

PIREPS

A bi-monthly newsletter for Nebraska pilots and aviation enthusiasts



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

PIREPS

Apr/May 08

Volume 59, Issue 3

Director

Stuart MacTaggart

Aeronautics

Commission Chair

Ken Risk

Aeronautics

Commission

Members

Dorothy Anderson

Barry Colacurci

Doug Vap

Steve Wooden

Editor

Ronnie Mitchell

Email: Ronnie.Mitchell@nebraska.gov

Telephone: 402-471-7945

Editorial Staff

Robin Edwards	Assoc
Dave Lehnert	Assoc
David Morris	Assoc
Dianne Nuttelmann	Assoc
Barry Scheinost	Assoc
Soni Stone	Assoc

Official Publication of the
Nebraska Department of Aeronautics,
PO Box 82088 Lincoln, NE 68501
Phone 402-471-2371
or www.aero.state.ne.us

Passages appearing in quotation marks or otherwise credited to specific sources are presented as the viewpoints of the respective writers and do not necessarily reflect the opinion of the Nebraska Department of Aeronautics.

Permission is granted to use or reprint any material appearing in this issue.

When no byline is listed for an article, the editor is the author. Please give writing credit to the editor/author. Photos may have been digitally altered.

To get a free subscription to PIREPS call Soni at 402-471-7952 or email Soni.Stone@nebraskagov

Circulation: 3698

NATA Convention at North Platte

Imagine flying 10 feet above the ground at 120mph, climbing/turning/descending over obstacles (telephone poles, power lines, trees, etc.) and doing it for 500 to 600 flying hours in a 4 1/2 month season. Chemicals have to be handled with care and mixed specifically for each event in order to control the pest, fungus, or other enemy that's attacking your "employer's" crops. Sometimes you might be dis-



Jim Georgeson Spraying in Hamilton County in a Thrush. Photo by Bob Boardman

persing fertilizer or seeding but everything is still done slow and close to the ground. You work all winter rebuilding and checking your equipment so you don't have any down time during peak season because you might be flying/working 10-14 hour days most every day during that 4 1/2 months.

At the same time it's an exciting, routine, boring flying job that's interspersed with moments of adrenaline rush caused when the engine suddenly quits or a deer jumps up, almost hitting your aircraft or perhaps you didn't clear that power line you had already flown over 25 times that day. Today's aerial applicator has to be a record keeper, an agronomist expert on crop diseases and an entomologist, all in addition to being a salesman, computer expert, global position system user, map reader, mechanic and finally a pilot. Somewhere in there he's also a husband and father. Now you have a small glimpse of what it's like to be an aerial applicator.

Gather over 200 of these individuals under one roof at the Quality Inn & Suites in North Platte for three days (February 18-20) and you've got the formula for being with one of the most exciting and unique groups of people on planet Earth! The purpose of this gathering was the tri-annual certification of aerial applicators who wish to apply chemicals by airplane to promote the agricultural success of our state. They go through eight hours of classroom training on how to fly safely, read and interpret labels on chemicals, control spray droplet size, drift and interpret disease in crops. Its a full three days of renewing awareness about all those items.

As Paul Harvey would say, "And now for the rest of the story"! We all know you must have some relief from an academic environment so on Monday and Tuesday evenings, banquets were held where everyone could socialize, tell a few stories and renew acquaintanceships. The Tuesday evening banquet speaker was Brian Udell, survivor of an 800mph bailout over the Atlantic Ocean about 70 miles off the North Carolina coast. Brian captivated the audience with his 40 minute talk about survival in

Continued on Page 7, Right Column



Legislative Update

By Stuart MacTaggart

This week the National Association of State Aviation Officials (NASAO) is meeting in Washington DC for the annual legislative conference. NASAO represents state officials from all fifty states as well as Puerto Rico and Guam. As our primary conduit to Congress, NASAO has set forth the following guiding principals for the national legislative agenda. NASAO recommends: 1) Reauthorizing the Airport Improvement Program (AIP) at a total of \$3.8B. 2) Continuing the non primary airport entitlement program in its present form. 3) The General Fund should support a minimum of 25% of FAA funding. 4) Congress continue to fund the Essential Air Service program with a minimum of \$127M. 5) Continuing AIP eligibility for General Aviation airports. 6) Congress oppose all schemes to divert jet fuel revenue from the Airport & Airway Trust fund into the Highway Trust fund. 7) Raising the cap on Passenger Facility Charges to \$7.50. 8) Congress retain the current system of taxing aviation fuels at the pump. 9) Congress resist efforts to employ new "user fees."

