

# 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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## NE Airport Improvements 2008

By Anna Lannin

If you have been to any of the public-use airports in Nebraska you probably noticed the improvements that have recently been completed. These improvements have been made possible through federal grants under the Airport Improvement Program (AIP). The AIP grants reimburse the airport sponsor for 95% of the eligible cost of a project.

Currently there are eighty-three airports licensed to operate as public-use facilities in Nebraska. Seventy-two of these facilities are eligible to receive federal funds. Many of the eligible airports have received federal grant funds.

Numerous preliminary planning steps must be completed before construction of a project can begin. It all starts with the Airport Layout Plan (ALP) which shows future improvements and approaches for a 20 year planning period. An ALP can take between one and four years to complete depending on the complexity of the airport, FAA review times, and the competence of the consultant hired by the airport sponsor.

With the ALP behind them, an airport sponsor can move forward to a construction project. The request for a project must be submitted to the FAA over a year before construction is anticipated. Requests for construction projects for the year 2010 are due to the FAA next February, 2009. Planning



"Sunrise at Valentine" During Major Runway Reconstruction. Photo by Don McElravy

ahead is key to a successful project.

Requests for a federal project must be approved by the Nebraska Department of Aeronautics Commission prior to being submitted to the FAA. The five members of the commission, appointed by the Governor, meet bimonthly at the NDA's office in Lincoln, NE.

In 2008, there were thirty-one projects at Nebraska airports (detailed on page seven). The next time you're inconvenienced by an airport closure for construction, remember this project is a result of years of planning, and upon completion will benefit you, the pilots who fly the "friendly skies" over Nebraska.



# Final Approach

By Stuart MacTaggart

As we roll out on final approach for 2008, we have hopefully left the turbulence behind. Surely, we have safely weathered the storm; and I might add, with considerable success.

As PIREPS goes to press, the Airport Improvement Program (AIP) funding is operating under an unprecedented, 6th Continuing Resolution. The "unknowns" associated with incremental funding have challenged our staff, along with our partners in the FAA, airport management, consultants and local communities. Despite these challenges, the accomplishments have been phenomenal. Effective teamwork has produced the results you now see at your airport.

Your Department of Aeronautics has some great partners. Most of us appreciate the roles of the FAA. But our airport managers and consultants rarely get the attention they deserve. So, when you scan this PIREPS issue, consider the teamwork it takes from all parties to upgrade and modernize your airport. Our engineering staff and NAVAIDS division work hard to make it happen; but it all starts at the local level—with initiative, planning and continued support. So, whether you're flying out of Ogallala or Omaha, Fairbury or Fairmont, your airport manager has reason to be proud.

Your airport is the front door to your community. Sleighs welcome!



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

# "AK-ROW-NIM"

By Scott Stuart

There are plenty of acronym's out there for the aviator to decipher. One of them buzzing around these days is the TAA. Bet you think that stands for technically advanced airplane, but then you would be wrong! For the purposes of this article it stands for technically advanced AVIATOR! You and me, hopefully.



**Scott Stuart**

Back when I learned to fly instruments, an intersection hold was hard work. Setting up cross radials, and then interpreting them all while holding altitude, heading, timing, etc. Today we have the GPS and most often a hold is depicted right on the screen and all we have to do is follow the magenta line. Dorothy had it right; just follow the "yellow brick road" and a safe landing is assured. In today's training environment we have to prove to our CFI we are capable of flying a TAA, which is no small task considering all the stuff those GPS units will do. And, of course, more and more of YOU are flying glass, and that in itself is daunting to this old aviator!

The trick is to get the navs to do what we want them to do, and then interpret them correctly so as to get on the correct road and not head out to Timbuktu. I have done that: fly a VOR approach with the GPS engaged and all the while, the CFII sitting there with a big grin as I detoured around the countryside. Hundreds would be alive today if KAL 007 had programmed their navs correctly. My theory is to avoid mistakes through experience, training, reading, anything to get it right.

