

PIREPS

A 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 Aviation Symposium and Maintenance Seminar

The Nebraska Aviation Council accomplished another great event for the 13th year in a row when the annual Symposium and Seminar took place at Kearney, NE, January 26th through the 29th. Over 150 people attended the Aviation Symposium while 170 people attended the Maintenance Seminar.

Events began on Wednesday afternoon with a social hour for all the exhibitors and people who arrived early for the event. An FAA Safety Meeting began at 7pm with introductions by Larry Becherer from the Lincoln Flight Standards District Office (FSDO). Diana Frohn (Lincoln FSDO Office Manager) gave a short introduction and set the pace for the evening meeting. She was followed by Larry Becherer's presentation about the Safety Program Airman Notification System which began in March 2004. Gary Frisch, Grand Island Air Traffic Control Tower, gave a talk about activities in Grand Island. He mentioned Trego/Dugan FBO is once again located on the south end of the ramp with all construction complete. Be on the watch for the 16 Army National Guard (ARNG) OH58 helicopter activities and tactical maneuvers from the Lincoln ANG KC-135 aircraft which will be practicing tactical, spiral departures and arrivals into the field. Spiral maneuvers begin or end at about 7000 feet directly over the airfield. Roger Bodke, Columbus Flight Service Station, gave an informative presentation about Flight Watch and Flight Following.

Thursday's activities began when Mike Larson, NE Aviation Council President, opened the Symposium and introduced NE Department of Aeronautics Director, Stuart MacTaggart. Stuart spoke on the partnership between our economic infrastructure and of aviation in Nebraska, and then introduced Chris Blum, FAA Central Re-



BG Mark Musick, Stuart MacTaggart, Diane Bartels and Mike Larson

gion Administrator. Chris is a strong advocate of aviation and pointed out that "when corporate money arrives in your city it doesn't come on a Greyhound bus". Airports are important avenues for business to come to your state. Mike Larson then introduced the keynote speaker for the event, Brigadier General (BG) Mark Musick, Assistant Adjutant General of the Nebraska Air National Guard. General Musick characterized the evolution of combat beginning with the War of 1812 and bringing us up to date as to the events in Afghanistan and Iraq. His main point was that the real war fighters are 19 to 21 year old men and women that are winning the war. They are "no different than you, and you can make a difference in someone's life"!

Concurrent sessions began immediately following BG Musick's remarks and were well attended. They included an Avionics and GPS presentation by Garmin Regional Sales Manager, James Holland and Sport Pilot/Light Sport Aircraft Certifications by Larry Becherer from the FAA FSDO. Those sessions were repeated at 11 am and followed by a luncheon.

Luncheon guest speaker was Jim Wark, a pilot and aerial photographer who had flown the Lewis and

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Director Comments

By Stuart MacTaggart

Congratulations to Mike Larson, Sandi Decker and the entire NAC committee for organizing an outstanding Aviation Symposium. What a pleasure it was to mix with pilots, mechanics, airport managers and community leaders! To meet with the only Viet Nam



**Director, Nebraska Dept. of Aeronautics
Stuart MacTaggart**

era Ace was a priceless experience. General Ritchie captured the audience with stories varying from Husker/AF Academy football to aerial combat over southeast Asia. Assigned as a "Gunfighter" out of DaNang, then with the "Triple Nickel" squadron at Udorn, the general is truly a living hero and inspiration to each of us. Many thanks to the Air Force Academy's top fighter pilot!

Like many of you, this was a great opportunity for my Department to listen, learn and share experiences. Issues such as airport encroachment and economic development are key to the viability of our entire airport system. Therefore, I am arranging a partnership with the state's Department of Economic Development to address those issues of mutual concern. With good communication we can work together to bolster our communities' economic health while supporting our airports.

Meanwhile, have a great 2005 and fly safe.

Doug Vap Selected as Commission Chairman

Doug Vap was selected by his fellow commissioners as Chairman of the Aeronautics Commission on Dec 17th, 2004. Four years ago he was appointed by Governor Johanns for a five year term to the commission.