The old crystal ball is a bit cloudy; so It's difficult to forecast how the funding package will look when it finally passes Congress. I can say, however, that the voice of General Aviation is being heard. Your comments are important in our efforts to advance aviation in Nebraska. Thank you!



Stuart MacTaggart
Director, NE Dept of Aeronautics

Clean Underwear??

By Scott Stuart

Have you ever heard of the hanging judge? I cannot put a name on the soul be it male or female, but if ever there was such an unforgiving soul and enforcer of the law, it would come in the form of "Mom Nature".

Soon it will be spring/summer and the "call of nature" will be upon us. We will want to open up the box and fly the thing for the first time.....in too long?? What might we encounter? Rusty cylinders, and rusty us for sure if we have not been keeping current through the winter.



Scott Stuart

Now might be a good time to call your A & P and your CFI. My mom made me promise in '66: No Death By Plane. I suspect she might come from nowhere and whack me if I dared to disobey. But, she is a forgiving/loving soul, unlike "Mom Nature" who will take us in a heartbeat.

You see, in this lifetime, in this field of endeavor/joy, laws are not made to be broken. Yet, it is the same law that kills most of us each year. We run out of gas!! We fly too low; they call it buzzing. And, #1, of course, we fly into foul weather ill-equipped or trained to withstand the onslaught (er).

Yepper, the Laws of Physics have not changed in eons, and when the same goofs happen, the results are the same season after season. Oh, yes, the engineers and manufacturers have tried to solve/fix/design out the problems, but no sir, they cannot engineer "smart into" or "stupid out of" the cockpit. Ninety-nine percent of all accidents are due to the loose nut in the left front seat.

So, how about we make the lives of the NTSB and our own Dept. of Aeronautics easier this year by fooling them and NOT having any accidents!! The life you save will be your own, but, if you must die in a plane, please remember mom's admonition: "Make sure you have on clean underwear in case you have to go to the hospital!"

You see, moms are right, "Mom Nature" rarely if ever loses a battle. And the laws of physics? Well, when you can figure out how to put 10# of stuff into a 5# bag, you let me know. We will both turn water into Gold.

Gear down and locked?



Space Shuttle Lands at Offutt AFB July 2, 2007 Photo by Ralph Holtman

New Pilots and Certificates



Private

John Weaver – Omaha
Benjamin Zimmer – Omaha
Tyler Sandberg – Papillion
Steven Peterson – Oakland
Samuel Brooks – McCook
Anthony Wilcox – McCook
Nicholas Coulter – Fremont
Joseph Williams – Bellevue
Dustin Sabatka – Lincoln

Daniel Thompson – Lincoln
Jill Westcott – Omaha
Chad Nolte – Springfield
Jonathan Christner – McCook
Robert Steenblock – Fremont
Zachary Ossino – Omaha
Benjamin Buller – Aurora
Joshua Trail – Weeping Water

Commercial

Mark Lancrud – Lincoln

Justin Hochstein – Bloomfield

Multi-Engine

Sean Cappel – McCook

John Harris – Omaha

Instrument

James Dux – Crete
Aaron Karpisek – Rising City
Toby Cox – Hays Center
Alexander Wilson – Bellevue

Robert Hilkemann – Omaha
Paul Voorhees – Bellevue
Bryce Dickson – Lincoln

Flight Instructor

Marshall Meidl – Instrument Omaha
Jacob Barth – SE Pilger
Kevin Fedon – SE Lincoln

Anthony Mast – ME Kearney
Timothy Willey – SE Omaha

ATP

John Harris - Omaha



"To Spin Or Not To Spin"

By Tom Gribble

That is the Conundrum. Mandatory spin training was eliminated (other than for instructors) in 1949 and since then stall/spin accidents have been on the decline. Most pundits credit that elimination for this reduction. They also praise today's "stall/spin awareness" training as an important factor in the drop. I disagree with both thoughts.



Thomas Gribble

Had the lack of spin training been the precursor to reducing stall/spin accidents, there would have been a sharp decline beginning in 1950. There was no quick drop! Years would pass before the ever-so-gradual decline became apparent.