The Garmin guys changed the aviation landscape as we know it, and it is up to us to get it right. Just having a GNS 430 aboard makes your plane a TAA and that means a special checkout as part of the BFR. My Beech has an AP/FD aboard and the FAA wants to know that I can fly an ILS with my hands in my lap while George does all the work?? Who'd thunk that?? I would think, and still do, that they would want to know that I can fly the approach first and foremost! Go figure. And, go train. That is the point of this story, be the first on your block to be that TAA. If you do, you will be SMART, just another acronym for the pilot you are: SAFE- MATURE- AVIATOR- REGULARLY-TRAINING.

Do that, be smart and the alphabet soup of "ism's" will not be your downfall but the path to higher learning and piloting skills!

**"Mr. Nice Guy"**

I was in GPZ enjoying my coffee today when a Super King Air 350 came in and dropped off five folks. The two pilots came in and asked to use the courtesy car, for the whole day, and when asked if they needed any fuel the answer was no.

Courtesy gas! You land, you use the facilities, maybe the courtesy car, the weather room, etc., etc.; you buy some fuel so the FBO can put a few bucks in his/her pocket. Simple courtesy! And even if you have to pay a buck over home prices, it's still cheap, to make sure the FBO is there the next time you NEED him!

Flyers, we are all in this together and without the FBO we will all be ground-pounders. So, please, even if only a few gallons, buy gas. You might ask if I own an FBO; no, so nothing here for me personally, nothing but the open and welcoming doors of the next FBO that sees my Beech on their ramp. Besides, nearly 1/2 of all accidents are fuel-related. Carry plenty, know how your fuel system works, and remember the aviator/FBO relationship is a two-way street. Gear down and locked?

## New Pilots and Certificates



### Private

Theodore Manos II – Omaha  
Travis Kean – Falls City  
Joseph Santamaria – Omaha  
Aaron Brohimer – Omaha  
Jason Thoendel – Ewing  
Aaron Wells – Lincoln

Andrew Luers – Lincoln  
Nicholas Cenci – Omaha  
Luke Gabriel – Omaha  
Jeffery Maier – Omaha  
Michael Juehrssen – Lincoln  
John Flaherty – Omaha

### Commercial

Daniel Spivey

### Multi-engine

Christopher Thom – Hastings  
Daniel Reyome

Jerome Howard - Omaha

### Instrument

Jonathan Weitzmann – Norfolk  
Kade Morhman – N Platte

David Huebner – Kearney

### Flight Instructor

Thomas Dwyer (SE) – Bartlett

Drew Fraber (SE) – Kearney

### ATP

Mark Schindler - Adams

### Glider

Jerry Adams - Blair



## "Postpartum Blues"

By Tom Gribble

Readers may recall my up-and-down and up-again after buying the Champ. I had an "up" bringing the Aeronca home to Nebraska. Sort of like a new mother bringing her first-born home. But then came the "down". I had parted with my pile of pennies, but my new baby was not the joy I had expected.



Tom Gribble

Then I took my daughter-in-law on her first ride in a small airplane. We flew on a calm late afternoon in a cloudless sky with visibility unlimited and air as smooth as a baby's

bottom. Tammey loved it! After that day my Aeronca brought me the joy I had expected from a new baby. Not even the cost of rebuilding her engine after its failure could bring me down.

This year brought de'jà vu. While the fabric tested good, the fuselage tubing had not been looked at for 30 years. It's time to check it. And the seats are a little ratty. Then there's the crazing on the windscreen. And the side windows have some bad spots. Just look at that dingy headliner and the torn baggage canvas. The fuselage will sport new paint, so why not the wings, too. It is a shabby-looking bird. Let's get her done! (It's so easy to rationalize.)

I'm usually a staunch advocate of shopping locally. However, Dave Arland, owner and only employee of Aircraft Fabrication and Repair in Torrington, Wyoming, and his wife Diana were at one time our neighbors and friends here in Gering. In addition, Dave has an unabashed fondness for the old planes. And he does excellent work. So, naturally, I've had all the Champion's maintenance, including the engine rebuild, done in his shop.