Doug Vap

Doug was born in McCook, on July 7, 1939. His father started Vap Seed in 1936, becoming a commodity buyer and processor of high quality alfalfa seed. The seed was shipped by boxcars, mostly to Indiana. The hardware business was incorporated with the seed business in the late 1940's when Doug's uncle returned from WWII, renaming the business "Vap Seed and Hardware".

After graduating from McCook High School, Doug went to college in Colorado, graduating with a degree in Social Science Education in 1962. He was then a Social Science teacher for a short time in Colorado, returning to McCook in 1963.

Doug met his wife, the former Mary Tollefson, in North Platte at a ski fashion show. Her father had worked for the Atomic Energy Commission in WWII at Oak Ridge, Tennessee, helping to develop the atomic bomb. After a whirlwind romance, Doug and Mary married in 1968. They are the parents of two children. Their daughter lives in Denver and is a Producer with NBC News. She and her husband have two daughters. Their son lives in Minneapolis and is associated with Wells Fargo Bank. He and his wife have a daughter.

Doug's younger brother Jerry was appointed by Governor Johanns to the Nebraska Public Service Commission to fill a vacated seat and won election back to the Public Service Commission in 2004.

Vap's vision as Chairman is to build public relations promoting aviation growth and awareness in the state. Tom Baker, the NE State Senator who is head of the Transportation Committee, frequently visits with Doug concerning aviation matters.

Since the 1970's, Doug has been president of a non profit organization called West Central Corp. They develop, construct and manage housing for the mentally challenged. Working with HUD these homes have been developed primarily within McCook, Cozad and the Ogallala areas. Doug is Chairman of the McCook Airport Advisory Board, a former president of the NE Aviation Organization and serves on the Red Willow County Tax Board. He is also a licensed pilot who has flown both for business and pleasure.

New Pilots and Certificates



PRIVATE

- | | |
|---------------------------|---------------------------------|
| Dean Weldon – Omaha | Jody Strohbehn – Council Bluffs |
| Thomas Morrison – Omaha | Michael Hanson II – Bellevue |
| Chad Davies – Bellevue | Robert Sandman – Albion |
| Matthew Roby – Lincoln | Timothy Cline – Bellevue |
| Tudo Moeller – Auburn | Timothy Biggs – Bellevue |
| Chris Brecheisen-Bellevue | Tyler Stille – Stapleton |
| Michael Munson – Omaha | Matthew Sellhorst – Omaha |
| Jay Chladek – Omaha | Richard Wolfe – Lincoln |
| Matthew Bruner – Omaha | David Hughes – Omaha |

INSTRUMENT

- | |
|--------------------------|
| Timothy Burkhart – Omaha |
| Philip Williams – Omaha |
| Thomas Belford – Omaha |

MULTI-ENGINE

- | |
|--------------------------|
| Jeffrey Simunaci – Omaha |
|--------------------------|



“In Living Color”

By Scott Stuart



Scott Stuart

Wow, we now get this pub in color, pretty neat. Actually I think they just did it to show the blush on my face for an airborne miscue!

There I was, fat, dumb and happy, cleared to land in Ogden, UT. The conditions were perfect and I reported the airport in sight, arriving from the north, and was subsequently cleared to land on Rwy 34.

As I proceeded toward the airport, I

could not see the numbers on the runway(s), and they just did not seem aligned correctly, i.e. 16-34. I felt uneasy and stayed high until I could get a better look.

About then the tower controller asked me (nicely) if I needed more downwind to get low enough to land. No, I did not think so. Shortly thereafter he again (nicely) said, do you have the airport in sight? I did, the wrong airport!! The wrong choice was 3 miles south of the right airport, close but no cigar and no wonder I could not see the numbers nor feel the alignment was correct. A quick 180 turn, gear and flaps down and I was safely on the ground.

I thanked the tower controller for his friendly “reminders” and he assured me that I was not the first! Ninety nine percent of the time I set up for an ILS or VOR approach to unfamiliar airports, this time I did not. Next time I will. Now you know why they went to colored ink, to show the red on my face!!! No harm, no foul, just embarrassed. Don’t let it happen to you!

