P I R E P S

A bi-monthly newsletter for Nebraska pilots and Aviation Enthusiasts

'Encourage and Facilitate the Development and Use of Aviation in Nebraska'

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The 18th Annual Nebraska Aviation Symposium

The Aviation and Maintenance seminar took place in Kearney, January 27-30 and was a total success. Almost the entire FAA Airports Division from Kansas City gave presentations including regional administrator Joe Miniace. NASAO's Henry Ogradzinski gave the opening speech focusing on the monetary impact aviation has across the country. Bob Moser presented the "Pinch Hitters" course for the non-pilot, captivating his audience for the entire presentation.

Over 70 maintenance technicians recertified during the maintenance portion of the Symposium, while the entire four day event was a huge boost for aviation in our state. There were many awards given out during the Symposium and I would like to say congratulations to everyone recognized.

Rolland (Rollie) A. Harr

Aviation Hall of Fame Inductee

By Sandi Decker

Rolland (Rollie) A. Harr was born in Ainsworth, Nebraska, on July 4, 1918 and was raised by his grandparents. He attended Ainsworth and Chadron elementary schools but graduated from Chadron High. He then attended three years of college at Chadron State. It was here that Rollie learned to fly in a Federal civil pilots' course and flying became his passion. Harr finished college with an additional semester at Omaha University for secondary training and then went to Hastings College for both a flight instructor and commercial pilot's license.

He and his wife, Faye, and their son relocated to Chadron where Rollie taught ROTC flight school. When he went to Army Flight School during WWII, he had already accumulated more hours instructing than his instructors had time in the air.

Richard and Linda Harr Accepted the Hall of Fame Award for Richard's Father Rolland Harr

Harr's career in Nebraska aviation included the position of Nebraska's state pilot in the mid 1940's. He gradually became involved in the problems of the State Aeronautics Commission. He became secretary of the Aeronautics Commission in 1943, which was the forerunner of the State Department of Aeronautics. Fourteen years later, he became the head of the department. The department supervised the use of revenues from the state aviation gas tax, supervised and approved airport improvements and gave final word on all airport programs. This led to the direct operation of five former Air Force bases which Nebraska took over following WWII. Harr took an active role in a decision made by a seven-state regional Civil Aeronautics Board which boosted Nebraska air service to third in the nation. Seventeen of Nebraska's cities had air service. This experience qualified Harr to take a newly created Airport Authority director position in Lincoln.

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Winter Blahs!

By Ronnie Mitchell

Ronnie Mitchell
Director, NE Dept of Aeronautics

This is the most snow for eastern Nebraska that most of us can remember and it looks like it will hang on until spring. Freezing rain is in the forecast tonight and up to 1/4 inch could accumulate before Mother Nature is done. You might say we have entered the winter blahs!

Fortunately, not all the news is bad. We've had no major aircraft accidents to contend with during these major winter storms so it would seem pilots are being cautious and doing the right things to protect their passengers, themselves, and their aircraft.

In State government we've gone through a $335 million budget-balancing cut without curtailing services to any large extent. Nebraskans are in much better shape than the majority of our nation, with unemployment at a low 4.6%, while it appears the recession has reached a turning point. The Legislature is in session dealing with a number of bills, some of which, if made into law, will have an impact on aviation in the state. One of them is LB512 which would give this department the responsibility of developing minimum zoning regulations for airport hazard areas.

As this issue of PIREPS goes to press, the 18th annual Aviation Symposium and Maintenance Technicians Seminar will have just finished and I'm confident it will have been the best ever. Each year it continues to be "the event" for aviation in Nebraska and I would encourage you to give it your full support.

So much for the winter blahs! But I am looking forward to warmer weather and fly-in breakfasts!

Continued From, Front Page, Aviation Hall of Fame

His beginning salary was $7,800 a year in 1959. At that time, the airport was operating out of an old office at Union Airport. Harr was instrumental in moving Lincoln's general aviation operation to it's present location. It was the country's first use of a SAC military base with civilian runways. Two railroads and a highway were moved to make way for the 4000-foot runway and the general aviation terminal which opened in 1960. The Authority's budget the first year was $90,000 but by the time Harr retired the annual budget exceeded $20 million.

During his time as director, Harr developed the industrial park, built a new terminal, had to deal with an air traffic controllers' strike, fare differentials that drew travelers to Omaha, and even took his turn on a snow plow if necessary.

After retiring in 1983, Harr remained active behind the scenes until he and his wife moved to Phoenix, Arizona in 1989. Harr still lives at Sierra Winds retirement home. He is as active as his 91 years will allow.

Ice Cold Beer

By Scott Stuart

Scott Stuart

What can be better than a bottle of beer exhumed from a cooler full of ice? That is the first thing I do when I get to my cabin in Canada. Ice the beer! Now that the beer is on ice the next logical thing to do is go fishing. Ah, but so worth it! Hopefully you have been there, done that! Icing the beer means fun!