It is my strongly held opinion that the change in wing design, inaugurated at about the same time, brought about the reduction in stall/spin accidents. The new criteria required the airplane to be somewhat spin resistant by having the inner portion of the wing stall before the outboard section.

Common methods used in accomplishing this include twisting the outer wing panels to a lower angle of incidence than the inner panels, placing stall strips on the inboard leading edge, and leading edge wing slots ahead of the ailerons. The theory is the ailerons will remain effective when approaching a stall and will thereby be of use in avoiding a full stall.

That this design change can be credited for the very slow decline in spin accidents is revealed in production numbers. Thousands of light airplanes were built during the four years immediately following the end of World War II. The bust in production came in 1949, just when the new wing design was mandated for newly certificated aircraft. Not until the 1960's would aircraft sales rebound in significant numbers.

For example, Cessna built more than 2,300 two and four-place airplanes (120/140/170) per year from early 1946 to mid-1949. From then to 1956, it was less than 800 of their newer versions (140A/170A/170B) per year. Piper and Aeronca sales had been even higher and both suffered a greater loss. Adding to this was the drastic drop in student pilot starts once the World War II GI Bill of Rights dried up. This combination of fewer training flights and the low rate of newly certified aircraft entering the fleet is the reason spin accidents began to wane at an exceedingly slow pace.

The combination we now face is the lack of spin training coupled with these seemingly spin resistant airplanes. The Cessna 172 and Piper Cherokee are certified for spins, but with only two aboard and with a forward center of gravity. In this configuration they are both quite docile in spins. Merely letting go of the controls frequently results in a spin recovery. Given sufficient altitude, that is.

However, should a newly minted pilot without spin training

Continued on Page 6 Right Column

"Spring Winds"

By Lee Svoboda

As we enter the spring season and the green of the earth starts to show forth, we also enter into the time of the spring winds. When they increase our ground speed, we love them; however, when they are a headwind, crosswind, or gusty wind, we hate them. Pilots will always have a love/hate relationship with the wind.



Lee Svoboda

But let's talk about winds for a Practical Test. Instructors, when you are "mother henning" that student pilot, you often put restrictions on the student concerning the highest wind and crosswind factor in which they are allowed to fly solo. When you recommend that pilot for a practical test, what happens to those restrictions? The applicant, as the pilot in command, not the examiner, makes the decision to fly or not to fly. If the winds are calm, the examiner determines the applicant's knowledge of crosswind elements through oral testing. If the winds are high, gusty, and blowing across the runway, the applicant must apply aeronautical decision making and risk management techniques in deciding to fly or not to fly. Both personal and aircraft limitations must be known and not exceeded.

The examiner knows the demonstrated or actual limitations of the aircraft, but the applicant may not know their own personal limitations. If the applicant decides to fly, the examiner is concerned about their application of gust factor during landings in the gusty winds and if they can safely land the airplane in the existing crosswind. Any action or lack of action by the applicant that requires corrective intervention by the examiner to maintain safe flight is unsatisfactory performance and grounds for disqualification.

Granted, we must ensure the pilot we are training and testing knows the published limitations of the airplane they are operating. But our "big" task is to teach and test them on their aeronautical decision making and risk management skills. To do that, we must give them a chance to apply their new found knowledge and skill using scenario based, true to life situations.

A scenario as simple as this: your primary airport of intended landing has a runway which is 4000 feet long and 50 feet wide and the crosswind factor is 25 knots. Another airport, 50 nautical miles further, has a 3000 ft runway 40 feet wide, but the 25 knots of wind is right down the runway. However, the further airport, if used, would require renting a car and driving back to the first airport of intended landing. The extra time required to drive back will make them late for a family dinner. Which airport should the pilot use? Depends on: aircraft limits, pilot's limits, day, night, experience, recent experience, flight duration, rest period before flying, wellness of pilot, etc. I don't know the answer, do you?



Emergency and Abnormal Event Management

By Jerry E. Tobias



Jerry Tobias

Suppose, for a moment, that you are strapped in the left seat of the aircraft mentioned in each of the following scenarios: (1) You are descending your single-engine classic into marginal VFR conditions on an IFR flight plan, twenty miles out of your unfamiliar destination, when - for whatever reason - you lose all communication and navigation ability. (2)

You have just rotated your twin turboprop on takeoff when you experience a catastrophic failure of the left engine. (3) Your military transport is at FL390, halfway across the Atlantic, when you begin to lose all cabin pressurization.

