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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"STARBASE" Nebraska

By Sherry Pawelko

"I just love STARBASE so much. I wish I could go to another school - so I could come back and do it again!" This statement was made by one of the Belmont Elementary 5th Grade students attending STARBASE Nebraska, this fall.

Starbase Graduating Class

STARBASE Nebraska is an incredible program that teaches science, math, and technology concepts within an aviation and aeronautical framework. It is a highly interactive "hands on", experiential learning environment. The STARBASE Program is a federally funded program directed by the Office of the Assistant Secretary of Defense for Reserve Affairs. In Nebraska, it is overseen by the State of Nebraska and the Nebraska National Guard.

Lincoln area 5th grade students are invited to attend a 5 day academy that covers the following curriculum areas: States of Matter, Properties of Air, Bernoulli's Principle, Aircraft Control Surfaces & Components, Four Forces of Flight, Flight Simulation, Newton's Laws of Motion, Model Rocketry, Space Exploration, Development, Innovation & Use of Technology, Substance Abuse Prevention, Goal Setting and Teamwork.

During the 5 days students attend STARBASE, they experience so many cool things. They come to the Penterman Armory on the Nebraska National Guard Base for classes, and one of the first things they do is tour a KC135 Stratotanker airplane or a Black Hawk Helicopter. While touring, they get to meet National Guard personnel who share their experiences of flying in the plane or helicopter.

Flying the Flight Simulator

Other experiences include completing a multitude of fun scientific experiments, flying a simulated plane from Seward to the Lincoln Airport, making and launching rockets, and participating in a robotics activity.

Students learn about aviation and space history, and about the heroes and heroines who were pioneers in aviation and space exploration. They are introduced to scientists like Sir Isaac Newton and Daniel Bernoulli, who were giants in their fields of study. They learn about more modern explorers like Charles Lindberg, Amelia Earhart, Chuck Yeager, and Sally Ride.

Attendees learn about the importance of teamwork through team building exercises that are fun and meaningful. The value of cooperation and teamwork, the importance of making good lifestyle choices, and the value of fulfilling your responsibilities to the group are taught through fun and intentional activities.

At STARBASE Nebraska, we stress that each person is important to their team. We have students of various ability levels, and with many different cultural backgrounds attending our STARBASE Academy. This is a place where kids learn together and have great fun while they do so. Each person has an important job which contributes to the success of their team. Kids who are "at risk" or who may struggle (for various reasons) are often the ones who comment they wish STARBASE would

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"Closing The Flight Plan"

By Stuart MacTaggart

Stuart MacTaggart
Director, NE Dept of Aeronautics

Closing out our 2007 flight plan is the ideal time to thank our Nebraska aviation community for your many successes during the year. Some of you are highlighted on these pages. Special congrats to my staff—many of whom have achieved milestones in their professional careers. Lyle Jacobsen-35 years; Andre Aman, Lyle Johnson, John Johnson and Jan Keller-all with 20 years; Ronnie Mitchell with five. Congrats to our Manager of the year, Bill Lyon, and to our top employee for 2007, Barb Atkins. Your successes are many.

The airport improvement projects listed in this issue were accomplished through competent teamwork and dedication. That means effective partnership with the FAA, airport administrators, consultants and contractors; it means accurate attention to detail, and it means professional focus from all. The entire community benefits from such professionalism. Although they are not as visible as Engineering and Operations, our Navigation aids division at Kearney and our airfields at Harvard, Scribner and Fairmont have earned our salute. Special thanks too, to each of you who have supported our aviation education programs and to those of you who have contributed to this publication throughout the year.

Rudolph and I wish you a clear, moonlit night with stars to guide your GPS on Christmas Eve. Cheers!

New Pilots and Certificates

Private

Brent Lipovsky – Papillion
Aaron Hediger – Papillion
David Hatcher – Papillion
Harlan Waak – Lincoln
Bradley Bushhousen – St. Libory
Scott Boeh – Yutan
Douglas Hoover – Wood River
Kendell Holthus – York
Timothy Hoffman – Columbus
Brad Bruntz – Friend
Nicholas Reiners – Omaha
Cemoran Yesil - Omaha

Commercial

John Harris Omaha

Multi Engine

Philip Thompson – Papillion
Ernest Desimone - Plattsmouth

Instrument

Stephan Coufal – Omaha
Charles Birdsall - Bellevue

Flight Instructor

Sean Cappel - McCook
Instrument
Jeffery Smith - Lincoln
Single Engine

Glider

Carl Rump - Wayne

One Size Fits All?

