

# 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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### Director

Stuart MacTaggart

### Aeronautics

### Commission Chair

Barry Colacurci

### Aeronautics

### Commission

### Members

Doyle Hulme

Ken Risk

Doug Vap

Steve Wooden

### Editor

Ronnie Mitchell

Email: [Ronnie.Mitchell@aero.ne.gov](mailto:Ronnie.Mitchell@aero.ne.gov)

Telephone: 402-471-7945

### Editorial Staff

Terry Auer	Assoc
Robin Edwards	Assoc
Jan Keller	Assoc
David Morris	Contributor
Dianne Nuttelmann	Assoc
Soni Stone	Assoc
John Wick	Assoc

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Nebraska Department of Aeronautics,  
PO Box 82088 Lincoln, NE 68501  
Phone 402-471-2371  
or [www.aero.state.ne.us](http://www.aero.state.ne.us)

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## Defenders of Freedom Airshow



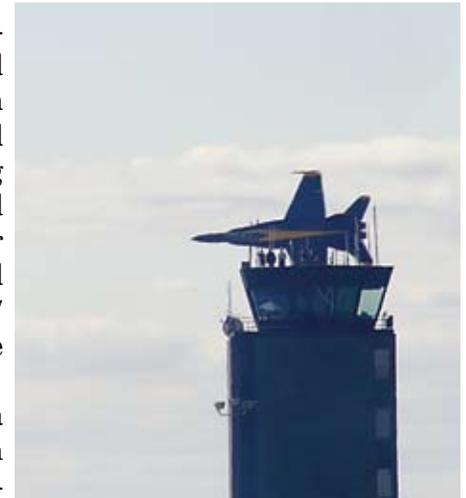
Blue Angels Low Level Bomb Burst

September 23 and 24 were the dates for seeing the greatest airshow in the state of Nebraska. The Navy Blue Angels performed their low level show on Saturday due to low ceilings and it was also a day of unseasonably cool temperatures. Sunday there were clear skies and pleasant temperatures along with "Tora, Tora, Tora", their simulated bomb bursts and strafing runs along runway 18/36. The day belonged to the Blue Angels as they put on an hour show each day.

There was something for everyone, even

the young children had climbing rock walls, bouncing areas with long rods attached to a harness where they could get up to 15' in the air and inflatable aircraft from which they could slide down or climb into. Tents were erected over the ramp area holding souvenirs of about everything imaginable concerning aviation. You could eat, drink and look at airplanes on the ground and in the air. The Air Force was well represented with a B52, KC135, KC10 and an F117 while WWII aircraft such as the B24, C47, B17 and four P51's were all on display and later flew in the airborne activities.

One of the more spectacular events took place when a Blue Angel F18 was on 'knife edge' flying by the Lincoln tower at low level. It had to be a thrill for the four indi-



F-18 at Tower Level

viduals who were standing on top of the tower watching.

The Blue Angels support aircraft performed a jet assisted takeoff and it was exciting to watch such a large aircraft climb through the air at an almost 30 degree angle.

Formation flying took the front as "Gun-fighter", a WWII P51 flown by Reg Urschler, and an Air Force F16 demonstrated an "era gone by" with modern airpower. There was also in trail flying with the B17, B24 and C47 "covering" the skies.

During the Saturday afternoon show, the



Blue Angels C130 Jet Assisted Take Off

Continued on Page 4, Left Column



As the year winds down and we reflect to count our many blessings, it's important to remember that many (if not most) of those blessings come in the form of people.

So, I'll take this opportunity to thank so many of you who have advanced our state's aviation programs—from professional flyers to “ramp tramps”, from airport managers to fixed base operators, from Commissioners to consultants.

A special thank you to my staff! It's been a good year; our primary airports are becoming a showcase of efficiency and our general aviation fields have received a “face lift” to the tune of \$26M. The Governor recently recognized two shining stars of our NDA team—Russ Gasper, as our Department Manager of the Year, and David Morris, our Employee of the Year. It's truly a pleasure working with professionals of this caliber.

There is another team that we all should thank—the remaining folks at our Columbus Flight Service Station. Roger Bodtke and his dwindling team of eight people will close their doors on June 18th, after 20 plus years of serving our region's pilots. Many, many thanks as we close a major chapter in Nebraska aviation history. And to all of Ronnie's readers—Fly your sleighs safely!