I traced the outline of an Aeronca 7DC from the plans I have for a 15 inch balsa wood model. I made 15 copies of the drawing and drew as many paint schemes before deciding on the color and the design she should have.

The Champ came out of the shop in July. It's pretty inside and out. The seats don't sag. The visibility out the new windows is wonderful. My wife says it's beautiful. It flies great. I took it home and put it in its hangar.

A couple weeks later I fly it for an hour. Two weeks later I take it to Minden for the Antique Airplane fly-in. It gets a lot of oohs and aahs. So, how come I'm not happy?

It's the postpartum syndrome again. The loving care and attention my baby got in the airplane hospital ate up my new pile of pennies. Now I'm wondering if it was worth it all.

I flew it twice in September. I put our PIREPS editor in the front seat on one flight. EAA Chapter 608 President Dave Fisher flew with me for the October chapter meeting in Alliance. I flew it once more in October. But, the thrill seemed to be gone.

Continued on Page 8, Right Column

## Practical Test Standard

By Lee Svoboda

For years I have been saying that the Practical Test Standard (PTS) is the bible for taking a practical test. And, both instructors and applicants should be familiar with the contents, including the introduction, which outlines the instructor's and the applicant's responsibilities. However, it also outlines the responsibility of the examiner. Extracting one sentence from the PTS, I quote, "The examiner conducting the practical test is responsible for determining that the applicant meets the acceptable standards of knowledge and skill of each TASK within the appropriate practical test standard".



One of the proudest days in my instructing career was the day I became an FAA Designated Pilot Examiner (DPE). To this day when I read the wording on my certificate of designation and the above quoted sentence, I am awestruck by the magnitude of the responsibility bestowed upon me.

Statistically, about 20% of applicants fail on their first attempt for a certificate. I feel bad when I have to issue a Notice of Disapproval; however, I know I have done my job in ensuring safety and representing the FAA fairly. Although it's only human nature to feel disappointed by failure, it is not the end of the world. The DPE is the last person in a quality-control process. It all starts with the instructor, who has the awesome task of imparting knowledge and skill to an acceptable standard, with the ultimate goal of preparing a safe, proficient pilot. But when I find an area of deficiency, I feel I am doing everyone---the applicant, the instructor, the pilot's family and friends, and general aviation at large---a favor by highlighting it now. It is all about safety.

I know there are some students and even some instructors that harbor the misconception that a DPE will mercilessly dig at any weak area as if we are just itching to fail the applicant. In fact, nothing could be further from the truth. As a DPE, I will work as hard as I am allowed to ascertain whether or not the applicant meets the appropriate standard. If the applicant is struggling with a particular area during the ground portion of the test, I will try to approach the subject from a different angle by asking additional questions. I am certainly not going to teach or spoon-feed him, but I can tell the difference between deficiency and nerves.

The bottom-line: As a DPE, I know I have an awesome responsibility to the applicant, the instructor, family and friends of the applicant, and the aviation community in general to insure that the applicant meets the PTS and safety standards. As I tell all my applicants, "I am not the adversary; I am pulling for you, but I cannot help you. If you meet the standards, **YOU** pass, if you do not meet the standards, **YOU** fail".



## “Distractions”

By Jerry Tobias

Many aviation accidents and incidents occur every year as a result of distractions. Somehow, the person or persons involved allowed something, someone, or some event to divert their attention from the primary task at hand, occasionally with tragic results.



Even when disaster does not follow a distraction, results that are less than desired often do. Following are actual quotes from NASA's Aviation Safety Reporting System (ASRS) that help illustrate my point: “I got centered on the taxiway. There was plenty of room to taxi in front of a parked aircraft that was on the right of the taxiway. I got distracted from my taxiing duties and began an internal instrument scan and other checklist-related items. I did not notice the airplane drift to the right. When I looked up I... hit the brakes too late. My right wingtip hit the nose cone of the other aircraft.” The second: “As I flared for landing, I heard a loud scraping sound and realized I had not dropped the gear. I added full power for a go-around. After landing I saw that the tips of the props were bent. Contributing factors: Two children talking to me on final; argument with ex-wife before takeoff; possible loss of job the next day; did not use a checklist on landing...”