Aviation’s Endless Variety

By Robert Moser

I love aviation. I love everything about it. This passion began the day of my first airplane ride as a starry-eyed, ten-year-old farm boy from Illinois and apparently there is no cure.

What an unforgettable day. Arriving at the field, smelling the freshly

mown sod runway, seeing the shape of the airplane, pushing it out of the hangar, talking with the seemingly “godlike” pilot, touching the wing and controls, marveling at the maze of instruments, hearing the whirr of engine and prop, and feeling that first moment of flight when the wheels left the grass. I was hooked!

The boyish excitement of that day has never diminished and in fact keeps growing with my wrinkle count.



Robert Moser

Check Airman’s Corner

By Lee Svoboda

Recently, the “Pink Sheet”, or the FAA politically correct, “Salmon Colored Sheet”, officially known as the “Notice of Disapproval of Application”, has been issued more frequently by this examiner to private pilot applicants. In most



Lee Svoboda

cases, we did not get to the flying portion of the practical test. Area of Operation I, Preflight Preparation, was found to be unsatisfactory. Following is a commentary on the different tasks.

Task A: Certificates and Documents. Generally, this task was found to be satisfactory. However, weight and balance data and equipment list was found to be a weak area with some individuals.

Task B: Air Worthiness Requirements. Generally a weak area, especially minimum equipment lists, inoperative instruments and equipment, airworthiness directives and requirements, and procedures for obtaining a special flight permit.

Task C: Weather Information. Generally a good area.

Task D: Cross Country Flight Planning. WOW, do we run into a snake pit here. Older aircraft performance is in statute miles per hour and winds aloft are in nautical miles per hour. What is variation? It’s not just lines on the chart. Fuel consumption, reserve fuel, are you really going to run 2650 RPM’s for 75% power at your selected altitude? Why are you going to fly at that attitude?

Task E: National Airspace System. Another weak area. What are the weather, equipment and pilot requirements to operate in the different airspace classes? How about TFR’s, MOA’s, Restricted Areas, Prohibited Areas and Warning Areas?

Task F: Performance and Limitations. This all wraps around with Task D, but normally weight and balance is the weak area in this task. Define ramp, takeoff, zero fuel weight, landing weight and does the CG move as fuel is burned off? Is a temporary weight and balance required if the pilot removes two seats from the aircraft so he can haul more equipment to the hunting camp?

Task G: Operation of Systems. Generally good on fixed gear, fixed pitch propeller aircraft. If a complex or high performance aircraft is used by the applicant, systems knowledge is sometimes weak.

Task J: Aeromedical Factors. If the applicant is a doctor this task goes very well. The oral portion of the practical test is where the applicant establishes the psychology of the flight portion.

If the oral portion is strong, then when the applicant and the examiner proceed to the aircraft, both feel good. If the oral is weak, as they proceed to the aircraft, both feel apprehensive!

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Jim Wark

Clark Trail from near St. Louis to Fort Clatsop on the Pacific Coast. Jim had some beautiful aerial pictures which he used to share his dream of retracing the steps of the Corps of Discovery in his own Husky aircraft.

Concurrent sessions continued into the afternoon with topics such as: Environmental Issues at Airports, Tall Towers, FAR Part

135 Air Charter Operators Workshop, Security Rules and Issues for Pilots, Designated Pilot Examiner Briefing and a meeting of the NE Association of Airport Officials. All of the sessions were well attended with the Designated Pilot Examiner Briefing having three of the four DPE's in the State. Fred Meyer of Lincoln, Terry Gibbs of Kearney and Bert Aegeson of Omaha chaired the DPE meeting while Lee Svoboda, who writes a monthly column for PIREPS, was unable to attend due to illness.

Evening activities began with awards presentations for NE Airport of the Year, won by Central City's Municipal Airport and NE Project of the Year won by Scottbluff's Western Nebraska Regional Airport. The 2005 NE Aviation Hall of Fame (NAHF) inductee's were presented by NAHF President Sandi Decker. The inductees were William Gasper, Charles O. Petersen and E.J. Sias. Those awards are written up on pages 5, 6 and 7.