**Stuart MacTaggart**  
Director, NE Dept of Aeronautics

# Live and Learn

By Scott Stewart

I was having a perfectly fine coffee hour at a local airport last week when come to find out the man next to me was also a pilot. Usually I would be delighted to have someone to share the conversation, but this time I was shocked listening to a flyer who really had no clue. I left the airport bummed out.



**Scott Stewart**

For 41 years now, I have been a flyer. Lucky for me, I have had great teachers, mentors, and been around those who fly often and for a living. It has served me well! I have also been a member of AOPA for most of 41 years, read “Flying” religiously, and anxiously awaited each issue of PIREPS. Anything aviation was my cup, and is my “cup of tea”. Some might say (and they might be right) that I am obsessive compulsive when it comes to aviation, and getting it right.

Thus, the disappointment when I spoke with this flyer, who had his own plane (a Maule 235) yet knew so very little about aviation in general. Safety was, well again he had no clue. He had built his own strip in the woods (1200') and was learning tailwheel techniques.

Wings program? What's that? Jeepers, talk about an accident waiting to happen!! What ever happened to reading, learning from the mistakes of others on the NTSB website, getting vicarious hours of flight time by the stories of others and hangar flying??

We certainly owe it to our families to be the best we can be, like the Army prescribes. For certain we owe it to any soul(s) who take to the skies with us.

If I have hurt your feelings with this diatribe, yes, I am sorry. But, if by so doing I have also made you stop to think: is this story about me? Then, I have done not only you a service, but aviation, my passion, in general a great service.

The life you save may be your own. The freedoms we enjoy are just that, freedoms. To be lost in a moment of inattention or a career of ignorance is a waste of life and aluminum that does not have to be.

I began this story with the title of “Live and Learn”, perhaps I got it backwards? I am thinking now for all of us the lesson is simple: “Learn and Live”. Wheels down and locked???



**MERRY**  
**CHRISTMAS**  
**AND**  
**HAPPY**  
**NEW YEAR**

## New Pilots and Certificates

### Private

- David Anderson – Omaha
- Jacob Bender – Omaha
- Brandon Biba – Geneva
- Mark Bousek – Lincoln
- Philip Chaffee – Falls City
- Donald Clifford – Lavista
- Gavin Denton – Kearney
- Andrew Faubel – Wisner
- Richard Gertz – Bellevue
- Joseph Gustafson – Omaha
- Scott Hibbard – Omaha
- Amanda Homes – Lincoln
- Benjamin Hutcheson – Co Bluffs
- Edith Jemiola – Elkhorn
- Jeffrey Johnson – Omaha
- Shahbaz-Amir Khan – Norfolk

- Joshua Kirscher – Bellevue
- Bradley Lane – Omaha
- Donald Malcom – Cozad
- Jeffrey Mueller – Ashland
- John Palmtag – Nebraska City
- Kirk Nelson – Grand Island
- Matthew Olson – Omaha
- Adam Osborn – David City
- Lance Parra – Omaha
- Christopher Sandstedt – Omaha
- David Schadwinkel – Alliance
- Ryan Stepp – Omaha
- Hal Wagner – West Point
- Terry Wells – Carter Lake, IA
- Matthew Whitney – Omaha
- David Wilken – Omaha

### Commercial

- John Anderson – Omaha
- Michael Gerdes – Lincoln
- Daniel Keller – Newport
- Jacob Lammers – Omaha
- Carl Larson – York

- Bradley Lingenfelter – Lincoln
- Michael O'Connell – Omaha
- James O'Leary – Fremont
- Rick Stanton – Lincoln
- Heidi Wullschleger – Stanton

### Multi-engine

- Jack Hartin – Omaha
- Steve Lehr – Omaha

- Steven Overly – Lavista
- Daniel Powers – Holdrege

### Instrument

- Ron Hansen – Papillion
- Robert Hoig – Omaha
- Brian Kielian – Lavista
- Barbara Kolden – Plattsmouth
- Matthew Neu – Nehawka

- Philip Pogge – Omaha
- Jeffrey Pursley – Lincoln
- Michael Schmidt – Lincoln
- Christopher Schuster – Omaha
- Richard Stull – McCook

### Flight Instructor

- Timothy Gerber – Omaha  
(Instrument & Multi-Engine)

- James Boyle – Omaha  
(Single Engine)

### Glider

- Scott Currie – Sioux City, IA

- Ryan Lihs – S Sioux City



## Minden! Getting There and Back

By Thomas Gribble

If I can make it to only one Nebraska Fly-in each season, it's got to be Minden. Such was the case this year when out-of-state commitments prevented my attendance at even our own "Airport Family Fun Day" at Scottsbluff's Heilig Field.