We are all aware that distractions are common and frequent occurrences. How, then, do we attack this problem? The first step involves understanding just what distractions are and why they pose such a threat to aviation safety.

The dictionary definition of a distraction is something that “diverts attention from the primary task by drawing or directing one’s focus to a different object or in different directions at the same time.” Some designed distractions, of course, are actually very beneficial. Alerting systems in cockpits and automobile brake lights are two good examples. Their purpose is to divert our attention to information that we need to be aware of, and their value, therefore, is tremendous. The distractions that we must be concerned about, however, are the unplanned-but-regular disruptions that negatively impact our performance.

“Diverts attention from the primary task” is the key phrase in the definition. It seems we humans have difficulty being “attentive” to more than one thing at a time. If you doubt that, when was the last time that you were able to read the newspaper and have a substantive conversation with your spouse at the same time? Without getting into marriage counseling, let me just tell you: You can do one or the other...but not both. It’s your choice!

The distraction problem touches every part of aviation. So, whether you are touring in your J-3, balancing fuel in your KC-135, or performing a maintenance function or inspection, remember your attention can easily be diverted from your intended task...and often with undesirable consequences. Stay alert and stay safe!

## Emergency Locator Transmitters and You

By Will Kroeger

Like most of you, I have received the government’s official notification that “Satellite Coverage of 121.5 MHz ELTs ends February 1, 2009”. They **recommend** we buy 406 MHz ELTs. However, I still have not received my check from the government to buy one of these \$945 to \$1500 devices. I think I will just keep my old 121.5 MHz ELT and hope someone is listening when I get into trouble.

I guess I could buy a \$650, 406 MHz GPS Personal Locator Beacon (PLB). I could pay less, around \$400, to get one with a GPS Interface. But in an emergency I don’t think I would have time to download my position from my GPS to this PLB.

Another option is to get a Satellite Personal Tracker (SPOT). So, when they offered a free SPOT at Oshkosh when you purchased a one-year subscription to their service, I got one. After using the SPOT and reviewing internet discussions on the differences between it and the 406 PLB I have some basic info. They both basically fulfill the same function, which is to alert someone to come and get you when you find yourself in a jam. Both require you to activate any request for help.

**Cost:** SPOT is \$170 with a \$100/year fee (+another \$50 for tracking option). 406 PLB - \$650 - has no annual fee. **Monitoring Agency:** both provide 24/7 monitoring. PLBs are by NOAA, a government agency. SPOT is by a private company. **Monitoring Satellites:** PLBs use high orbit government satellites. SPOT uses privately-owned low-orbit satellites. SPOT has some problems when it does not have clear sky access. **Emergency Response:** Both systems have claims of “Saves”. SPOT uses a private emergency response center (GEOS) to monitor the SPOT system which will contact the appropriate emergency responders based on your location and personal information. The 406 PLBs use the national COSPAS-SARSAT satellite notification system. **Additional Features:** PLB, none. SPOT has two additional buttons to allow you to send one of two prewritten text messages to 10 cell phones and/or email accounts. One is to summon non-emergency help, the other is to check in. There is also a tracking function which logs your position every 10 minutes and stores it to your SPOT account.

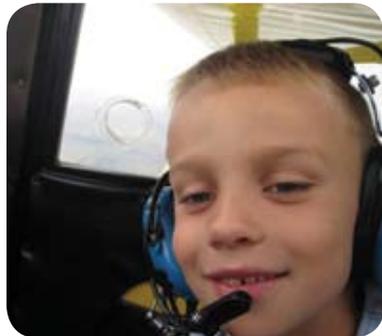
*Editor’s Comment: Will Kroeger is Editor of EAA Chapter 80’s Newsletter and an astute reporter of events affecting aviation. This is the best summary I’ve seen of the new ELT frequency which goes into effect on February 1, 2009. Thanks Will, for allowing PIREPS to use your article from the EAA Chapter 80 newsletter. More info: [www.EAA80.org](http://www.EAA80.org) AOPA opposes any attempt to mandate or otherwise require the replacement of existing 121.5/243-MHz ELTs with 406-MHz units. AOPA recognizes the benefits that can be derived from the advanced ELTs available today. However, the benefits of advanced ELTs must be balanced against cost and the needs of the individual aircraft owner. AOPA supports the installation of the more advanced ELTs on a voluntary basis.*



