

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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NAC Aviation and Maintenance Technician Symposium

Nebraska Aviation Council Chairman, Barry Scheinost, opened the 17th annual Aviation Symposium at Kearney, NE on January 29. Barry and the other members of the Council had been planning this event for nearly a year and it was one of the best ever. Notable FAA dignitaries attending were Central Region Administrator Chris Blum and



Mark Grady

Lincoln Flight Standards District Office Manager Richard Johnson. Other members of the Kansas City regional Office attended and made presentations concerning funding of airport projects under the proposed Congressional "stimulus" plan.

Noted writer and speaker, Mark Grady, gave a flying safety presentation as part of the FAA's Wings program on Wednesday evening, and shortly after Barry Scheinost's official opening of the symposium, gave a second humorous presentation called "Flyin' Friendly".

Numerous and informative breakout sessions took place during the entire day, but the noon luncheon highlight was a singing presentation by the AVI8ORS, ably led by Director Bob Moser. Following their medley of World War Two era songs, Joe Kittinger gave an outstanding speech about high altitude parachuting and his 483 combat missions over Vietnam, becoming a POW on his 483rd mission.

At the time, he was Commander of the famous Triple Nickel (555) Squadron flying F4 Phantoms. Joe is the first human to exceed the sound barrier without an aircraft when he jumped from a high altitude-balloon at 102,800 feet, free-falling for four minutes and 36 seconds.



Denny Fitch

The evening banquet began with an amazing vocal presentation by the all male 1733 Barbershop Chorus. Guest speaker for the evening was retired United Airlines Captain Denny Fitch who controlled the throttles of the doomed DC10 jetliner which crashed on landing at Sioux City Airport on July 19, 1989. Denny spoke about the courage of Captain Al Haynes, who was in command of the aircraft, and how Crew Resource Management (CRM) was applied to help save 185

of 296 on-board. It was a talk about attitude and how the right attitude can accomplish miracles! Friday and Saturday's activity related to Maintenance Technicians renewing their Aviation Inspectors license by attending eight or more hours of technical presentations every two years. It was sponsored by the Lincoln Flight Standards District Office and Duncan Aviation.

During the four days of the symposium there were many presentations which would educate and amuse the listener, but more importantly, this was all about aviation! As you look through the pages of this issue, you will find four who were inducted into the Nebraska Aviation Hall of Fame, and two who were noted as Master Pilots - 50 years as a licensed pilot and still flying. Additionally, Holdrege won NE Airport of the Year, while both Valentine and Omaha's Eppley Airfield were recognized as having construction Projects of the Year. This has to be the best aviation event in Nebraska every January, and if you've never attended, start planning to join us for the next Aviation Symposium.



Barry Scheinost



L to R: Bob Moser, Ardeth Ohm, Joe Kittinger, Diane Thomas and Pam Kragt



Airport Improvement Program (AIP) Stimulus

By Stuart MacTaggart

It has everyone's attention. How much stimulus money is coming our way? What are the criteria? When can we start projects? Etc.

Some of this information is available in very general terms. But first, one word of caution: "Sustainability." Before you commit to building an expansive terminal, a significant runway extension, or parallel taxiway, make sure you can maintain the infrastructure with local resources. The reason for the stimulus is to prime the pump—not to build and maintain it. This is not "free" money and it should never be viewed as operational "entitlement." FAA has retained the same eligibility requirements as past AIP projects, so surprises should be minimal.

According to House Appropriations Committee Chair, David Obey, the proposed stimulus package includes \$3 billion for AIP, aimed primarily at improving safety and reducing congestion. Chairman Obey estimates that \$41B in eligible airport projects are needed in the 2007-2011 timeframe.

My department has identified 82 potential AIP projects. So rest assured, Nebraska will not be overlooked for lack of preparation. Nebraska is one of only nine states with a cash reserve, thanks to a prudent spending ethic. Let's stay in the black.



Stuart MacTaggart
Director, NE Dept of Aeronautics

Get Lost!!

By Scott Stuart

Ah, for the lazy days of summer and fly-in breakfasts. The heat, the winds, the rough air down low.