What would you do? How would you respond? Right. "It depends." However, even though the airplanes and scenarios in these three examples are totally different, they all share one basic set of required responses: fly the airplane, make decisions and take appropriate actions. Doing that correctly and successfully, of course, is the challenge.

It is a fact that aircraft emergency and abnormal events are accompanied by significant pressure and confusion. It is also true that no two events are ever identical, that they are frequently dynamic and unpredictable, and that they are often unlike anything you've seen during training. Having a general plan or guide in mind that could be applied when anything goes awry is, therefore, a very good idea.

Much has been written about the best way to handle aircraft emergency and abnormal events. As far back as the 1960s, most US Air Force checklists reminded us to "STOP - THINK - COLLECT YOUR WITS." That was good advice, and so was the variation years later that told us to "MAINTAIN AIRCRAFT CONTROL, ANALYZE THE SITUATION, TAKE PROPER ACTION." As an update to those and other similar memory aids, though, I would suggest the use of a simple mnemonic, S-A-F-E-T-Y.

S - Safely fly the airplane. The first and most critical priority during any situation that occurs during any phase of flight is always to acquire and maintain positive control of the aircraft and, simultaneously, ensure terrain and/or obstacle clearance.

A - Assess the situation. This phase presents a question: What is the problem? Verify the situation by all means possible, but begin this process only after reaching a safe altitude. Understand, too, that the real problem may not be as readily apparent as you might first think, as airplanes and onboard systems don't always fail or respond in "textbook" fashion.

F - FIX the problem, if possible. Here's the next question: Which checklist or procedure should be used? Ensure that the correct steps are initiated for the correctly diagnosed event. The goal is to correct, improve or stabilize the situation, using all available

resources inside and - if necessary and if conditions permit - outside of the aircraft.

E - EVALUATE the options. This leads to what is usually the most complicated question: What should be done next? Usually, only four options are probable: land as soon as possible at the nearest suitable airport, land as soon as practical at the nearest suitable airport, proceed to and land at an alternate airport, or proceed to and land at the original destination. The best option should be selected after considering, in this order of priority:

- Safety of flight issues and flight manual (AFM) directives
- Other significant controlling factors, such as the stability of the aircraft and the problem, weather, distance to suitable airports, runway lengths and conditions, landing weight or other operational limitations, and any other major considerations,
- Maintenance requirements and availability, and
- Passenger needs and convenience.

T - TAKE appropriate action. After determining your best option, communicate your plan with all who need to know (when possible), then proceed with your chosen course of action.

Y - YET another look. This review is critical. You must maintain situational awareness and frequently re-evaluate everything! As mentioned earlier, emergency situations are often very dynamic, and you may also be faced with other conditions that are changing rapidly (or maybe even worse, changing subtly). Remember, too, that one of the greatest challenges during abnormal situations is the potential for distraction. So, what about minimum altitudes, weather, fuel on board, etc.? Has anything significant changed? Are there now additional options? Constantly reviewing the situation and reconsidering all the known factors will present you with two good options: change your decision, or confirm that your present course of action is still best.

There it is, S-A-F-E-T-Y. Fortunately, the likelihood of your facing an emergency or abnormal situation soon is not great. If you do, however, you should understand that the scenario will be unique, and that it will always present some degree of threat to your safety - even if it appears to only be a very minor anomaly. You must, then, give careful and serious attention to how you handle such occurrences. Remembering and applying the guidance represented by this simple mnemonic will help you successfully respond to, manage, and recover from an aircraft emergency or abnormal event in any airplane.

Jerry Tobias flew over twelve years in the U. S. Air Force. He has flown MD-80s for Jet America Airlines and Alaska Airlines, and Challenger 604s for Mutual of Omaha. He holds an ATP and has numerous type ratings, but the J-3 Cub is still his favorite airplane!



J3 Cub, Harry Barr Pilot



FAAST Safety Meeting

UNO's campus hosted FAASTeam sponsor Bob Meder out of the St. Louis FSDO on Feb. 14. The topic for the safety meeting was "Secrets Revealed: Limitations of GPS and everything you want to know about the Wide Area Augmentation System (WAAS)". Larry Oliver from Washington, DC, was the expert for this topic but inadvertently showed up one hour late due to a GPS problem! Larry had borrowed his daughter's Garmin Nuvi unit for his car and put in 601 Dodge rather than 6001 Dodge. He covered all the areas at Eppley Airfield for over an hour before an astute TSA person suggested he try the UNO campus at 6001 Dodge!