Following the presentations, Brigadier General (Retired) Steve Ritchie, the only Air Force pilot "Ace" of the Vietnam conflict, gave an inspiring speech on the idea of success in whatever endeavor you undertake and how to accomplish your goals. Recognizing individual members of all the military services present in the audience, he inspired each of us to strive for excellence and to be the very best that you can be.



Steve Ritchie

NE Aviation Maintenance Seminar

Friday morning the Aviation Maintenance Seminar began with 170 Maintenance Technicians, Inspection Authorizations (IAs), pilots and others interested in maintaining and flying aircraft in our great state of Nebraska and several surrounding states as well.

Larry Becherer from the Lincoln FSDO was the MC for this event and he gave many credits to other individuals which included the NE Aviation Council, NE Aviation Maintenance Seminar Steering Group (including Darwin Godeman of Duncan Aviation), NE Department of Aeronautics, the Kearney Visitors Bureau and the Kearney Holiday Inn. He also introduced Diana Frohn, Manager of the Lincoln FSDO. Diana made several presentations during the evening banquet.



Diana Frohn

One of the quotes that Larry included in his presentation was: "Remember, a pilot without maintenance is just a pedestrian with sunglasses and a cool jacket". The first topic on the agenda was "Aerospace Sealants--The Basics" presented by Bill Keller of PPG Aerospace. Go to www.ppgaerospace.com for more information. Doug Larson of Cirrus Aircraft gave an informative presentation on "Composite Aircraft Construction and Repair". Other topics included "Are You a Good Manager?" given by J.D. McHenry of Global Jet Services and "Basic Vibration Analysis" by Steve Sennett of ACES Systems.

Evening activities included a social gathering in the Exhibit Area and an evening banquet with guest speaker. A fine meal was enjoyed by all and Bob Tooker of Duncan Aviation entertained us as master of ceremonies. Shortly after the meal, presentations were made by Diana Frohn.

The FAA recognizes maintenance personnel individually for technical and regulatory training obtained in the previous calendar year. They also recognize companies who support their personnel in training. The company is awarded a "Certificate of Excellence" based on the percentage of individuals who receive training. The first Diamond award of the evening went to Elliott Aviation of Omaha for having both regulatory and technical training for at least 25% of their employees. Accepting the award for Elliott were Dick Goeken and Ted Fritsch.



Next on the awards agenda and also receiving the Diamond Award were

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NE Aviation Hall of Fame Inductees



William Gasper

William Gasper

was born in Omaha, Nebraska on March 28, 1928. He graduated from South High School in Omaha in 1945, attended the University of Omaha and received an Associate Engineering Degree in 1949. Gasper earned a Bachelor of Science Degree in Electrical Engineering from the University of Nebraska-Lincoln in 1951.

His training in electrical engineering continued with Allis-Chalmers in Milwaukee, WI from 1951 to 1952 with graduate training courses for electrical engineers. Gasper joined the U.S. Air Force in 1953 receiving a direct commission as a 2nd Lieutenant and working as a Communications Officer. Gasper later worked for E.A. Pedersen Co., a subsidiary of General Electric, doing electrical switch gear design. Gasper's career in avionics began when he accepted a position with Westinghouse in 1954 as a Test Engineer for the J40/J46 jet engines used in Navy fighter aircraft.

In 1955, Gasper accepted a position with Trans World Airlines (TWA). From 1955 to 1983, Gasper's main focus was developing electrical specifications for new commercial aircraft. Gasper had several major accomplishments, a few of which include:

- Developed the installation design for an engine dual fire detection system on commercial aircraft that reduced false warnings from 147 per year to none upon implementation.
- Authored the "SWAMP" Report that covers selection of wiring, connectors and other electrical components in Severe Wind and Moisture Problem (SWAMP) areas of aircraft. The SWAMP acronym is now recognized as MIL-W-5088 Military Wiring Manual and Commercial Aircraft Specification.
- Consulted with NASA bidders that were developing the space shuttle.
- Dr. Campbell of the Naval Research Laboratory consulted with Gasper on his work with failure analysis of a type of wire construction that Gasper considered unacceptable for aircraft use.
- Consulted with Admiral Eaton in Washington D.C. on naval aircraft catastrophic wire failures. The Navy subsequently banned a type of wire from future use on naval aircraft.