Winter is upon us, and I say get lost! Just do it, head out, and this time just for coffee and/or breakfast. Cool air keeps cylinders happy, and makes for a smooth ride. Visibility? I swear I can almost see you, sitting home in the kitchen wishing you were out flying, right?



Scott Stuart

I have had some fun flights recently. I have been to ICL, RDK, HRN, and JYR just to name a few. Each destination has a courtesy car that will take you to a fine diner not too far away, and if you prefer, offer you coffee and conversation right where you sit! And you will meet the nicest people, too. Maybe some with different ideas than your own, thus expanding not only the horizon on the plane, but yours as well!

Ernie, quite the gentleman. I met him in Red Oak, IA last week; the man is 90 and you would never know it! When he smiled, the whole room lit up like a kid at Christmas. What a joy, and to hear about his flying adventures starting back in the 30's! Mike, who joined us, could not be a finer host, too. Try Randy in York, great spot to find yourself on any day. Hot coffee, or an easy trip to the Chances R for fixin's! Etc, etc...You get the idea, planes are made to be flown, and by so doing we have fun, keep our planes running smoothly, and keep ourselves fresh, sharp, fed and watered!

Give it a try, getting lost! Don't take my word for it; try anyplace nearby and you, too, will be darn happy you did. Excuses to hang back and be a ground pounder are easy but, trust me. You can thank me later. If you're lucky, you might even meet Ernie!!

Gear down and locked??

Large Aircraft Security Program

You might think this doesn't apply to you - - yet, but read on. The Transportation Security Administration (TSA) is proposing new regulations to impose on Part 91 operations and aircraft weighing 12,500 pounds or more. Could the weight go lower?

Some of the major provisions for aircraft owners and operators include: criminal history record checks (CHRC), security threat assessments (STA) for flight crewmembers, checking passenger names against the TSA's "No-Fly" and "Selectee" lists, development of a security program, and biennial auditing of the security program.

In addition, the proposal would require approximately 320 airports designated by the Department of Transportation (DOT) as "reliever" airports, and airports that regularly serve scheduled or public charter operations in large aircraft, to adopt a "partial" airport security program that would include specific training, record retention and personnel and notification requirements.

AOPA has some good suggestions about the program. Check out their website for more information.



New Pilots and Certificates



Private

Andrew Craig – Omaha
Jan Wozniak – Omaha
Dustin Suire – Bellevue
Chad Walwood – Hickman
Steven Beans – Cozad

Donald Cook – Bellevue
Matthew Schwarz – Fremont
Loren Wissman – Milford
James Meysenburg – Albion
Heather Bryan – Bellevue

Commercial

Duc Nguyen - Omaha

Multi-engine

Timothy Willey – Omaha

Joel Young - Omaha

Instrument

Jeffrey Nathan – Fullerton
Amanda Steele – Bellevue

Brant Robinson – Omaha
Crystal Dejesus – Bellevue

Flight Instructor

Joel Young – Omaha
(Multiengine)



That First Flight

By Tom Gribble

The day before Christmas, 1952. Early that morning several dozen of us young Pfc's received orders transferring us to Jacksonville Naval Air Station. Following Boot Camp we had spent six-plus weeks in one of the tent cities at Camp Pendleton practicing basic infantry tactics. Now, with ten days to get to Florida under our own recognizance, we hoped to spend Christmas day with family.



Tom Gribble

Forty of us from the Upper Midwest were trying to get a flight to anywhere near our home towns. Of course, all scheduled flights had been booked well in advance. In the end, a travel agent arranged a charter flight on a fly-by-night (literally, as it turned out) airline which would take us to Chicago. From there we'd be on our own to get home.

The logistics of getting us into Oceanside in one group, then moving us to an airport in Los Angeles (no, I don't know which one), locating the DC-4 and moving it from wherever it was to, hopefully, the same airport, ate up a considerable amount of time. It was long after sunset before we all got aboard the nondescript airliner.

Pressurized aircraft have leaks at skin joints and around doors and windows where the compressed air seeps out of the airframe. In the days when people smoked aboard airplanes the leaks could easily be found by the nicotine stains on door and window seals. However, the DC-4 is not pressurized. Still, there were leaks around doors and windows. In this case, though, warm air was not oozing out. Instead, cold air was blasting in.