Larry Oliver

One of the attending guests was Tim Ryan of Omaha's TRACON. While waiting for Larry, he gave an outstanding impromptu presentation concerning changes taking place with Omaha's and



Tim Ryan

Lincoln's Approach Control facilities. Basically, they will be combined into one facility by August 14, but pilots should not see any change in service. Lincoln and Omaha Approach Control will be run by separate controllers running separate radars. Additionally, the Standard Terminal Arrival Routes (STARS) into Eppley and Offutt Air Force Base begin at 16,000 and above, so if you are at 15,000 or lower, you can normally

continue to your destination airport without being placed on a STARS. Other items discussed by Tim: Land and Hold Short operations are gone from Eppley and under instrument conditions, only one aircraft at a time can use the ILS due to only 1900 feet between instrument runways vice 2500 feet separation is required for simultaneous parallel operations. *(More on page 6, "NE ATC")*

If you would like to contact TRACON for a tour of their facilities call their Admin number at 402-682-4340. If you need to contact the Operational Control Room that number is 402-682-4395.

Now back to Larry Oliver's presentation! He stated that the FAA's mission is to "Provide the safest, most efficient aerospace system in the world," and when you consider we have 18,000 airports, 750 Control facilities, 4,000 daily commercial flights and 100,000 airline flights each day, it becomes a daunting task!

Twenty-four Global Positioning Satellites (GPS) in low earth orbit coupled with the Wide Area Augmentation System (WAAS, consisting of 10 ground receivers with two master sites) now make your GPS accurate within 2 to 3 meters both horizontally and vertically.

WAAS-enabled GPS units have allowed the FAA to build 994 LPV approaches (localizer performance with vertical guidance) with a goal of building 300 each year. The FAA wants approximately 8900 WAAS procedures. This number coincides with all

of the available public use runways, IFR and VFR in the U.S. National Airspace System (NAS) that are at least 3200 feet in length.

According to Larry, NDBs are being slowly phased out, there is no new funding for ILS installations, and 60% of VORs will be phased out during the next 10 years. An LPV approach is the least expensive (\$40,000), a VOR approach costs \$250,000 with a 20 year life cycle cost of \$1,100,000, while an ILS initial cost is \$1,200,000, with an astronomical life cycle cost.

You might ask, "What's coming next?" According to Larry, Q routes (the GPS equivalent of a high altitude jet route without VORs), T routes (same as previous but low altitude routes), helicopter point in space approaches and LP (precision approaches); all based solely on WAAS-enabled GPS units. Additionally, Automatic Dependent Surveillance Broadcast (ADS-B) is coming and it allows an aircraft to continuously transmit its location, speed and altitude to other planes, pilots, and controllers. ADSB provides an essential capability for reduced separation and allows for greater predictability in departure and arrival times.

Why the changes? Increased **capacity, safety and money!** Today's air system carries over 2 million passengers per day. Estimates are that there will be more than a billion passengers per day by 2015!

If you would like to do some internet research concerning FAA changes go to <http://FAA.gov>; also check out the NEXT GEN Air Transportation System. If you would like to contact Larry go to larry.ctr.olvicer@faa.gov or 202-358-4593.

Hulme's Term Ends

By Stuart MacTaggart

The meeting on Friday, February 8, was Doyle Hulme's last as a member of the Nebraska Aeronautics Commission. Doyle was appointed a Commissioner by then-Governor Mike Johanns and has completed his five year term.

Doyle started as a Commission member from Grand Island, where he had served on its Airport Authority



Deputy Director Andre Aman and Doyle Hulme

Board for a number of years. An unpaid professional, Doyle volunteered his counsel and expertise to the Department, formulating policy, effecting plans and orchestrating the distribution of funds to our 82 public use airports. He has played a vital role in supporting and enhancing aviation in Nebraska.

Well done Doyle; you will be missed by all of us at the Department of Aeronautics and by your fellow Commissioners as well.