Thomas Gribble

Perhaps getting there is half the fun only because it takes so long in a Champ. Our groundspeed on the first leg, from Scottsbluff to Ogallala,

was 70 MPH. That's 61 knots!

After topping off at Ogallala we flew along the North Platte River to Hershey and then turned toward Minden. This kept us alongside Interstate 80 until we were within 30 miles of Minden. The groundspeed was noticeably lower now, and the only thing we passed was a "Swift" truck with engine trouble!

Shortly after tying down on Pioneer Village Field at Minden, Mike Nelson arrived and secured his 7BCM next to my shabby 7CCM. While admiring his ex L-16A, I overheard him extolling the Champ's virtues for the benefit of a small crowd. Pretending not to be eavesdropping, I nodded my approval at everything he mentioned. Until he said the Aeronca Long Stroke Landing Gear makes bad landings virtually impossible. Now I was forced to speak up. The worst landing I've ever demonstrated anywhere was made that very morning at Ogallala with my son Bill aboard. And many the time I've proven the so called "No Bounce" landing gear to be misnomered.

After enjoying all the festivities for three full days, we headed for North Platte a little before noon on Sunday and picked up the Interstate just south of Elm Creek. Man, were we flying! We passed everything down there. Semis, sports cars, even Harleys! We were making such good time we decided to by-pass LBF and make the fuel stop at OGA.

We didn't get very far. As the ceiling lowered, I could see we would be forced down to tall-tower height. We turned tail and ran back to LBF where we spent the next 4 1/2 hours.

After refueling and tying the Champ down, it started to sprinkle. We headed for the terminal's restaurant and by the time we got there it was pouring down. The rain lasted three hours, and came down very hard for two hours. Low clouds hung over the field for another hour, and the radar showed a line of embedded cells extending from near Valentine to south of Akron, Colorado, blocking our way home.

Late in the afternoon the line split in two, with the northern

*Continued on Page 5, Right Column*

## Skin Savers!!

By Lee Svoboda

An "airplane gremlin" got me on takeoff from Millard heading for Arizona! The landing gear would not retract nor would it show "down and locked". Using the "rock and roll" emergency gear extension procedures for a Piper Lance eventually resulted in, "three greens" with an uneventful landing.



Lee Svoboda

Now you applicants that I "may" have lectured about systems knowledge and checklist emergency procedures should realize that systems knowledge and the published emergency procedures are skin savers. Both yours and the airplane's.

Poor execution of air maneuvers has suddenly come to the forefront. Specifically I am talking about the maneuvers of slow flight, power off and power on stalls and steep turns.

Concerning slow flight, I have found applicants are not maintaining the required heading and altitude while slowing down, configuring and maneuvering. It does take a certain amount of finesse to hold altitude and heading during the slow down phase, but that is one of the objectives of the maneuver. When asked to make a turn during slow flight, generally to maintain altitude and airspeed, power will have to be added during the turn and reduced when the turn is terminated. It just seems to work that way.

As for power off stalls, execution is generally good with stall recognition and recovery well within standards. The only marginal procedure observed is some applicants are slow to reduce the flaps from the high drag position to the maximum lift position, resulting in a longer than needed time to accelerate to the best angle or rate of climb airspeed.

WOW, recently I have ridden through some very interesting, and maybe hair graying, power on stalls. It is possible for an applicant to get an aircraft straight up vertical if the procedure is initiated at full power level flight and the yoke is pulled back until the stall occurs. The recommended technique is to slow the aircraft to just above takeoff speed, raise the nose to an attitude above normal take off attitude, and then add at least 65% power. Although this technique is less thrilling, most examiners like it better!

The problem with steep turns has been loss of altitude which starts during the roll in when an applicant does not trim or apply enough back pressure to maintain altitude. Once the steep bank has been established and the aircraft is descending, it is very difficult to stop the descent with back pressure alone. Excessive back pressure could result in an accelerated stall. The best technique is to reduce the bank angle, get the nose up, then roll back into the required bank angle.