In 1983, Gasper left TWA after being recruited by Hughes Helicopters (later known as McDonnell Douglas and Boeing Co.). He developed and integrated the wiring system design for the AH64D advanced helicopter known as the "Longbow Apache" with empha-

sis on shielding for 200 volt/meter environments.

Mr. Gasper, recognized both nationally and internationally, has enhanced both commercial and military aircraft safety by influencing the development and selection of wire constructions that are not vulnerable to catastrophic failure.

Charles O. Petersen

was born in Queens, New York in 1916. He was orphaned in 1929 and then moved to Marquette, Nebraska to live with his aunt. He received his first plane ride in 1939 with Evelyn Sharp at the Grand Island airport. He was immediately "hooked" but could not afford flying lessons. When WWII broke out, he tried to enlist in the Navy's air program but was rejected because he was married and had a daughter. He then joined the Army Air Corps, where he flew Stearmans, BT-13s, UC-78s and finally B-24s.



Charles O. Petersen

After completing instruction in the States, Petersen was assigned to photo recon school and ended up in the 24th Combat Mapping Squadron based in India. He flew a modified B-24

with extra fuel tanks in one bomb bay and cameras in the other. He was recalled to active duty during the Korean War.

In the early 1950's, Petersen operated an FBO at the Grand Island airport. In 1957, he began aerial spraying following a grasshopper infestation at Loup City. This led to Petersen Flying Service which operated from a grass strip one mile east of Marquette, NE. In 1966, Petersen moved to Minden, where the business grew to include seven Grumman Ag-Cats. He gave flight instruction to numerous people throughout the 1960s and 1970s. He served on Minden's Airport Board from 1980 to 1992.

In 1982, Petersen began discussions with the FAA concerning the use of automotive gasoline in the Pratt & Whitney R-985. Following the first auto fuel STC (Supplemental Type Certificate) obtained by the EAA for the Cessna 150, the FAA agreed to a test program proposed by Petersen for Ag-Cats and their radial engines. Following successful detonation testing of the R-985 and hot fuel tests on the Ag-Cat, Petersen Aviation obtained its first two STCs on March 23, 1983.

Petersen Aviation then embarked on a test program which ultimately resulted in the issuance of auto fuel STCs for 36 different engine types and over 100 different airframes. By 1989, over 20,000 auto fuel STCs had been sold to owners and operators all over the world, literally saving millions of dollars in reduced operating costs.

Petersen Flying Service was eventually sold to Buffalo Air Service of Kearney. Charles O. Petersen died in March of 1994.

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**NE Aviation Hall of Fame Inductees***Continued from Page 5*

E. J. Sias incorporated the Lincoln Auto and Tractor School in 1918. Two years later the school started training aircraft mechanics. In 1928, Sias acquired the former Ray Page Flight School and combined it with his mechanics school under the name "Lincoln Airplane and Flying School".

**E.J. Sias**

Flight training was first conducted at the old municipal airport but was moved to Union Airport, which Sias owned. Union Airport was located north of Fletcher Avenue between North 56th and 70th.

By the mid 1930's, the Lincoln Airplane and Flying School had attracted international notice. It was receiving 18,000 mail inquiries a year asking for information about aviation training.

Sias' schools were profiled in the National Aeronautic Association magazine in 1938. The author wrote that the schools were "widely known throughout the world". When the article was written, more than 5,000 pilots and aircraft mechanics had been trained at Sias' schools.

In 1939, the Chief of the Army Air Corp, Major General Henry "Hap" Arnold, selected the nine best civilian flying schools in the nation to train Air Corps pilots. Sias' school was one of them.

Bad flying weather doomed the Air Corps training in Lincoln, so Sias moved the Air Corps flight training to Lakeland, FL in late 1940 and sold it.

Sias then moved his civilian training program from the old municipal airport to Union Airport, where it continued in conjunction with the University of Nebraska. This federally sponsored program had been initiated in 1939 and was aptly named, "The Civilian Pilot Training Program". It served primarily as the screening program for potential military pilots and phased out in 1944.