Nebraska's "Airport of the Year 2007"

For the second consecutive year, Grand Island's Central Nebraska Regional Airport (CNRA) won top honors. The award was presented to Michael Olson, Airport Manager at CNRA, Doug Brown and Curtis Griess at the Nebraska Aviation Symposium in Kearney this January.

Congratulations Grand Island on winning this prestigious award!



L to R: Doug Brown, Michael Olson and Curtis Griess

Successful Air Search

By Sandi Decker

On February 29, the Fairbury Airport received a call from the Jefferson County Sheriff's Department requesting an air search for a 2007 Mustang with two occupants. It had been missing for 36 hours.

Fairbury Airport Authority member Bill Stelling immediately agreed and within 15 minutes from take off spotted the wreckage. Unfortunately, both occupants were fatalities. This was the second successful air search with which Stelling has been involved.

Nebraska Air Traffic Control

By Tim Ryan

The Nebraska air space is undergoing several big changes. The FAA had already incorporated new Standard Terminal Arrival Routes into the Eppley and Offutt airports, and had also increased the MSL from 10,000' to 15,000'. However, the next change may be the biggest – we are consolidating Lincoln Approach with Omaha TRACON.

The new automation system installed at Omaha TRACON is capable of multiple radar feeds. We considered updating the Lincoln Air Traffic Control Tower, but the facility was simply not capable of handling the new system without major renovations to the building, including electrical and HVAC systems. The FAA is reassigning five air traffic controllers from Lincoln to Omaha just to make sure that local knowledge is not lost.

Although the actual cutover date is not until August 14, 2008; starting on May 1, Omaha TRACON will begin controlling Lincoln TRACON traffic during limited times of the day to test system integrity and train Omaha TRACON controllers on Lincoln's sector traffic.

Hours for the Lincoln Air Traffic Control Tower are not chang-

ing. The tower will still close at midnight and reopen at 5:30am. Minneapolis Center will continue to take the Lincoln airspace from midnight until 5:30am; however, we will re-evaluate this issue after August 14.

"To Spin or Not to Spin" Continued From Page 3

stall on a low, slow, and close-in turn to final with the wife and kids and baggage aboard, they're dead.

Why? It is the eye popping difference between stalling the typical light airplane with just two aboard versus having all seats full and the baggage compartment loaded so as to put the aircraft at its maximum allowable weight and the CG at its most rearward limit. So, what's the solution?

Famed author Barry Schiff recently addressed this issue in two related AOPA Pilot articles, one at each end of 2007. His January iteration went into detail on what I have just described. In December he advocated the reinstatement of spin training but limiting it to recovery from the incipient spin only - a stall gone awry and now just entering a spin. This quarter turn spin would not be so frightening, he said, and would mollify those who don't want to scare away prospective customers with the threat of full spin training.

If only the incipient spin entry and recovery is taught, the fear of spins will remain. Dreadful fright causes physical rigidity and mental inertia. With such fear, action (that is, a recovery effort) will be delayed. And that newly minted and unspun pilot described above will now introduce his family to their first and last spin.

Are not most new students apprehensive about landings and afraid of stalls? Do we teach them anyway? Can landings be taught by "landing awareness training"? Can a CFI teach crosswind take-offs and landings by merely talking about them? How about stalls? Will verbal descriptions and watching a video suffice?

I am convinced "spin avoidance" training creates the fear of spins and stalls, and is in itself the root cause of why we are still seeing far too many fatal stall/spin accidents every year. Once the new pilot is comfortable with multiple-turn spins, the incipient spin will not be frightening, and recovery will be both second nature and instantaneous.

Moreover, by knowing first hand the dynamics of spins, the inadvertent, incipient spin will be completely avoided. This, I'm sure, will make Lee Svoboda's life more tranquil.



Todd Harders In His 1943 Boeing PT17 at Ord, NE



Wilcox Attends Leadership Training

Tilden native and aerial applicator Brian Wilcox has completed the National Agricultural Aviation Association (NAAA)/Syngenta Leadership Training Program. Its goal is to develop strong, knowledgeable leadership in the agricultural aviation industry. The program has been offered by NAAA and Syngenta Crop Protection since 1995.



Brian Wilcox

Each state and regional association may forward one Leadership Training Program Nomination form to the NAAA. The selection committee, appointed by the NAAA President, chose Brian as the Nebraska candidate. Participants met in conjunction with the Fall and Spring NAAA Board meeting.