# Fly-in at Seward

By Michael Kutssatz

As I'm pre-fighting Lucy (Luscombes have to have names, don't they?), my 7 year old son is in the cockpit ready to go. "Daddy! Let's GO!" I explain the importance of checking the airplane out to



My Son, "The 1st Copilot"

make sure it's safe. With an acknowledgement of comprehension, he agrees. I make it to the other wing – looks good, and I start airing up the tire. I hear, "Dad! Aren't You Done Yet!! I can't get the GPS to work in the hangar"! I hesitate – I prepare to fire back but say nothing. I push the airplane out of the hangar to continue the preflight. Soon enough, we're in the airplane, firing up the sturdy Continental C-90 and on our way.

Today is a fly-in lunch at Seward, where motorcycles rumble in and Tyrone Chatman will BBQ us a lunch that will be hard to forget. As we depart Lincoln for the "Fourth of July" town, I notice that it is very, very hazy. I climb a bit higher and level off at 1,500 ft AGL and realize that the haze is getting thicker! I descend down to a 1,000 ft AGL where the haze is "normal".

Seward's airport is operated by Greg and Terry Whisler and it's one of those where, for some reason, I never want to stop doing touch and go's. A great runway, little traffic and the typical, beautiful Nebraska countryside. I manage two touch-and-go's when my son asks me if I'm ever going to land. I relent.

Tyrone has the huge smoker fired up and the smell somehow conveys the body is in need of food. Motorcycles and airplanes started arriving and lining up in their respective parking area – all on the ramp. Owners of motorcycles and airplanes seem to have that common bond of adventurous freedom; craftsman who take great pride in their unique machinery of gaining independence from the "normal" crowd. It was great to see a wide range of motorcycles; from – a three-wheeled Honda Goldwing to a Harley of my grandfather's vintage with leaf-spring front shock system, rigid frame, suicide shifter, and single rear brake. We also had the leisurely Luscombe and Cessna 150 near an RV-6 which appeared to be dripping with speed and agility. Yet with such contrast, we all admire the other end



Vintage Harley

of the spectrum.

Now most of us had to step away from the toys and drift towards the food. A chain restaurant couldn't provide BBQ pork and beef sandwiches and ribs any better. My sandwich, chips, beans and a drink was a measly \$5, and after I'd purchased \$23 of food, I was finally satisfied that I had tasted everything! But could I get back in the airplane?

I had a new copilot on the way back to Lincoln – my 9-year-old daughter. She loves flying and I noticed that she can just reach the rudder pedals. I gave her a quick lesson about when to use the pedals and how to "step on the ball". We were a little uncoordinated (fathers need not require perfection just yet). I asked her to "step on the ball". She couldn't exactly remember which foot that meant so she stomped on a rudder. As I'm now plastered on my side window, I'm laughing, asking her to use the other foot. She let go of everything and in her miffed tone said, "You fly". That lasted about 2 minutes, then she wanted it back and seemed to get the hang of it.



My Daughter, "The 2nd Copilot"

Next spring, the Whislers and I hope to have a larger group to enjoy each others company. So keep your eye out for the official date, bring your motorcycle, your airplane (if you don't have either, bring yourself and the family!), and your appetite to Seward!

**Decca Flying Club, 50 Years "Young"**

By John Edson

Fifty years ago this December a group of ten aviation enthusiasts founded the Decca Flying Club at Lincoln's old Union Airport.