Remember, systems knowledge and executing checklist emergency procedures saves SKIN.



**"Defenders of Freedom Airshow" Continued From Page 1**

obscured the ramp. Harry Barr from Lincoln was there with his team of experts and he landed his J3 Cub on top of the Midwest's Smallest Airport (a modified Chevrolet SUV with a ramp on top). Doug Roth of Lincoln performed an aerobatics show rivaling the performance of the Team Oracle aerobatics demonstration.

The Army's Golden Knights performed their jumping demon-



**Golden Knights Colorful Maneuvers**

stration after being transported aloft in Harry Barr's Shorts. It was a real treat to see how they could maneuver their steerable parachutes with colored smoke trailing from extended legs.

The Blue Angels were absolutely stunning to watch! Their one hour show each day was actually two separate shows as one was the low level demonstration and the other their standard show.



**Four Ship Formation, Two Upside Down and Two Upright**

If you attended both days you got to see some awesome formation flying. For instance when they passed the spectator area it was nearly impossible to count how many aircraft were in formation, two were upside down and two right side up.

Congratulations are certainly in order for the NE Air National Guard and the Lincoln Chamber of Commerce for bringing this quality airshow to the great state of Nebraska. It was estimated that 300,000 people attended and none went away disappointed. Many attended the NE/Troy football game following the show.

# World Aerobatic Pilots Chosen for 2007

Eleven pilots have been chosen to represent the U.S. at the World Aerobatic Championships in 2007. Out of 97 competitors, the winners were: Debby Rihn-Harvey, from La Porte, Texas; Michael Racy, of Tucson, Ariz.; David Martin, from Graford, Texas; **Melissa Andrzejewski, from Auburn, Calif.**; Robert Armstrong, from Athens, Ga.; **Chandy Clanton, from Lincoln, Neb.**; Dan Clark, from Houston, Texas; Vicki Cruse, from Camarillo, Calif.; Zach Heffley, from Fort Worth, Texas; Allyson Parker-Lauck, from Nut Tree, Calif.; and Goode Thomas (alternate), from Rock Hill, S.C.



This past summer you could have watched Chandy perform her aerobatics routine at Seward during the Midwest Aerobatic Competition. Melissa and Chandy both performed at Seward during the July 4th airshow put on by 96KZKX.

Congratulations are certainly in order for Chandy Clanton and Melissa Andrzejewski, best wishes and good luck in the competition.

# NE Antique Aircraft Assoc. Fly-in, Minden

With Excerpts From an Article by Mike and Vicki Nelson

I'm sure nearly everyone has gone to a car show but how many have gone to an antique aircraft show?? The best one in the state took place at Minden, August 25-27. Over 60 aircraft flew in even though weather hampered those who would have arrived from the Kansas City area and Northeast Colorado.

Friday evening was a delicious "Cream Can Feed" sponsored by the Minden Airport Authority and local businesses. If you ever need to do this yourself start with a 10 gallon milk can: layer it with 25 to 30 ears of corn, 50 red potatoes, six pounds of carrots, 4 to 5 onions, four quartered heads of cabbage, 4-5 packages wieners or brats, pour in a six pack of beer, cook 45 to 60 minutes, let cool 5-10 minutes, then pour into a trough for buffet serving. Simply scrumptious!!



**Cream Can Feed and Buffet Trough**

**Continued on Page 5**



**"NE Antique Aircraft Association Fly-in"** *Continued From Page 4*  
Saturday was a fun day watching the aircraft come in and looking at the ones already in place. The "Short Wing" Piper Club showed



Cliff Jensen's 327 Hour 1954 Piper

up with one owned by member Cliff Jensen of Aurora, having only 327 hours total time since new in 1954!

Kearney's EAA Chapter 1091 pro-

vided breakfast and lunch. A group of pilots from the Millard area flew in with their Globe Swift airplanes putting on a nice display of formation flying. One of the nicest Swifts anywhere around is Dr. Jim Steier's 1946 model with it's red paint, gold and silver strips.