The year-long program, which Brian attended in Washington D.C., trained him in communicating to the public, media and government the important role aerial application plays in the production of our country's agricultural products.

Brian is currently Treasurer of NE Aviation Trades Association (NATA) and serves as Legislative Chairman. Congratulations, Brian!

NDA New Employees

February marked the start of employment at the Department of Aeronautics for Dave Lehnert of Lincoln and Thomas Madden of McCook.



Dave Lehnert

Dave Lehnert, a native of Lincoln, comes to the Department as an expert on a software program called AutoCAD. He has a diverse background having taught English as a second language in Boston at Northeastern University and also in Japan; as a high school music teacher, and working as a building framer.

Dave attended SE Community College, Milford Campus, where he gained an Associate degree in Surveying and AutoCAD.

He is a great addition to the NDA Engineering, Planning and Programming Division.

Thomas Madden, a resident of McCook, is the most recent addition to the Crack and Joint Filling Team. Thomas comes to NDA from the NE Game and Parks Department. You will frequently find Thomas at our state's 82 public use airports helping extend the life of ramp and runway areas. He will also be involved in restoring taxiway and runway markings. Welcome aboard Thomas!!



Thomas Madden

"NATA Convention"

Continued From Page One

a difficult situation; left elbow out of joint, left leg fractured, right leg broken and hanging together by tendons, blood vessels and skin. It's night in heavy seas and no one near for over 3 hours. It was all about determination, attitude and not giving up!

After Brian's talk, an auction was held with proceeds going to NATA and an education fund for Megan and Brandon, the children of Bob Boardman, an aerial applicator killed in the



"Moulton Barn"

Photo by Bob Boardman

crash of a Thrush aircraft last May. Bob was also an avid nature photographer who took outstanding photos. Two were made into large framed prints (donated by his brother Rick and sister-in-law Mary) and auctioned. One of buffalo in Yellowstone Park titled, "Morning Commute", went for \$1100, and one of a mountain barn, titled "Moulton Barn", named after the family that built it in the late 1800s, and still standing on Mormon Row in Grand Teton National Park, went for \$2100. It was given to Brian Udell as a gift. As I found out later, a group of the aerial applicators and friends pooled their money to buy the "Moulton Barn" picture. If you would like to purchase any of Bob's prints go to the family's website at www.boardmanimages.com All proceeds from sales at the website go to an education fund for Bob's children.

Awards were presented during the Tuesday luncheon. 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 Tom Thomas of McCool Air Service in McCool Junction, in recognition of the years of dedicated service he has given to the agricultural aviation industry and NATA. Dahl Jungren of Flying J Aviation in Broken Bow, was honored as Past President. The President's Award was presented to Jeff Steggs of Steggs Aerial Spraying, Imperial, for his continuing involvement in representing the benefits of agricultural aviation. The Distinguished Service award was given to Doug Johnson of Mid-State Aviation in Cozad. A Service To The Industry Award was presented to Ronnie Mitchell, Editor of PIREPS newsletter with the Nebraska Department of Aeronautics. The Friend of NATA award went to Randy Hardy of Hardy Aviation Insurance in Wichita, KS. The Sweetheart Award was presented to Sue Roth, Roth Aerial Spraying in Milford. Dan Smydra of FMC in St. Paul was honored as the 2007 Allied Representative. An Honorary NATA Membership was presented to Dr. Larry Schulze, Professor Emeritus, University of Nebraska Lincoln.

One individual came from Japan to certify as a NE aerial applicator. A great event, this was NATA's 60th annual convention.

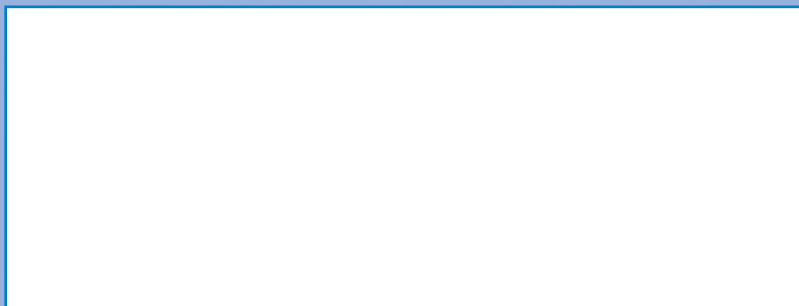
PIREPS

Department of Aeronautics
PO Box 82088
Lincoln, NE 68501

Address Service Requested

Member National Association
of State Aviation Officials

PSRT STD
US POSTAGE
PAID
PERMIT 293
Lincoln, NE



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 11 Beatrice (BIE) Annual Airport Party and Awards Banquet at Beatrice Eagles Club, 8th and Court St. Social hour 6:30pm, dinner at 7:15, guest speaker Burt Foreman, Aviation Humorist and ventriloquist. Reservations required by April 4. More info: Diana 402-223-5349