Rumor has it the Decca club is the oldest continuously-operating flying club west of the Mississippi. Founding member Dr. C.G. Reinmuth, 85, tells us the first Decca aircraft was a used Cessna 172. That was followed by a Comanche 180, a Comanche 250, a Cessna 210, a couple of Bonanza 35s, and the present Decca plane, a late seventies Bonanza A-36.

The Bonanza currently being flown by the club was purchased used twelve years ago, and has undergone a significant transformation. It now sports Beryl D'Shannon upgrades that include the Continental 550 engine, baffle kit, wet vacuum pump, and extended baggage compartment. Avionics include the Garmin 530-430 stack, HSI, Strikefinder and NexRad weather.

The current membership consists of ten local folks who have diverse backgrounds (e.g. university professor, retired banker, full-time helicopter pilot, home builder). The common bond is an avid interest in aviation. Ron Lockard, Walt Hancock and Randy Bumgarner are closing in on 25 years, and all but one of the remaining members have at least 8 years of membership. Other members are: Ray McMahan, Steve Letts, John Edson, Eric Carstensen, Lou Nigro, Skip Hove, and Randy Vandenhul.



## Military Appreciation Day

By Sherryl Martin

An estimated 5,000 people attended the Military Appreciation Day at the Central Nebraska Regional Airport in Grand Island, Nebraska on September 20. The special event was a time for young and old to salute our men and women in uniform.

Static aircraft and vehicle displays included the following:



"Chinook" Helicopter

KC135, T-6, BT-13, 1947 Bonanza, 1943 Taylorcraft L-2M, Piper Cub Vagabond, a 1942 and a 1943 PT-17 Stearman, Stag-

gerwing Beach D17S, Mash Helicopter, Nebraska Army Air Guard Chinook, and an OH-58 helicopter. It was a full day of FREE entertainment for the entire family and included games for the kids.

Rear Admiral Thomas H. Copeman (of the Pacific Fleet in Pearl Harbor) was the guest speaker at the event. "I think events like these show the American public that it is an honorable and worthy thing to serve in the armed forces," commented Rear Admiral Thomas Copeman. Copeman is Deputy Chief of Staff for Operations, Training and Readiness for the U.S. Pacific Fleet. Copeman, a Creighton University graduate, is one of the highest ranking officers in the military to have graduated from a university or college in Nebraska.



RAdm Copeman

A special ceremony was held to honor the men and women from Nebraska, who have defended our country and the freedom we enjoy, with a bell ringing for each rank of service. Copeman told the crowd:

"Today, we are here to honor the names and honor the sacrifices of some of Nebraska's finest young people. Today, heroes walk amongst us and some are in wheelchairs amongst us – those who listened to the call of duty and faced the fear of combat and who did not flinch. We are here to honor the memories of our brothers and sisters, sons and daughters, aunts and uncles, and parents, who have fallen."

Also speaking at the event was Curtis Griess, Chairman of the Hall County Airport Authority Board. Griess, a Vietnam veteran, ended his speech with a challenge for the audience: "If you loved them before they went to be in harm's way, then love them even more when they come home. Sometimes their journey is not over

when they are physically present. Love and support our soldiers until both body and soul are back with us safe and sound."

In the afternoon, a ceremony was held to unveil plans for a Nebraska State Historical Society Marker, which will include the original 1936 Arrasmith Field plaque and a 6th Bombardier Group plaque. The 6th Bombardier Group was stationed in Grand Island during World



L to R: Michael Olson, Richard Sidder, 2 Volunteers and 1930 Airport Manager's Sister, Venus.

War II. Attending the ceremony was Richard Sidder of Fullerton, CA, who trained with the 6th Bombardier Group during 1944.

## Merry Christmas and a Happy New Year

### Aviation Career Day

By David Morris

On October 17, "Aviation Career Day 2008" took place at the Strategic Air & Space Museum. This program was to inspire aviation's future leaders through an introduction of the many career opportunities awaiting in this exciting field.