Since then I've flown a Cessna 120 during Minnesota's very cold winters. I've flown a DC-3 in Alaska when it was so cold the oil congealed in the prop domes. I left Bettles, Alaska, just north of the Arctic Circle, in the Convair, in the dead of winter, with an inoperative cabin heater, and flew the 364 NM to Anchorage. I've landed and taken off at Resolute, on Cornwallis Island, 500 miles north of the Arctic Circle, with the temperature at -45°C (-49°F). But never in my life have I been so cold in an airplane as when we were eastbound over the mountains in that well-worn Douglas.

All of us young and aeronautically ignorant Marines were on our feet and packed tightly as far back into the tail section as we could get. This is where the Stewardess (that's what they were called in that bygone era) had hot coffee, and it seemed to be the only place in the cabin where even a slight amount of warmth could be felt. This was my initial introduction to anything resembling an airplane. I'd never heard of weight and balance or center of gravity. After crunching those types of numbers later in life, I've often wondered how the guys up front were coping.

Continued on Page 8, Right Column

Checkride Time!

By Lee Svoboda

The 2009 Aviation Symposium was again a success. There was a good exchange of aviation information and of course tall tales were heard during the day, but especially during the evenings. Some of the stories were even true.

Our Examiner Seminar was well attended and the four examiners from the Great State discussed various subjects spanning from weather, to errors during a practical test and ways to avoid a disapproval notice.

Some ways to avoid a disapproval notice are listed below:

1. GET OFF TO A GOOD START.
 - a. Read the Practical Test Standard (PTS), especially the front part which lists the special emphasis areas.
 - b. Have all required documentation readily available, not out in the car, at home or at the ATM.
 - c. Have correct answers to the initial questions.
2. COLLISION AVOIDANCE PROCEDURES---NOT DONE, DISAPPROVAL NOTICE FOR SURE.
 - a. Correct altitudes.
 - b. Clearing turns.
 - c. Radio procedures, etc.
3. KNOW THE CORRECT WAY TO PERFORM THE MANEUVERS.
 - a. Learn from instructor.
 - b. Reference material in front of PTS.
4. EXAMINER INTERVENTION.
 - a. Any verbal or physical intervention by the examiner to avoid an unsafe situation will IMMEDIATELY result in a disapproval notice.
 - b. Any verbal or physical intervention to correct an incorrect maneuver will result in a disapproval notice.
5. AERONAUTICAL DECISION MAKING AND RISK MANAGEMENT.
 - a. Discussed during the ground part of the test.
 - b. The applicant decides to fly or not to fly, not the examiner.
 - c. Considerations are wind, cloud cover, temperature, aircraft condition, etc.

Believe it or not, examiners are human beings charged with the responsibility of insuring applicants are capable and safe pilots. We are not looking for perfection, but we are looking for knowledgeable and proficient pilots. It is a test and we all get checkitis; however, we have found that applicants who can relax a bit, often do better. Examiners are not allowed to teach during a test, but most of the time an applicant will learn something during the test.



Lee Svoboda



Second Thoughts...

By Jerry Tobias

In the last issue I wrote about factors that combat our focus and attention. One additional issue is the fact that when we are interrupted or distracted, our attention is not automatically "spring-loaded" back to its previous target. Let me explain.



Jerry Tobias

Think about the number of times you've forgotten what you were going to say, or all those times that you've had absolutely no idea of why you just went to the basement. Each time something or

someone interrupted your thinking process. Your mind, though, did not go back to what you were processing before the interruption. Instead, you went from thought "A" to thought "B," then on to thought "C" - but not back to thought "A".

That same dangerous pattern occurs in aviation. For example, you started to laterally balance aircraft wing fuel, were interrupted by a radio call or something else, and then had to re-balance the fuel in the other direction? Be honest! Or, how many times have you inadvertently left the seat belt sign on long after regaining a smooth ride? Or, how many times have you wandered around looking for a tool you know you put down somewhere as your mind went somewhere else? Again, the problem is that our interrupted attention does not automatically return to previous thoughts or tasks. What can we do? Two things: eliminate and manage.