May 25 Ord (ODX) Fly-in breakfast 7-10am, airplane fly overs, Young Eagle rides, airplane rides for adults, R/C aircraft. Field Chapel Service 9am. BBQ downtown Ord 12-2pm, free musical entertainment. More info: Ord Chamber of Commerce 308-728-7875.

June 1 Central City (07K) Fly in breakfast, 6:30-11am, free to fly ins. Lunch 11:30-2pm. Parachuting 8 & 10, WWII acft, helicopters, static displays, acft rides. More info: Don Shorney 308-946-3450

June 8 Fairbury (FBY) Fly in breakfast 7-11am, free to fly-in's, in conjunction with "Wild West Weekend" put on by Rock Creek Station and the Rock Island Depot. Aircraft static displays. \$10/person plane rides. More info: Sandi Decker 402-729-2250.

June 9-13 Scottsbluff (BFF), June 27-29 Plattsmouth Airport (PMV), July 1-2 Lincoln Airport (LNK), July 14-18 Beatrice (BIE): The B-17G, "Sentimental Journey" will be available for viewing and rides. If seeing this warbird isn't enough, you can crawl through it, touch it, smell it or ride in it listening to those four big round 1200hp engines. More info: CAF website www.arizonawingcafc.com

June 14 Omaha (Still in Planning - Tentative) 7:30pm Holland Performing Arts Center. The AVISORS Ensemble will perform a benefit concert, "On a Wing and a Prayer", to raise funds for Heartland Honor Flight. Proceeds from the performance will provide air and ground transportation to Wash-

ington DC for WWII veterans and terminally ill veterans wishing to visit the WWII Memorial and other memorials there. Honor Flight is a nationwide non-profit organization created to deliver veterans to the memorials built in their honor. Over 300 vets already signed up. More info: <http://www.avi8ors.com/latestnews.asp> or <http://www.honorflight.org>

June 15 Creighton (6K3) Annual Father's Day fly-in breakfast, 7 to 11am. Free to fly in's. More info: Harvey 402-358-5541

June 19-22 Council Bluffs (CBF), June 21-22 Hastings (HSI) The 2008 American Barnstormers Tour will showcase as many as 20 meticulously restored vintage aircraft from the 1920s and 1930s. Admission is free and these rare aircraft can be seen at the following cities: June 15-16 Iowa City, IA (IOW), June 17-18 Ames, IA (AMW), June 19-20 Council Bluff, IA (CBF), June 21-22 Hastings, NE (HSI). More info: www.americanbarnstormertour.com

June 20-21 Holdrege (HDE) Nebraska State Fly-In. Friday 4pm airport opens for camping. BBQ and free transportation to events and showers. Saturday, fly in pancake breakfast 7-10am. Many aircraft on display, Young Eagle flights. 10am free rides to parade and classic car show. 12 noon hamburger lunch. 2pm Airshow by Chandy Clanton, Doug Roth, Harry Barr and Rob Ator. P51 flybys. More info: dpowers@rcom-ne.com, 308-995-6136 ofc, 308-991-3641 cell, 308-995-8785 home

July 13 Elgin (Koinzan Airfield 33nm west of OFK) 17th Annual fly-in breakfast, 7am to noon. Free to fly in's. More info: Lee 402-843-2274

Aug 2 Norfolk (OFK) EAA 918 Fly-in breakfast, 7:30-12:00, PIC eats free. Going on at the same time is the Hot Summer Nites Car Show, also located at OFK. Pancakes, sausage, and scrambled eggs. More info: Bruce 402-675-7765.

Aug 16-17 Offutt (OFF) Air Force Base Open House.

Sept 20 Grand Island (GRI) Military Appreciation Day, 9am-6pm. Static displays of old and current military aircraft. Bell Ringing Ceremony for Fallen Troops at 11am. More info: Doug Brown 308-390-5372