The career fair was a result of initiative from Mr. Rich Baeder, representing Duncan Aviation, and cooperative work of the museum. The agenda was an opportunity for approximately 550 youth from the Omaha Public Schools and Lincoln Public Schools to devote the school day toward visiting with various individuals about ideas and opportunities for careers in aviation.

Students were provided aviation career information as well as



Students Seeking Career Information

hands-on activities to make the program as highly educational and enlightening as possible. Approximately 25 diverse aviation enthusiasts were available to provide essential information for

the students and aid them in advancing their goals, including various universities, private businesses and government personnel.

To obtain more information about youth programs and aviation career opportunities, contact David Morris at the Department of Aeronautics at 402-471-2371 or e-mail [David.Morris@nebraska.gov](mailto:David.Morris@nebraska.gov)



# “Nebraska Airport Projects 2008”

The following chart highlights the various projects completed at our public use airports here in the state of Nebraska during the past year. Funding of these projects comes primarily from the Federal Aviation Administration (FAA) through their Airport Improvement Program (AIP).



**Scottsbluff, (L) Painting on New Seal Coat, (R) New Style Beacon**  
Jeff Wolfe, M.C. Schaff & Associates



**Valentine Apron**



**Night Paving at Valentine**  
Don McElravy, HWS Consulting Group



**Wahoo Paving Taxi Lane**  
Anne Stephens, JEO Consulting Group



**Ord Runway Paving in Progress**  
Anne Stephens, JEO Consulting Group

Airport	Project Description	Federal \$	State \$	Local \$	Project Total
Ainsworth	Snow removal equipment	10,215		538	10,753
Albion	Parallel taxiway, Obstruct removal	580,799		30,568	611,367
Aurora	Hangar (phase II)	111,240		5,855	117,095
Bassett	Land for BRL	28,500		1,500	30,000
Crete	Parallel taxiway, Obstruct removal	1,133,013	23,853	35,779	1,192,645
David City	Runway (design), land (phase II)	106,424	2,241	3,361	112,025
Gordon	Airport layout plan	49,875		2,625	52,500
Grand Island	Snow removal equipment	151,050		7,950	159,000
Hastings	REIL, Signs, Wind cone	190,577		10,030	200,607
Hebron	Runway lights, PAPI	280,000		14,737	294,737
Holdrege	Easement in RPZ	45,600		2,400	48,000
Imperial	Terminal Building (phase II)	46,178		2,430	48,608
Kearney	Master Plan	149,373		7,862	157,235
Lexington	Airport layout plan	62,700		3,300	66,000
Lincoln	Drainage, Security, Lighting	1,875,798		98,726	1,974,524
NDA	PCI, LPV	301,510		15,869	317,379
Neligh	Parallel taxiway (design)	56,429		2,970	59,399
Norfolk	Airport layout plan	78,850		4,150	83,000
North Platte	Seal coat taxiway B	158,586		8,347	166,933
O'Neill	Land for crosswind runway	113,050		5,950	119,000
Omaha Eppley	Runway 18/36 & taxiway A	25,534,938		8,511,646	34,046,584
Ord	Runway and taxiway	1,849,505	31,889	65,453	1,946,847
Ord	PAPI		72,000	8,000	80,000
Oshkosh	Snow removal equipment	119,627		6,296	125,923
Pender	Runway lights, PAPI, REIL	229,790		12,094	241,884
Plattsmouth	Land for terminal development	394,250		20,750	415,000
Scottsbluff	Seal runway 5/23, beacon	410,000	8,632	12,947	431,579
Seward	Access road (design)	27,379		1,441	28,820
Valentine	Pavement rehab, phase II	3,350,000	64,000	112,316	3,526,316
Wahoo	Taxilanes, windsock	281,500		14,816	296,316
Wayne	Snow removal equipment	110,675		5,825	116,500
York	Grade RSA, phase II	390,000	8,211	12,316	410,526
<b>GRAND TOTALS</b>		<b>\$38,227,431</b>	<b>\$210,825</b>	<b>\$9,048,847</b>	<b>\$40,239,401</b>