Dr. Steier's 1946 Globe Swift

The evening banquet was held at the Harold Warp Pioneer Village Hall where guest speaker, Ronnie Mitchell, Editor of PIREPS, gave a presentation about why you should subscribe to PIREPS. Many awards were given that evening: Jon Breese, Experimentals Award; Dick Russell, Headquarters and Ladies Choice Award for



Dick Russell's 1943 Meyers OTW-160 Biplane

his 1943 Meyers OTW-160 biplane; Vernon Sudbeck, President's Choice; Gene and Donna Overturf, Jim Marshall Award and Reserve Grand Champion for their 1946 Staggerwing Beechcraft; Bill



Bill Spurlock's 1959 PA-22-150 Grand Champion

Spurlock from Elk City, OK, Grand Champion Award; and Jan Davis for her many years of service to the AAA NE Chapter.

S u n d a y morning departures were beautiful but did offer some weather challenges. Plan to attend the next AAA Fly-in the weekend before Labor Day 2007.

**"Minden! Getting There and Back"** *Continued From Page 3*  
half moving slowly east-northeast and the southern portion going southeast at a brisk pace. We had an opening straight to Scottsbluff, so we took off heading for home.

We stayed 500' below the 1,200' ceiling, and clouds along the low hills to the north kept us near the river. From Lake McConaughy on, the obscuration to the north came perceptibly closer. After passing Lisco we were forced down to 500' AGL.

We had alternates all along the route. The visibility to the south was great and we could see far beyond the Interstate. Until passing Big Mac, Ogallala had been our Ace in the hole. Then Oshkosh. After passing Lisco, Sidney became our out.

I'm now approaching Broadwater and just beyond clouds are touching the ground on both sides of the river. I can see Bridgeport 15 miles ahead and know I can get there at my 500' altitude. But, what happens if when I get there, I can't go further? Will I be able to turn around? Even if I can, will that tunnel close in behind me?

The admonishment to always have an out when flying IFR is even more critical when VFR. If I go on to Bridgeport, I'll lose my only "out". I'll not merely be closing that window to the south, I may be slamming shut the only door. Abeam Broadwater I make a 100 degree left turn and I'm on my way to Sidney. I go less than ten miles and see to my right those low clouds do not extend very far south. Maybe I can fly west a few miles, then turn north and come into Scottsbluff through the back door. It's not that far and I've got plenty of gas. But, what if the Wildcat Hills are embedded in those same low clouds? My Champ is a day plane, with no lights. I'd be in the dark before I could get to the new out at Kimball.

The decision was made and we rolled out on Sidney's runway 12. I see Ed Nelson pulling his Decathlon into the hangar and with his customary congeniality, Ed swings the tail over a little to make room for the Champ. After getting doors closed and lights out, Ed gives us keys to a crew car and directions to a reasonably priced (spelled c-h-e-a-p) motel. It is totally dark by now.

The next morning the weather's good. We put ten gallons of 100LL in the Champ, then it's a smooth hour's flight home. The smoke stack and the wind sock both confirm runway 30 is the place to land. As I enter upwind I see a jet taxiing northeast on runway 5. Where's he going, I wonder? Can't he see the wind sock? I widen out so as to keep him in sight. The Lear takes off on runway 23. Why can't these pros use the proper runway? I continue around the left pattern for runway 30 and land ever so gently, tail wheel first. I'm sure Bill, not being a pilot, can't feel it back there in the rear seat. I mention it to him over lunch. He says, "I noticed that!"

A couple days later I'm chatting with Dick Bosn of Valley Airways and he remarks, "Oh, by the way, you landed on a closed runway last Monday." "That can't be," I protest. "I checked weather and notams with Flight Service before I left Sidney." "Well," he replies, "It's been closed for painting every day for a week." Then he tells me it wasn't too big a deal. The paint crew was all up at the northwest end and my Champ only used a little bit of the southeast end. Well, what do you expect after 30 years with the FAA?



# 2006 Nebraska Airport Projects



Nebraska City Entrance Road



Eppley Grooving Machine Operation



Broken Bow Hangar Project



Eppley Asphalt Operation



Fairmont State Airfield Paving Project



Fairmont State Airfield Rwy 17/35 New Pavement



Wahoo Parallel Taxiway



Ogallala Rwy 13/31 New Pavement



Eppley Airfield, Relocating the Localizer Building

Eppley Paving/Cement Operation

Wahoo, Broken Bow and Fairmont photos courtesy of Tom Trumble, JEO Consulting Group. Eppley Airfield photos courtesy of Daniel B. Owens, Lamp, Rynearson & Associates, Inc. Nebraska City and Ogallala photos courtesy of Erik Johnson of Kirkham Michael.