By Scott Stuart

Scott Stuart

It was a sunny, CAVU morning when I met her on the ramp in LNK. She was on her way to GCK and I to XVG. Darn if she didn't have a fine looking Comanche parked next to my Beech!!! Being the chatty sort, I asked about her flight and she said she was hot to go, now that the weather had cleared after two days of being stuck in LNK. Hmmm, it wasn't that bad as I recalled, but she went on to say that the ceilings in GCK had been around 1500' with 5 miles and she just was not up to the IFR necessary to accomplish the approach. Geez, 1500/5?? Should be a piece of cake, right??

He was supposed to meet me for coffee in OMA that morning. I waited, and waited some more. We saw him on Elliott's tracker as he approached OMA, then turned around and went back to central Iowa. We spoke later on the phone and he said he just did not feel up to it, "it" being an ILS to 600' and 4 miles.

Two years later, another rated flyer I know has yet to really tackle IFR with gusto. Still bumping along below even broken layers. Just typing that is enough to make me green, not to mention my passengers!!!

Ok, you IFR'ers out there, remember the check ride we all took "back when"? In those days we had to demonstrate an ILS to minimums, tracking VOR's, and even the dreaded NDB approach-not to mention holding! My CFII still humbles me annually with tests of these flight situations and thank goodness for that.

Still, one size or approach to flying does not fit all. Again, recall the check ride?? The admonition to set our own personal minimums and stick to them until we were ready to tackle more difficult, read lower, minimums? All the flyers to which I have just referred are still alive and still flying.

Good choices all, but what is wrong with getting some training so you and I can use the system we are all paying for? Rusty? So what. You think your CFII has not seen a rusty pilot before? I consider myself rusty a week after the check-ride! Sure, being stuck in Timbuktu is good for the hotels, restaurants and car rental companies, and it is good to be on the ground wishing you were in the air than vice-versa! Still, look at it this way: you just spent $150 at least for that hotel room, meal, and rental. Not to mention time lost from your intended destination, be it business or pleasure. Would those $$$ have been better spent on training?

Training is a mindset, a part of our flying lives that gives us back in spades the freedom from earth we seek. Think about it the next time you disappoint yourself or passengers by cancelling when you knew you did not have to IF you were only current. IFR is not for everyone, nor is 200 feet and 1/2 mile but it once was, and could be again with a commitment to training. The life you save may be your own. Gear down and locked?

Flying the Three

By Thomas Gribble

Thomas Gribble

Old timers with far more time in the "Doug" than my 1,056 hours may disagree with my assessments of the proper flying techniques and handling qualities of the old girl. This is so because the DC-3 is virtually the end of a breed; a transport aircraft flown more by art than by science, more by feel than by the numbers. It's a love affair, and we each approach her in our own way.

Those who learned to fly in modern tricycle trainers with differential aileron deflection may find flying the DC-3 a bit of a challenge. It's a tail-dragger, so learning to use the rudder is a requirement. But that's only the beginning.

"Adverse yaw" seems now to be a nebulous concept learned more from the reading of many books than from any practical experience. The DC-3 will change that. The ailerons are huge and very effective, both in the air and on the ground. Seaplane pilots know about adverse yaw from sailing upon the water's surface. Want to turn right? Use left aileron. Roll in right aileron and turn left.

Glider pilots must learn to counteract adverse yaw with rudder while in flight, especially in slow, steeply banked tight turns while trying to stay within the confines of a narrow thermal.

Likewise, significant amounts of rudder must be used when initiating turns in the DC-3. Learn to fly both seaplanes and gliders, and there'll be few unexpected surprises with the DC-3.

The DC-3's tailwheel can be locked in the trail position. Unlocked, it is free-swiveling and she loves to pirouette in the slightest breeze. During taxi, rudder alone may keep her on the straight and narrow when it's merely a mild zephyr, but a prodigious application of aileron is required in strong winds. I held sufficient aileron into the wind to compensate for the wind's average and used rudder for peaks and lulls.

On take-off, a goodly amount of aileron must be held steady into the wind for directional control and rudder must used to keep the heading there when encountering gusts and gasps. Differential engine power may also be used quite effectively both during taxi and initial take-off acceleration. Some differential engine power can be useful on landing, too.