In 1941, the Lincoln Airplane and Flying School celebrated its 21st anniversary. Sias received dozens of telegrams and letters of congratulations, including messages from major airlines, plane manufacturers, the Chairman of the Civil Aeronautics Board and the Chief of the Army Air Corps.

Starting in October 1940 and continuing until 1944, Sias' Lincoln Aeronautical Institute provided airplane mechanics training to Air Corps enlisted men. Sias dissolved both his Lincoln Airplane and Flying School and the Lincoln Aeronautical Institute corporations in July 1945 when he was 68 and retired.

His Union Air Terminal Corporation continued to own Union Airport, which he leased to private operators. Sias died in 1955 in Lincoln. Union Airport was closed in 1964 when municipal aviation returned to the deactivated Lincoln Air Base.

NE Airport of the Year

There were eight nominations (in alphabetical order): Albion, Central City, Chadron, Columbus, Hebron, Holdrege, Lexington and Scottsbluff. This year's winner was chosen by 5 judges representing the EAA, FBO/Air charter service, Nebraska Flying Farmers and Ranchers, Nebraska Aviation Trades Association and the Nebraska Ninety Nines.

All the nominations were outstanding and it was a difficult decision for our judges. In the words of one judge, "It was very tough this year, there were no losers, all are worthy of recognition".

This year's winner received several letters from local supporters



Stuart MacTaggart (Dir of NDA) and Don Shorney (Airport Mgr and FBO at Central City Municipal Airport)

and businesses that indicated the airport is a first class facility and a major asset to the community. One letter of support indicated that it was primarily due to the airport activities that a new ethanol plant came to its area. It is felt that without this airport, economic development in the area would have been dramatically curtailed. The airport provides a favorable image of aviation.

Airport activities and information were distributed to the community through the airport's annual Fly-in breakfast (over 500 people participated in the meal with more than 50 aircraft flying in for the event). The Airport Manager and Flight Instructor visited local schools and gave presentations to the students concerning careers in aviation. This past December, Santa Claus flew into the airport and was available with his reindeer to visit with children. Construction of a six place hangar allowed more space and is fully rented. Plans have been approved for runway extension and widening which will take place this year.

Items that contributed to the selection of this airport were: strong community support, a well maintained airport and forward reaching plans for improvement. The airport has a full service FBO, 100LL available 24 hours a day, medium intensity runway lights and a courtesy car.

The winner of the 2004 Airport of the Year Award was the Central City Municipal Airport.



NE Project of the Year

By Russ Gasper

The Department of Aeronautics gives state grants and loans for airport construction, planning and also serves as agent for airports receiving federal grants. Up to 150 projects are in the planning stages and as many as 80 projects are in various phases of construction in a given year.

Each year an award is given to the best project - the project that was on-time, under budget, had no major change orders, no disruption to airport activities and was good quality work - in other words



Darwin Skelton (BFF Mgr), Dave Schaff, Gene Acklie & Kevin Misner (M.C. Schaff & Assoc.) & Dave Fertig (Simon Contractors) a good smooth project.

This year's winner was a project that had no disruptions in aircraft operations, came in approximately \$1,000 under the \$1,000,000 budget and had only two change orders: one decreased the contract by approximately \$1,600 and second, the engineer initiated a request for material specification modifications that had been successfully used in other FAA Regions.

This project got off to a great start. The airport sponsor selected their engineering consultant and had an engineering agreement in place and executed in May 2003. Construction of the porous friction course asphalt overlay started in the Fall of 2003, using only 37 of the 51 working days allowed for the project.

Through excellent preparation, planning, cooperation and communication, the airport sponsor, engineer and contractor, construction activities were adjusted so that no arriving or departing aircraft operation was delayed or disrupted. No delays or disruptions are significant accomplishments for a runway project.

Permanent pavement marking was completed in the Spring of 2004. This work was followed by the final inspection. The engineer submitted as-built plans and close-out documents within 30 days after the final inspection. Generally these documents are submitted 90 or more days after the final inspection. All final documentation was completed within 15 months of execution of the consultant agreement. This project illustrates timely responsiveness by the airport sponsor, consultant and the contractor.