**2006** was a very big year for projects in Nebraska. 56 Federal grants were issued to 46 airports (some received multiple grants) totaling over \$27.5 million. Approximately \$1,700,000 in state funds were allocated to 12 airports. Airports that received funding for major projects included Wahoo Municipal Airport, North Platte Regional Airport and Fairmont State Airfield.

City/Airport	Project Description	Federal \$	State \$	Local \$	Total \$
Albion	Airport Layout Plan (ALP)	47,785	0	2,515	50,300
Alliance	Phase II: Seal Coat, fence, Wind Cones	269,586	22,028	0	291,614
Alma	Fuel	152,714	0	8,038	160,752
Bassett	Crack/Joint Sealing, Marking	133,738	0	7,039	140,777
Beatrice	Phase II: Building; Snow Removal Equipment (SRE)	135,997	0	7,158	143,155
Broken Bow	Airport Layout Plan; SRE Building	472,789	0	24,884	497,673
Burwell	Apron & Taxiway Rehab	533,259	0	28,066	561,325
Cambridge	Airport Layout Plan	45,600	0	2,400	48,000
Central City	Runway Rehab, Extension & Widening	1,166,287	24,500	36,884	1,227,671
Chadron	Grading Runway Safety Area	200,000	0	10,526	210,526
Columbus	Land (Ph 2)	235,000	0	12,368	247,368
Cozad	Runway Extension to 4700'	510,000	15,160	11,682	536,842
Cozad	Runway Extension from 4700' to 5000'	0	75,000	75,000	150,000
Creighton	Land	28,500	0	1,500	30,000
Crete	Land	341,240	0	17,960	359,200
Curtis	Runway Lights, Wind Sock	194,449	0	10,234	204,683
Fairbury	Pave Parking Lot, Fuel, Taxiway (Ph1)	263,568	0	13,872	277,440
Fairmont State	Runway & Taxiway Rehab	0	1,318,311	0	1,318,311
Falls City	SRE Building	187,340	0	9,860	197,200
Gordon	Pavement Rehab, Hangar (Ph1)	320,000	0	16,842	336,842
Grand Island	North Apron (Federal & local funds in 2005)	0	57,274	0	57,274
Grand Island	Master Plan	187,340	0	9,866	197,200
Grant	SRE, Hangar	582,000	0	30,632	612,632
Hebron	ALP	47,500	0	2,500	50,000
Holdrege	SRE	102,600	0	5,400	108,000
Imperial	Lights, ALP	195,864	0	10,309	206,173
Kearney	Runway Lights, Apron	771,845	0	40,623	812,468
Lexington	Terminal Building (Ph 2)	150,000	0	7,895	157,895
Lincoln	Seal Coat, Master Plan, Terminal, RSA	2,368,332	0	124,649	2,492,981
Loup City	Widen Runway, Light Runway	422,961	0	22,261	445,222
McCook	Signs, Marking, Seal Coat	368,646	0	19,402	388,048
Minden	Taxilanes	247,427	0	13,022	260,449
NDA	PCI, Surveys	154,895	8,152	0	163,047
Nebraska City	PAPI	0	67,500	7,500	75,000
Nebraska City	Access Road, Parking Lot	235,790	0	12,410	248,200
Neligh	Taxiway, Apron (Ph 2)	63,228	0	3,328	66,556
Norfolk	SRE (Ph 2)	45,163	0	2,377	47,540
North Platte	Apron Rehab & Expansion	2,144,895	0	112,889	2,257,784
Ogallala	Rehab Runway 13/31 (Federal & local funds in 2005)	0	26,200	0	26,200
Omaha	RSA, Extend Runway	7,465,827	0	2,488,609	9,954,436
Omaha - Millard	Hangar, Taxi lanes	494,522	0	26,027	520,549
Ord	Land, ALP	131,100	0	6,900	138,000
Oshkosh	Taxiway Lights (Ph 1), Fuel	109,543	0	5,765	115,308
Red Cloud	SRE	98,325	0	5,175	103,500
Sargent	Land, Apron	250,399	0	13,179	263,578
Scottsbluff	Lights, Signs, Apron Rehab, Marking	2,613,000	48,810	88,716	2,750,526
Seward	Taxiway Lights	185,056	0	9,740	194,796
Tecumseh	Pavement Rehab (Ph 1)	303,443	0	15,971	319,414
Tekamah	Parallel Taxiway (Ph 2)	150,000	0	7,895	157,895
Thedford	Runway Extension Grading, ALP, Land	878,443	17,000	29,243	924,677
Valentine	Runway Rehab (Adjustment to 05 Grant)	0	7,152	0	7,152
Wahoo	Runway Extension, Taxiway, ALP	1,620,000	37,144	48,119	1,705,263
<b>TOTAL</b>		<b>27,625,996</b>	<b>1,724,231</b>	<b>3,467,215</b>	<b>32,817,442</b>