Perhaps the most eye-popping maneuver for recently minted pilots is the stall. One must disregard the current recommended recovery method. Do not use aileron. Keep in mind, this airplane was designed in the 1930's, with no regulatory requirement to have the inboard portion of the wing stall first. When she stalls, a wing is going to drop and a turn will begin.

If aileron is used to stop that turn before recovery is complete, the DC-3 will roll opposite the aileron input and at an amazingly

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"FITS"

By Lee Svoboda

Lee Svoboda

FITS: what the applicant gives the examiner. Well, I guess it could be what the examiner gives the applicant, or sometimes it could be mutual. But in reality, it is a new training concept coming from the FAA and Industry.

FAA/INDUSTRY TRAINING STANDARDS (FITS) is really what I am talking about. FITS is a joint government-stakeholder initiative designed to reduce the total number of general aviation (GA) accidents. To do this, FITS will introduce proven concepts in system safety to the training environment.

Flight training has changed very little since the dawn of regulated aviation. In fact, a private pilot trained to standards outlined in the Civil Aeronautics Regulations, circa the 1940's, would likely do quite well in most operations required by today's practical test. This is because many of the basic skills needed to pilot an aircraft have changed very little. However, the development of new technologies and a rapidly evolving airspace system have outpaced current training methods. Moreover, the FAA and the flight training community now have over a century's worth of experience upon which to draw when determining how best to train pilots. While the military and airline communities have leveraged this experience, the general aviation community has been slow to make use of the lessons learned.

FITS represents a significant paradigm shift, allowing GA training to evolve from skill-based instructional and examining activity; to one that uses scenario-based training to integrate risk management, aeronautical decision-making (ADM), situational awareness, and single-pilot resource management (SRM) into every flight operation. FITS is the key to ensuring this change occurs in a structured manner, one that involves all facets of the general aviation community.

WOW, FITS sounds like a bureaucratic concept that may or may not have any application in rural Nebraska. Well, first of all we should be ready to do anything that will increase safety in the GA community. FITS will not happen right away, but you can expect more scenario-based situations during practical tests. As an example, in the current practical test standard, we have "a short field takeoff with an obstacle and a soft field takeoff". What do you think your student would do if the examiner said, "we are simulating a short field with no obstacle" or if he/she said, "we are simulating flying up a canyon and we have to turn around".

This will not happen over night, but it will evolve, and hopefully pilots we train will be more adept at ADM and SRM. So it is okay to give each other FITS!

Scottsbluff Native Pilots Good Year Blimp

By Bob Urhausen – Airship Public Relations Manager

In a recent announcement, The Goodyear Tire & Rubber Company promoted Captain Jon Conrad, a Scottsbluff native, to the position of Pilot-in-Charge of the Goodyear blimp, "Spirit of America" based in Carson, California. Captain Conrad took command of the 192' long airship following the retirement of veteran airship pilot, John Crayton.

Jon Conrad

Captain Conrad, a 1988 Scottsbluff High School graduate, began with Good Year in 2003 and quickly moved up the ranks settling in as Assistant Pilot-in-Charge in 2005. Conrad has logged over 2000 hours piloting the California-based airship.

Conrad, who resides in the nearby city of Hermosa Beach, California has flown over many exciting cities and events since coming to Good Year. In 2005 he and the other three pilots assigned to the "Spirit of America" flew to New York. This was the first time since 1967 that a Goodyear blimp had flown coast-to-coast and back.

The Good Year Blimp

Events that Capt. Conrad has flown over include the 2003 Super Bowl festivities in San Diego, NFL games, the 2007 Rose Bowl game, Major League Baseball including the recent All-Star game in San Francisco & NASCAR, just to name a few.

According to Conrad, he is most proud of his work during the making of the new "Get there" campaign that features the Goodyear blimp in all its commercials. "Working behind the scenes and helping the ads come together was very fulfilling. I especially enjoy watching the ads knowing that I played an important part in their success," Conrad said.

Conrad says he is excited about the college football season. He wished the Cornhuskers would have played better against USC.