The first step is to proactively eliminate as many distractions and interruptions from the aviation environment as possible. That might mean something as basic as not allowing yourself or your team to be unnecessarily interrupted while in the middle of a maintenance procedure or a pre- or post-flight inspection.

It also means eliminating cockpit distractions. Apply some common sense here. Be self-disciplined enough, for example, to restrict the accomplishment of non-critical tasks to non-critical times. Also, if you have passengers onboard (even just one), let them know when you are available and when you are not (passengers often think that accessibility means availability - which is not necessarily the case). And, if you are flying as a crew, make certain the "sterile cockpit" rule (no non-pertinent conversation or tasks below 10,000') is a practiced standard operating procedure.

Manage distractions and interruptions that cannot be eliminated. One simple technique is to use a "memory tool" of some kind to bring your attention back on target. Many pilots relocate something in the cockpit (a sun screen, for example) to remind themselves that - if interrupted - something is in progress that still needs their attention. Others carry a small clip with a short lanyard attached for the same purpose.

My point, of course, is that distractions and interruptions are very real impediments to safe operations, and need to be eliminated and/or managed whenever and however possible.

"Thedford"

By Michael Kutssatz

"So you flew to Thedford, NE in the middle of January to camp out on the ramp". I casually respond, "Yup".

"Why??" I don't have an easy answer. Probably a bit of cabin fever, too much technology, internet, Ipod, TV, Sat TV, DVD, DVR, old VCR's, Nintendo's, Wii's, people wanting more and more for the holidays, the financial news is worse and worse and the list goes on.



Michael Kutssatz

It was time to go on an adventure. I loaded up "Lucy" with the tent, sleeping bag, food, a small stove and a camera, taking off toward Thedford, which sits in the Sand Hills. I had a 30 mph headwind with a very bumpy ride for 3 hours. Approaching runway 29 I checked the AWOS; the wind was 32 knots with a larger crosswind than I wished for. No matter, I was confident I could pull off a nice smooth wheel landing. Right about that point and with a 100 feet to go, the turbulent wind decided to test me and my little airplane. It was like trying to calm Lucy "the pit bull" as I touched the runway, only to get blown off. After three touches and flare ups, talking nicely to Lucy and jockeying with the power to keep the speed up so I can keep this a wheel landing, I realized I've gobbled up half the runway and the angry "pit bull" wasn't going to work with me! I'd given up on the smooth landing, deciding "firm" contact was in order. I finally managed to "stick it" and get everything stopped in short order. As three hours of turbulent gyrations ended, and the airplane sitting there with the engine purring, I let down with the solitude of Thedford.

Very tightly tying the airplane down and setting up my tent (with 8 long stakes), I enjoyed what Thedford had to offer: open air, peace and quiet, and the need to "toughen up" to the wind and cold. I warmed up my chicken noodle soup and set up the camera for a few night shots. My favorite night pictures are where the camera shutter is left open for several minutes (or up to several hours) allowing light to soak in, and as the earth rotates, the stars look like they're streaking or have a twist to them. I had a good picture going, but after 10 minutes the battery decided to die. Unpacking my gear, I bundled up for a long night, drifting off to sleep with the wind and coyotes howling.

Overall, Thedford is just cool! It has a beautiful runway and ramp, and a nice lobby. The airport isn't busy enough to be attended but Chad was out there in 5 minutes to help me with fuel.

Airports seem to have their niche in the world - a nice open spot of country where aviators can just stand on a quiet ramp, soak up the air and enjoy the lack of worldly problems. I guess that's why I went to Thedford. Traveling to out-of-the-way Nebraska airports gives one a flair of adventure, especially if you ditch navigation equipment and use a map and compass. We've got cross-winds to test the most skillful pilots, a wide range of country to cover, wonderful, friendly people, and beauty that's hard to beat.



“NE Aviation Hall of Fame”

This year there were four inductees into the NE Aviation Hall of Fame: Phil Brown, John Kugler, Dick Russell and the Savidge Brothers. Their bios and pictures are detailed in the following columns and provided by Sandi Decker, Chairperson of the NE Aviation Hall of Fame.