Federal projects for 2007 are already underway and State grant funds for 2007 were allocated in October 2006. If your airport is interested in a project for year 2008 and beyond, please ensure the project is listed in NDA's Capital Improvement Program. Draft copies of the program were mailed to airport sponsors in November 2006. Contact Russ Gasper or Anna Lannin at 402-471-2371 for more information.

## PIREPS

Department of Aeronautics  
P.O. Box 82088  
Lincoln, NE 68501

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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.

- **Columbus Airport (OLU)** NE Chapter Antique Aircraft Assoc. meets 4th Sunday each month, 12 noon. More info: Todd Harders 308-380-5079.

**January 24-27 - Kearney - 15th Annual NE Aviation Symposium.**

**Wednesday:** Reception 5-7pm, AOPA Safety Meeting 7-9:30pm presented by Jeanne Willerth. **Thursday** 8am Opening Remarks NAC Chair Dr. Mike Larson, NDA Director Stuart MacTaggart, FAA Lincoln FSDO Manager Diane Frone. Followed by Panel Discussion with FAA Regional Administrator Chris Blum, National Business Aviation Assoc. Lisa Piccione and head of National Assoc. of State Aviation Officials Henry Ogrodzinski. Break out sessions, Angel Flight, Flight Service Lunch speaker Greg Feith, "Secrets of the Black Box", NE Assoc. of Airport Officials meeting, Designated Pilot Examiners Forum, Mountain Flying, Shane Osborn Forum. Evening banquet speaker, Sean Tucker, "In Search of Excellence", Airport of the Year Award, Master Pilot Awards, Aviation Hall of Fame Awards. **Friday**, Aviation Maintenance Seminar, Pinch Hitter's Course for the Non-Pilot, Pinch Hitter's Flight Training (optional) Evening Banquet speaker, Greg Feith, former NTSB accident investigator. Many presentations and activities. IA renewal.

**Feb. 12-14 - Grand Island** -NATA Convention, Midtown Holiday Inn (1-800-548-5542 for reservations). PAASS attendance required for recertification and presented on Tuesday, Feb 13, 2007. Other programs: Ag Airfield Watch, Preventing Aircraft Structural Failures, Speaking and Understanding Label Language, Hangar Ag Flying. More info: NATA 402-475-6282.

## "ACE 2006" Resounding Success

By David Morris

We are pleased to announce the Aviation Career Exploration (ACE) program has again proven to be a popular attraction for young people. During the course of July 9-14, 28 students in ACE Camp 2006 were able to experience many different aspects of aviation; to include piloting an aircraft on a cross-country flight. The program also included visits to the Nebraska National Guard, Lincoln Airport, Offutt AFB and numerous activities at the Strategic Air & Space Museum.

On behalf of ACE Camp 2006, allow us at the Department of Aeronautics to send a special "Thank You" to the following for their generous financial support of the ACE program:

"HWS, Lamp, Rynearson & Associates, Kirkham Michael, Duncan Aviation, Nebraska Aviation Council, Nebraska Association of Airport Officials, EAA Chapter 569 Lincoln, EAA Chapter 876 Columbus and Yankton Regional Aviation Association.

For any individual that is between the ages of 13-17 who would like a break from the ordinary summer time activities and is interested in being a part of a week long adventure in exploring aerospace related careers, the ACE Academy is for you! For further information on the ACE program contact David Morris at the Department of Aeronautics 402-471-2371 or e-mail David. Morris@aero.ne.gov

Again, thanks for sharing your spirit of aviation with us. We are truly grateful for your enthusiasm and support.