**Crete Parallel Taxiway**  
Diane Hofer, Olsson Associates



**Wahoo Taxi Lane**  
Anne Stephens, JEO Consulting Group



**Ord Runway Expansion**  
Anne Stephens, JEO Consulting Group

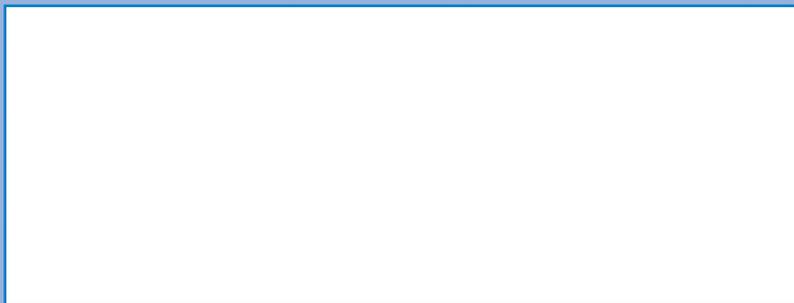
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## Events Calendar

- **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.
- **Chadron (CDR)** Monthly Aviator's breakfast, Dec 27, 8-10am.
- Jan 3 York (JYR)** Nebraska Chapter of Ninety-Nines meeting, 10am, York FBO. More info: Patsy Meyer 402-423-6614.
- Jan 28-31 Kearney (EAR)** 17th Annual NE Aviation Symposium and Maintenance Seminar at the Kearney Holiday Inn (308-237-5971 for room reservations). 28th: 8:30am - 5:00pm, free class on criteria for LPV approaches. 7pm Wings Program featuring presenter Mark Grady. 29th: 8am Opening remarks by FAA Regional Manager Chris Blum. Numerous break-out sessions through morning and afternoon. Luncheon speaker, Joe Kittinger (set records for highest balloon ascent, highest parachute jump, longest drogue-fall (4 min), and fastest speed by a human through the atmosphere) and sensational WWII style singing group, "The AVI8ORS Ensemble". Evening banquet with guest speaker Denny Fitch (UAL Captain who controlled throttles on fated DC10 airliner which crashed at Sioux City, IA on July 19, 1989). Maintenance Seminar on 30 & 31 with guest speakers and IA renewal. More info: [www.avmechseminar.org](http://www.avmechseminar.org)
- Feb 16-18 Grand Island (GRI)** NATA Convention at the Midtown Holiday Inn (800-548-5542 for room reservations). If you're an aerial applicator, this is "the event" of the year!

"Postpartum Blues"

Continued From Page Three

Early in November without much thought, I pushed the hangar door open. There stood my baby, the sunshine lighting up her lovely new dress. Boy, she looks nice. Pretty as a picture. I didn't clean the bugs off her windshield after the last flight. I'll do that right away; my baby's got to look her best.

Now I can't wait to fly her again. Soon as the wind abates, we'll fly somewhere just to show her off. We'll buy a little avgas so we can hear the lineman tell us what a great looking baby she is. Only a new mother can understand my up, my down, and then once again my final and lasting up. Thank you, Dave! She's worth every penny!!

## Aviation Art Contest 2009

**A REMINDER TO ALL YOUTH:** It's not too late to enter the 2009 Aviation Art Contest, which is available for youth ages 6-17. This year's theme is "Create a Poster for the World Air Games." **All entries are to be sent to the Department of Aeronautics and need to be postmarked by January 16, 2009.** For additional information contact David Morris at the Department of Aeronautics 402-471-2371 or e-mail [David.Morris@](mailto:David.Morris@)

## 2008 Airport of the Year

By now you should have been hard at work getting your nomination form in its final format with supporting letters!

The nomination form can be downloaded from the NDA's website at [www.aero.state.ne.us](http://www.aero.state.ne.us) under the title "Airport of the Year form". Completed forms must be mailed not later than December 15, 2008 to: Editor PIREPS, PO Box 82088, Lincoln, NE 68501.