Phil Brown

Phil Brown was born on August 19, 1943 in Lincoln, NE. In 1946 the Brown's moved to Lodgepole where Phil grew up around aviation, soloing four airplanes on his sixteenth birthday. He gained experience helping with the family business, Lodgepole Flying Service and later Don's Air Service in Alliance.



Phil Brown

Some of his accomplishments include demonstrating helicopter and aircraft, flight instruction, aircraft mechanic, charter operations, pipeline patrol, agricultural spraying, flying in air shows and helping to start the Mid-Continent School of Aeronautics, which brought students from all over the world.

Phil helped during several power outages caused by Nebraska blizzards, delivering medicine to snow-bound families and in one case, pulling a hunter from the Platte River who had fallen through the ice and could not get out.

The City of Alliance requested Brown's assistance when they installed a new water tower but did not have a crane available to hoist a light atop the tower. Using a Brantly 305 helicopter, he landed on top of the tower so the lamp could be installed.

From 1964 to 1966, Brown was an advanced instrument instructor on the Huey helicopter at Ft. Rucker, Alabama and was the youngest instructor at the Fort.

He flew with Hamilton Brothers Oil Company on the North Slope above the Arctic Circle, sling-loading oil rigs and supplies. During his time there, he flew a civilian Huey to rescue an oil drilling crew whose barge was being crushed by the ice flow. Brown ordered the crew to discard their wet coats, which enabled him to rescue the entire crew.

From 1970-72, Brown was VP and Chief Pilot of Trans-Nebraska Airlines, working with his father, Don Brown. This commuter airline tied Nebraska to Denver and Chicago. Phil retired from Seattle Jetstream in 2004 and is currently flying part-time charter and rescue missions in Meeker, Colorado.

Phil has flown over 110 makes and models of aircraft ranging from the J-3 Cub to the Boeing 737, including helicopters, and has logged more than 25,000 accident-free hours.

John Kugler

John Kugler was born in McCook, NE on December 5, 1956. He earned an Associate of Arts from McCook Community College in 1977 and went on to earn his BSBA from the University of Denver in 1980.



John Kugler

John returned to his hometown to assist in the management of the family business, Kugler Company. He is now Marketing President with responsibilities of marketing functions in a five state area.

Kugler fell in love with hot air ballooning in 1978. He was first exposed to ballooning by a fellow worker whose son flew balloons, and as Kugler says, "the rest is history...". Since then his ballooning has taken him across Northern America and around the world with Steve Fossett on numerous occasions. He was a member of the Balloon Federation of America Gas Division from 1991 to 2006.

John has trained numerous pilots (including adventurer Steve Fossett) in the fundamentals of gas balloons utilizing ammonia as a lifting gas. He originally taught Fossett how to fly gas balloons and served on his core crew performing various tasks during Fossett's solo around-the-world attempts, including Fossett's successful flight in June 2002.

Kugler's other accomplishments include being the leading US pilot with experience in ammonia gas balloons; a builder of hot air and gas balloons; and instructing and signing off Steve Fossett in Free Balloons. He is a key figure in the rebirth of gas ballooning in the United States and participated in the Virgin Global Challenger flights. He is also participating in the support and launching of the Celestial Eagle, a proposed Trans Pacific balloon flight that is in the developmental stage.

In 1999 John and co-pilot Ralph "Red" Sheese placed 2nd after launching from Front Range Airport near Denver and landing near Boston, logging 1,710 miles in 67 non-stop hours. This qualified them for the 2000 International Gordon Bennett Cup in Belgium. The Coupe Aeronautique Gordon Bennett is the most prestigious event in aviation held annually around the world.

During the 1980's, McCook, NE was host to the McCook Balloon Blast, featuring an amazing display of hot air balloons. Kugler has been the flight director and event organizer for the event for ten years. It continues to grow each year, becoming one of Nebraska's most spectacular annual free family events.

John is devoted to the advancement of knowledge in ballooning, and teaching others that show interest and are willing to learn.



Richard "Dick" Russell

Richard E. Russell was born in Broken Bow, NE and attended schools in Broken Bow and Kearney. He is a Life member of the University of Nebraska Alumni Association. A Korean and Vietnam veteran, Russell retired from the US Air Force in 2001 after serving a total of 41 years active, reserve and guard service.