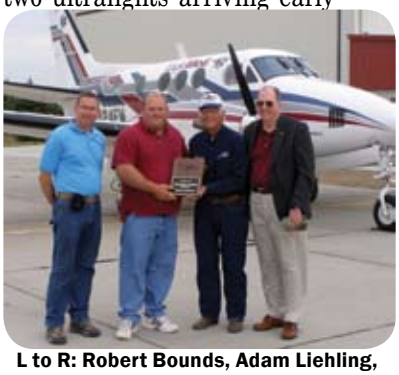
Grant's New Hangar

Dedication of a new hangar (with add-on) took place at Grant on September 29. Dimensions of the heated hangar are 100' X 70' wide with a 30' wide by 60' long add-on which incorporates a visiting pilot lounge and conference room, which may be used for airport authority board meetings and other types of executive meetings at the airport. The hangar itself would easily accommodate corporate jets or two King Air aircraft as it has a bifold door that is 65' wide and 20' high.

Grant's Hangar with Add-On

There was a crowd attending the dedication as the local Lions Club had sponsored a fly-in breakfast. Due to fairly strong cross winds, only four aircraft flew in, but the local drive-in crowd made up for a lack of pilots. Eagle Med's King Air flew in from Goodland, KS and two ultralights arriving early were immediately placed inside the hangar to keep them out of the wind.

Eagle Med Crew, Stuart Pittman, Candice Doyce and Joe Hickert



L to R: Robert Bounds, Adam Liehling, Leon Kumor and Stuart MacTaggart

Opening the dedication ceremony was Grant Airport Advisory Board member Robert Bounds, Mayor Adam Liehling, City/County Airport Zoning Board Chairman Leon Kumor and NE Director of Aeronautics Stuart MacTaggart. Also in attendance were coordinating NDA Engineer Bob Richter and FBO operator Bill Besarick.

This is an important addition to the Grant Municipal Airport which will aid air transportation in this part of our state.

Bob Richter and Bill Besarick

NDA Employees Recognized

"Manager of the Year" Bill Lyon has superb leadership skills and exhibits unparalleled professionalism. Rated as an Airline Transport Pilot with over 15,000 flying hours, Bill manages the State's executive aircraft fleet, providing air transportation for State and University officials. As Operations Division Chief he

L to R: Bill Lyon, Stuart MacTaggart, Andre Aman, Jan Keller and Barb Atkins

was recognized by the National Business Aircraft Association for achieving an unprecedented flying safety record. The unrivaled authority in Nebraska General Aviation, he has played a pivotal role in helping design new instrument approach procedures for our rural airports, and his educational outreach programs have encouraged numerous Nebraska youngsters to pursue their aviation dream. A tremendous asset to the State, Bill represents the very finest example of effective leadership.

"Employee of the Year" Barb Atkins, is efficiency personified. When federal grants expanded from six to 50 and accurate productivity was truly needed, Barb came to the rescue. As a primary interface between Nebraska airports and the Federal Aviation Administration, she ensured accurate and effective accounting of $27 million dollars in federal grants, resulting in extensive improvements for Nebraska airports. When the historical norm was to close 6 grants annually, Barb closed 34! She consistently produces top notch results, despite the pressures, inherent in the job. In addition, she was instrumental in preparing a completely new filing system for the engineering division -- the first major upgrade in over 40 years. Recent federal and state audits have served to further recognize Barb for her unwavering dedication to perfection.

Additionally, Andre Aman and Jan Keller were both recognized for their 20 years of service to the state of Nebraska. All four individuals received a commemorative letter signed by the Governor . Our thanks to these employees who have been recognized for their outstanding achievements.

"Flying The Three" ***Continued from Page 3***

brisk rate. This is what adverse yaw does. This will put her on her back, still stalled, and entering a spin. I don't know how much altitude a DC-3 needs to complete a "Split S", but I do know you don't have enough!

When practicing stalls, first stop the turn with a most abundant and enthusiastic application of rudder. This is accompanied by an immediate and generous push forward on the elevator. Power may also be increased at this point. Finally, only after recovery is complete, level the wings using coordinated aileron and rudder.

I have talked with a pilot who only recently acquired a DC-3 type rating. She told me they (the instructor and a fellow trainee) did not do full stalls, only "approaches" to a stall. A pity, I say. One should get a feel for all of the airplane's characteristics and learn the proper reaction to any and all of them. Better to have gained competence and confidence at altitude with a knowledgeable instructor than on your own in the traffic pattern. Or on an IMC approach.

