni activities. More info: Jerry Brown 402-694-3633.

July 4 Seward (SWT) Fourth of July airshow. 11am-1pm. Free to public. More info: Greg Whisler 402-643-2226.

July 14 Wayne (LCG) Nebraska State Fly-in, in conjunction with "Chicken Days" annual community celebration. Free transportation to/from parade and Chicken Days activities. Young Eagle rides and static displays. More info: Clay Bode 402-375-1984.

Aug 11-12 Millard (MLE) Fly'n Aviation Extravaganza for Make-A-Wish Foundation. Match piloting and navigation skills, precision landings. Compete for trophies and prizes. Open to all SE and ME aircraft, all levels of pilots. More info: Don Hickman donpathickman@cox.net or Kris Newcomer krisnewcomer@cox.net

September 20-23 Lincoln (LNK) EAA Chapter 569 will host the EAA's Ford Trimotor on its fall tour, Thursday thru Sunday. Rides available each day for \$50. The Ford Trimotor will be available for public viewing when not flying. More info: <http://www.airventuremuseum.org/fordtrimotor/>