Dick Russell

Throughout his military service, he received numerous awards, including Meritorious Service Medals, and four Humanitarian Service Medals, and was selected one of twelve Outstanding Air Force Security Police in 1982. He also received several commendations and citations from the Assistant Secretary of the Air Force and the Secretary of Defense during his time as the Sixth Air Force Reserve Command Chief Master Sergeant.

In 1984, Dick became an Aviation Safety Inspector for the FAA, working from a GS7 position to a GM15 middle manager in just four years. Among his assignments was project manager for the civil certification of the Bell-Boeing Tiltrotor aircraft, manager of all FAA flight programs, and Aircraft Policy Officer for the FAA flight inspection program based in Oklahoma.

Russell has been an active ham radio operator since high school. He served with the Civil Air Patrol and Coast Guard Auxiliary as an Emergency Services Operations Specialist, Incident Commander, and search-and-rescue pilot for over 40 years.

Dick has been an adjunct professor in aviation, aerospace studies, management, organizational development, criminal justice, law enforcement, and police science for over 30 years, and has taught at several colleges and universities, including Embry Riddle Aeronautical University.

He retired from the FAA but continued his aviation career as a flight instructor and FAA-designated examiner for Flight Safety International. He currently serves as an adjunct professor of aviation studies for Southeastern Oklahoma State University. Dick is also an aviation insurance agent, and a consultant and partner in DNR Aviation, LLC, for the preservation and continued flying of antique and classic airplanes.

He has accumulated over 21,000 accident-free hours in military and civilian aircraft since his first flight at Broken Bow in a Howard DGA15. Russell holds an ATP Certificate with CE650 and CE560XL type ratings, and flight instructor certificates for airplanes, helicopters, and seaplanes.

Maintaining a history of community involvement, Dick has been an active member of the Air Force Association and Aerospace Education Foundation, doing education in aerospace for over 25 years. He is a member of the Flying Conestogas and a regular attendee at the annual Nebraska Antique Airplane Association fly-in at Minden. Russell is immediate past Commander of the

Central States Shrine Flying Fez Association, and was recognized in 2006 as one of thirteen Masons in Kansas to receive the DeMolay International Legion of Honor. Russell feels fortunate to have flown everything from his Meyers OTW biplane to the F16 and F4 aircraft.

The Savidge Brothers

In 1911, seven brothers constructed and flew one of the first heavier-than-air machines made in Nebraska. The seven were the Savidge brothers: George, John, Joe, Dave, Matt, Phillip and Louis from Ewing, NE. In partnership as inventors, mechanics, and pilots, their aircraft was an exposed cockpit biplane model.

The dream of flying was born early in the brothers. There was a large barn on the Savidge place, located eleven miles South and ½ mile West of Ewing. The haymow of this barn became the workshop for the brothers. The boys started with gliders, studying hawks in flight. They then built models, increasing them in size



The Savidge Brothers: L to R: Phil, Joe, Dave, John, Louis, Matt & George

until they were in proportion to the weight of a cat. They then tied one of the farm cats to the glider and would slide them out of the haymow door. When the gliders were perfected so that they would land with a live cat without crashing, they enlarged their gliders to work with a man.

The boys bought their engines, propellers and rubber-tired wheels custom made. They had no plans but their own to work from, and their first flights were made from a meadow on their home place. After awhile, they perfected their craft so that they could circle and land the plane at the same place from which they had taken off. They put a notice in the paper stating that anyone who wished to see them fly could come to the farm on May 7, 1911. It was on that evening that Matt Savidge became Nebraska's first pilot.

The brothers perfected their airplane until they were sure it was safe and then started on barnstorming trips in the Midwest states. For five years the Savidges successfully flew their plane. During this time Matt, the most daring of the boys, learned to loop the plane as well as other stunts. He was the first pilot in the world to introduce skywriting. He mapped out his name on paper,



then tied smoke candles to the frame of his plane.