In the 1930's, airline pilots flying the Three made three-point landings regularly. During the Big War, young and inexperienced Army and Naval Aviators did so routinely, and on some pretty primitive landing sites, at that. My introduction to the big Doug came decades later. I never saw a three-pointer. It was always wheel landings, even on Alaska's gravel runways. A few of those runways were fairly short, too.

I have landed the DC-3 in Anchorage when the most favorable runway was closed for construction and with the wind coming down off the Chugach Mountains sweeping across the runway in use at 90° and 30 knots.

The trick is to hold ample aileron into the wind to keep the airplane going straight for the average wind and steer with the rudder to correct for gusts and lulls. This may require turning the control wheel 270°, twisting it like a truck's steering wheel, but with this technique the superlative Three can handle a stunning amount of crosswind.

I have flown the DC-3 with pilots who learned to fly in T-37s and T-38s. They usually have unkind things to say about the Greasy Three. It is too ponderous. The controls are too heavy. The control wheel and the rudder pedals have too much travel. And, it is waaaaay toooooo slooooooow!

Nonsense! Her wings flex gracefully, and using rudder, she smooths out turbulence quite nicely. (One can not fly her with the feet flat on the floor.) The control wheel and rudder pedal pressures are harmoniously balanced, although certainly not power-boosted. And I will admit, certain maneuvers do involve a great deal of control wheel and rudder pedal movement. Finally, we flew about 450 hours per year no matter which airplanes we flew. Of what importance then, whether it be done at Mach .25 or .85?

The DC-3 brings to life all that was taught in the "How to Fly" books from the 1930's and 40's. Becoming proficient in this magnificent Douglas twin can be, much more so than in jets, a most ego satisfying pleasure.

Nebraska Airport Projects

By Anna Lannin

It has been another busy year at Nebraska airports. The airport sponsors have rehabilitated and expanded existing facilities as well as constructing/installing new ones. Two of the largest projects were at the Creighton Municipal Airport and the Tecumseh Municipal Airport. The entire existing pavement was rehabilitated at these airports. The runway at Creighton was also widened and lengthened.

Airport	Project Description	Federal $	State $	Local $	Project Total
Ainsworth	Survey, PAPI, MITL, Realign Taxiways	873,554	18,391	27,586	919,531
Alma	Construct apron	403,353		21,230	424,583
Aurora	Construct T-hangar, obstruction removal	312,303		16,437	328,740
Bassett	Install PAPI	89,034		4,686	93,720
Beatrice	Rehabilitate access road	162,798		8,569	171,367
Blair	Install AWOS		50,000	50,000	100,000
Chadron	Signs (Part 139)	100,000		5,264	105,264
Columbus	Site clearing	67,000		3,527	70,527
Creighton	Rehabilitation of airport pavement	1,383,475	29,126	43,689	1,456,290
David City	Land acquisition	115,888		6,100	121,988
Fairbury	Construct parallel taxiway	1,115,800	23,491	35,236	1,174,527
Fremont	Displace thresholds, PAPI, segmented circle	257,836		13,571	271,407
Gordon	Construct T-hangar & taxilanes (phase II)	430,000		22,632	452,632
Grand Island	Snow removal equipment	217,220		11,433	228,653
Grant	Construct shop hangar (multi-year)	72,487		3,816	76,303
Hartington	Construct parallel taxiway	267,995		14,105	282,100
Hastings	Replace taxiway lights	208,000		10,948	218,948
Holdrege	Acquire land	178,125		9,375	187,500
Imperial	Construct terminal building	285,372		15,020	300,392
Kimball	Install PAPI	56,187		2,958	59,145
Lexington	Construct terminal building (multi-year)	57,993		3,053	61,046
McCook	Snow removal equipment	145,350		7,650	153,000
NDA	Pavement Inspections, LPV approach surveys	136,915	7,207		144,122
Norfolk	Apron rehabilitation & expansion	430,023		22,633	452,656
North Platte	Pavement rehabilitation	175,686		9,247	184,933
Ogallala	Install PAPI, runway 13/31	38,895		2,048	40,943
Omaha Eppley	Reconstruct runway 18, taxi F	944,164		49,693	993,857
Omaha MLE	Construct T-hangar (multi-year)	150,000		7,895	157,895
Ord	Acquire land	235,600		12,400	248,000
Oshkosh	Install taxiway lights (phase II)	162,499		8,553	171,052
Pender	Construct SRE Building	254,056		13,372	267,428
Red Cloud	Construct SRE building/terminal, road, parking	574,834		30,255	605,089
Rushville	Install fuel	150,000		7,895	157,895
Scottsbluff	Snow removal equipment, lights, parking lot	1,000,000		52,632	1,052,632
Sidney	Runway repair, expand apron	792,775		41,725	834,500
Tecumseh	Rehabilitation of airport pavement	1,558,450	32,809	49,215	1,640,474
Tekamah	Construct parallel taxiway (multi-year)	150,000		7,895	157,895
Tekamah	Update the Airport Layout Plan		32,400	3,600	36,000
Thedford	Widen and extend runway (phase 2)	665,998		35,053	701,051
Valentine	Engineering services, pavement rehab. (phase I)	172,000		9,053	181,053
Valentine	Install PAPI (both runways)		135,810	15,090	150,900
Wahoo	Snow Removal Equipment	102,125		5,375	107,500
Wayne	ALP, runway lights	154,253		8,119	162,372
York	Land acquisition, grading (phase 1)	221,650		11,666	233,316
	Grand Totals:	**$14,869,693**	**$329,234**	**$740,299**	**$15,939,226**