This year's winner is AIP Project 22, Porous Friction Course for the Airport Authority of Scotts Bluff County, Scottsbluff's Western Nebraska Regional Airport.

NE Aviation Maintenance Seminar

Cont From Page 4

ConAgra and Union Pacific's Maintenance Departments. Accept-



Stan Denman



Rick Konyek

ing the awards were Stan Denman of ConAgra and Rick Konyek of Union Pacific.

Duncan Aviation received the Silver Award and they were well represented by 13 of their employees who with Todd Duncan accepted the award.

Another recognition program, co-sponsored by the FAA



Todd Duncan



Charles Hanner

and the aviation industry, is the "Avionics Technician of the Year". Charles Hanner won this award both locally and regionally. He has 14 plus years as an Avionics Technician as well as his FCC license. Charles is an employee of Duncan Aviation.

The Friday evening banquet speaker was Dr. Paul Schlein who gave us a thrilling presentation on "Apollo, A Nuts and Bolts Retrospective". He covered the manned space mission program beginning with John Glenn's Atlas rocket blast into Earth orbit. The meat of his presentation covered the Apollo missions including Apollo 11 when Neil Armstrong and Ed (Buzz) Aldrin landed on the moon, July 20, 1969.



Dr. Paul Schlein

Saturday's program was just as rewarding as the presentations on Friday covering topics ranging from "Aging Aircraft-What You Must Know", "Pratt and Whitney PT6 engines" by Johnny Grant of NORTHSTAR Aerospace, Continental Fuel Injection by Cliff Ives of B & S Acft. and King Air Propellers by Mike Stevens of FSI.

PIREPS

Department of Aeronautics

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“Aviation’s Endless Variety”

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But beyond that breathtaking first flight, it’s the endless variety of aviation that keeps my wallet open and my Blazer turning into the airport lot ... and I know I’m not alone.

Imagine a pilot flying low and slow in a Cub looking up at a Cessna 182 and dreaming of faster and higher. The 182 pilot is looking up at a twin engine Beechcraft Baron wishing the same. The Baron pilot is coveting the Learjet above while the Lear pilot looks longingly at a Boeing jet. All the while the airline captain is looking down thinking “Sure wish I was flying that Cub today!”

In my flying career, the best promise I ever made to myself was to add a rating every two years. Having completed commercial, instrument and multi-engine tickets, I’ve added gliders, tail wheel and most recently, CFIs for all of the above. Through it all, I’ve discovered that it is impossible to decide which is more satisfying and fun - a complicated IMC approach in an Aztec, a peaceful 2 hour glider flight, taming a tail dragger on a secluded grass strip or teaching a student to land. It’s all a blast! I’d hate to have to choose.

Aviation is unique in my experience. From the antique to the newest high-tech, there’s something interesting and appealing about every airplane and every pilot I’ve ever encountered. Can we say the same about music, architecture, movies, art, or dining?

What we have is something special. Never stop sampling “aviation’s endless variety”.



Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 8-10am. Free to PIC.

- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 730-1030am.

Feb 21-23 - The *NE Aviation Trades Association Convention* will be held in Grand Island at the Midtown Holiday Inn. Open to the public and to anyone involved and associated with aviation business in NE. More info: Judy McDowell 402-475-6282.

March 9 - AOPA Safety Seminar at Bellevue, Topic, “Weather Wise”. A new weather education project developed with sponsorship from the National Weather Service.

May 22 - Ord (ODX) Evelyn Sharp Days at Sharp Field, Ord, NE. In connection with ExtraORDinary Days on May 21. Sponsored by the Ord Area Chamber of Commerce. More info: Ord Chamber of Commerce 308-728-7875 or Heloise Bresley 308-728-3000.

ATTENTION: ALL AIRPORT MANAGERS AND FIXED BASE OPERATORS. Please send your Fly-in Breakfast and Airshow

information to the Editor as early as possible. This will insure that it is included in the Calendar. Thanks.



Harry Barr’s North American P-51 With Editor and Wife Doris