During the summer of the fifth year, the boys completed one of their airplanes. John took it up for a test flight but was not satisfied with the way it worked. Matt then decided to try it for some of his stunts. The rest of the brothers tried to stop him but Matt overrode them. He ascended to a height of five or six hundred feet and started a spiral glide. All went well until the last hundred feet when the plane plunged straight down, nose first. The front of the plane was driven into the earth and the engine landed on Matt, who was killed instantly. It has remained a mystery with the Savidges why the plane crashed, as the engine was running smoothly until it hit the earth. There was speculation that strut wires or the control wires jammed. This tragic accident ended their flying careers.

The planes were dismantled, the engines boxed and the wings and propellers stored in the barn. Parts of these planes are in the possession of different members of the Savidge family today.

Master Pilots

By Chris Manthe

Robert K. Todd

Bob Todd first soloed in 1958 in a Taylorcraft at Hershey, PA. Mr. Todd joined the Civil Air Patrol (CAP) in 2000 and has held positions of Wing (State) Standard and Evaluation Officer, Emergency Services Officer, Director of Operations, Squadron Commander and, Wing Vice Commander, and is currently Wing Commander for Nebraska.

Bob is qualified as a Check Pilot, Mission Check Pilot, Mission Pilot, and Incident Commander. He currently resides in Gretna, Nebraska with his wife Linda.



Bob and Linda Todd

Elmer Gordon Pahre

Gordon Pahre first soloed in 1956 in a Taylorcraft as a military pilot near Newcastle, Delaware. Mr. Pahre graduated from West Point Military Academy and joined the Air Force as a navigator.



Gordon and Leslie Pahre

He flew with the military for 30 years, and one of his last military assignments was as a weather reconnaissance crewmember on a C-130 chasing and penetrating severe weather systems, while based at McClellan Air Force

Base in California.

Gordon was Chief Pilot at the Offutt Air Force Base Aero Club and currently supervises the daily activities of the FAR Part 141 Flight Training Center as the Operations Officer. He lives in Papillion, Nebraska.

Airport of the Year

Brewster Field, Holdrege, won the NE Airport of the Year Award. They hosted a most spectacular NE State Fly-in, which helped display their outstanding public relations and community support.



L to R: Andre Aman, Dorothy Anderson, Ted Kayton and Lanny Lambrecht

Accepting the award, presented by Deputy Director Andre Aman of the Department of Aeronautics,

was Airport Authority Chairperson, Dorothy Anderson, member Ted Kayton, and Airport Manager, Lanny Lambrecht.

Our congratulations to these individuals for all the effort and hard work they put into their airport; it certainly shows.

Projects of the Year

By Russ Gasper

2008 was a very big year for projects in Nebraska. 32 airports received federal grants with construction costs of nearly \$48 M.

In general, the best project is one completed on-time, with no major disruption, under budget with no major change orders, and with good quality work.

The first project was airport paving at Miller Field for the City of Valentine. It placed approximately 16,000 CY of pavement for the runway, taxiway and apron.



L to Right: HWS-Don MacElravy, Arn Hottovy, Andy Beil, Dennis Sandrock-Paulsen Construction, Bob Kilmer-Airport Mgr and Curtis Christianson-HWS

The second project was Runway 18 and Taxiway F reconstruction at Eppley Airfield for the Omaha Airport Authority. It placed approximately 20,000 CY of pavement for the runway and taxiway.



L to R: Lamp, Ryneanson & Assoc. (LRA) Andy Wester, Virgil Oligmueller, Dave Roth, Omaha Airport Authority, Joe Oetken & Ross Gorman-(LRA), Todd Allen & Nick Gaebel-Hawkins Construction

These projects illustrate timely responsiveness and excellence by the airport sponsor, consultant and contractor.

A great job by all concerned!

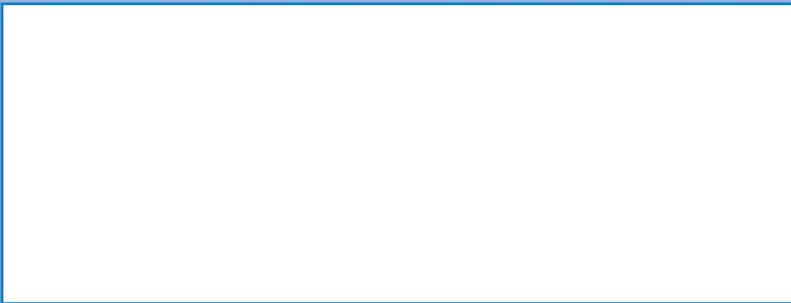
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Events Calendar

- **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 Airport (CDR)** Aviator's Breakfast, 8-10am, 4th Saturday of the month. Feb 28, Mar 28, April 25, May 23, etc.