If your airport is interested in a federal project, it should be listed in the airport's Capital Improvement Plan. The plans were mailed to airport sponsors in November with an opportunity to revise the plan to meet the airport's current needs. Revised plans are due back to NDA by the end of January.

Lexington Terminal Building
Scottsbluff Apron
Scottsbluff Apron
Norfolk Patch Repair
Tecumseh First Paving Lane
Tecumseh Drilling Dowels on Runway
North Platte Apron Expansion
Tecumseh Parallel Taxiway
Fremont Segmented Circle
Sydney South Hangar and Apron
Sydney Runway

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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. 0730-1030.
January 23-26 Kearney (EAR) 2008 NAC Aviation Seminar at the Kearney Holiday Inn, 308-237-5971. Jan 23, 7:00pm Wings program presented by UNO's Bob Moser, Jan 24, Thursday, Opening Remarks Sandi Decker (President NAC), Stuart MacTaggart (Director NE Dept of Aeronautics), numerous sessions of interest to pilots and mechanics; Luncheon speaker Charlie Thompson (a humorist who will brighten your day. He will make you laugh, but he will also make you think), breakout sessions in afternoon; evening banquet speaker is Howie Franklin (former Chief flight attendant on Air Force One). Airport of the Year Award, Aviation Hall of Fame Awards & Project of the Year Award. Aviation Maintenance Seminar Friday and Saturday. IA renewal. Pre-registration fee is $75 early, at the door $95. Both, early $120, at the door $150. More Info: 402-729-2250 or 402-223-5349
February 18 - 20 North Platte (LBF) - NATA Convention at the Sandhills Convention Center & Quality Inn & Suites, 800-760-3333 or 308-532-9090. State that you are with The NATA Convention to confirm the group rate. Registration fee is $75 which covers the PAASS recertification program. To recertify, attendees must attend the PAASS session on Tuesday and the recertification session on Wednesday. There will be a Monday afternoon session at 2 p.m. on 2007's fungicides performance. More info: Brian Wilcox 402-640-4999 or www.NATA@alltel.net

"STARBASE Nebraska" *Continued from Page 1*

never end.

But all things do come to an end eventually, and our STARBASE Nebraska Academy students celebrate their achievements at the end of the five weeks. At that time there is a graduation ceremony during which the students receive framed STARBASE Nebraska certificates and medals, as well as copies of the International Space Stations they designed with a computer engineering technology program.

At STARBASE Nebraska, our motto is: DREAMS + ACTIONS = REALITY. We encourage kids to dream big, to make the right life choices, and to take actions that will make those dreams come true.

STARBASE Nebraska is going into its 6th year. Since the start of the program in September 2002, more than 3700 kids have attended STARBASE. This figure includes the classes that attend during the school year, as well as the STARBASE Nebraska Summer Camps that have been held for the children of Nebraska National Guard personnel.

STARBASE Nebraska is making a difference and making a memory for the students who attend our Academy. We believe in dreaming big dreams, and our dream is to influence the students of today to make positive choices to become the scientists, engineers, pilots, and mathematicians of the future. More importantly, we strive to positively impact the kids to dream their big dreams. We encourage them to see that those goals are achievable if they put their DREAMS together with the positive ACTIONS they take, in order to make them a REALITY.