Feb 16 - 18 Grand Island (GRI) NE Aviation Trades Assoc. (NATA) Annual Convention at Midtown Holiday Inn. Monday, 8 to 3 pm Exhibitor Set Up, 10am Board of Directors – Board Room, 2 to 3 Satloc – Ron Deck, Sky Tractor – Islander II, 3 to 6 Registration, 3 to 6 Exhibit Hall Open, 6 UAP Distribution, Inc. Dinner. **Tuesday**, 7am Registration Desk Open, 8am Welcome, PAASS Recertification Session, Presenters: Eric Klindt and Scott Bretthauer, Ph.D, 10:15 Coffeebreak in Exhibit Hall, 10:45 Annual Business Meeting – Election, **Noon Awards Luncheon - Speaker, Joe Kittinger****, 1:30 to 3 PAASS Recertification Session, 3pm Coffeebreak in Exhibit Hall, 4 to 5 Social time with hors d'oeuvres, 7pm Live Auction in Exhibit Hall. **Wednesday**, 7:30am Allied Exhibitor Meeting - Islander I, 8 to 10 - Exhibit Hall open, 9:30 Coffeebreak in Exhibit Hall, 10 to 12 Recertification Session, 10 to 11 ***Larry Schulze, Ph.D, Professor Emeritus, UNL "Aerial Applicators: In To The Forefront"**, 11 to 11:30 ***Alan Corr, UNL**, 11:30 to 12 ***Tom Trehwhitt, DEQ, Noon Luncheon – 2009 NAAA President**, UAP Distribution, Inc. Raffle Winner, 1 to 3:30 Recertification Session, 1 to 1:30 ***Verle Engel**,

FAA Safety Team, 1:30 to 2:15 ***Tamra Jackson, UNL**, 2:15 to 3 ***Bob Klein, Western Nebraska Crops Specialist**. "Diseases of Winter Wheat, Insects in Winter Wheat, Loading Facilities", 3 to 3:30 ***Tim Creger, NDA – Regulatory Update of state and federal pesticide laws and enforcement.**

"That First Flight"

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A mid-morning fuel stop was made en route. Somewhere in Nebraska or Kansas, I'd guess now. I didn't have a clue at the time. We eventually got to Chicago, then it was a bus or taxi or long hike (who can remember?) to the Greyhound "kennel". That diesel eating dog would take me to Detroit.

Dawn and I hit the Motor City simultaneously. Then a long wait while baggage was transferred, passengers assembled, and scheduled departure times observed. We at long last whined (as in Screaming Jimmy) our way out of Motown and reached Mount Clemens a little past noon.

Unloading baggage was an interminable affair. Finally, with my fully packed sea-bag slung over my shoulder, I made what the old song describes, "The Longest Mile You'll Ever Walk Is The Last Mile Home," arriving late that afternoon. The day after Christmas, 1952.

Oh, by the way, for those one or two Nebraska pilots who may not have flown aircraft with constant speed props in extremely cold weather, the trick is to exercise them periodically. Move the prop control(s) or throttle(s) back and forth a few times at fifteen or twenty minute intervals.

If, when the prop control is moved, the RPM remains unchanged, or when the throttle is moved the RPM does change, the oil in the dome may be getting a little thick. Keep manipulating the controls until the prop(s) behave properly.

Additionally, in extremely cold weather, don't baby an air-cooled piston engine. A friend flying a Cessna 172 in northern Minnesota one very cold morning in 1964 thought he should keep the power low so as to avoid damaging the Continental O-300. This cooled the engine, especially the rear two cylinders, so much that the engine seized. The engine must be run at a high power setting in order to generate the heat that will keep the oil flowing.

I'm retired now and I don't fly the Champ when it's that cold!