You may have been there done that with some of what follows, but if not, read and be prepared or reminded once again, please. ICE KILLS. Just as surely as a July boomer, ice kills. The good news is, not nearly as often as the storms, but just as final. Ice manifests itself in many ways, some obvious and some insidious. I hope you are curious enough to read on.

First, frost is right in front of us before we even board the plane. Plain and simple, don't fly with frost, even if you could. Warm the plane in a heated hangar. If a heated hangar is not available, try this: if the OAT is in the 32 degree range, hose down the plane removing, the frost and the warmer water will not freeze. One thing to keep in mind with this method is when the airplane is in flight the left over water may freeze the controls. If you have the auto-pilot connected, can the servos handle it? I don't give them the chance, my suggestion is simple: hand fly until all is free and clear.

Two: Frozen controls can be an issue if the temperature is close to freezing on the ground and it is raining. After takeoff is when the excess water may seep into the controls and freeze at altitude. This is a rare occurrence but something to keep in the back of your mind.

Three: Did you check the oil cooler breather line before you departed? Sometimes in the cold, the breather will freeze up if you have not burned off the moisture from the oil on the previous flight. It can and does happen, since the oil and cylinder temperatures attained in winters are not as warm as in summers and thus the water issue. If it is blocked, it is only a matter of time until it gets real quiet up there....too quiet! Rare, but it happens.

Four is easy: Carburetor heat. My Husky is prone to a lot of carburetor ice. It is all too easy to be droning along, in clouds or not, and not notice the decrease in manifold pressure or RPM. Pay attention when you apply the heat, pull it full out and leave it there long enough to melt the ice. If the carburetor heat is not on long enough you can actually make matters worse. On this subject consult your A & P, as they know a lot more than I!

Five: Well duh! How about having on the prop heat and pitot heat! No prop heat, isn't always a worry, but if you have it, use it. Better to prevent in the first place than try to play catch-up with ice. Do the same for the pitot heat. That is the last item on

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Flying The Colored Airways

By Tom Gribble

After many interruptions we'll now return to the L/MF Ranges and Colored Airways, but first let's go back for just a minute to the lighted airways. I mentioned in the June/July 09 issue that the rotating beacons on the lighted airways were identified by tens of miles from the starting point, and the course lights flashed that number in code identifying the beacon.

Tom Gribble

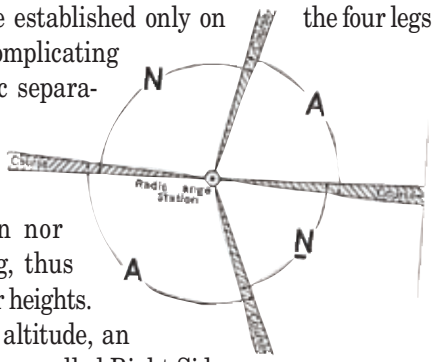
What is interesting is the code itself. The numbers in the International Morse Code were not used. A code transmuted for the purpose was used. It was, to my knowledge, used nowhere else.

One: dit dah dah. Two: dit dit dah. Three: dit dit dit dah. Four: dit dit dit dit. Five: dit dah dit. Six: dah dit dah. Seven: dah dit dit. Eight: dah dit dit dit. Nine: dah dah dit. Zero: dah dah.

If you remember your International Morse Code, you will recognize them as, in order, W, U, V, H, R, K, D, B, G, M.

Inasmuch as this was the only place these letter codes were used for number codes, some sharp wit came up with a long-winded mnemonic to aid in remembering the order in which those letters came. It goes like this: When Undertaking Very Hard Routes Keep Directions By Good Methods.

Now back to Colored Airways. With ADF still in the future, airways could be established only on the four legs of the L/MF ranges. Complicating opposite direction traffic separation was the altitude limitations of early airplanes. They had neither pressurization nor super or turbo-charging, thus limiting them to the lower heights. To overcome the lack of altitude, an air traffic control procedure called Right Side Separation was used allowing opposite direction traffic to fly at the same altitude.



When a clearance included the phrase, "Remain well to the right of course," the pilot was expected to fly a course that allowed hearing either a predominate "A" or "N" with a solid tone in the background.

Using the illustration, a westbound pilot east of the station would hear a predominate "A", while an eastbound pilot would hear a predominate "N". Were the aircraft west of the station, the westbound pilot would hear the "N" quite strongly while the eastbound flyer would hear the "A", both over the solid tone.

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Decision-Making

By Lee Svoboda

As I look out the window and see the 75F temperature, no wind, sunny conditions here in Arizona, I think about all the great training and testing opportunities I am missing in Nebraska this winter. Now you may be thinking, is that old guy flipped out? There is only one part of that question that offends me and that is the old part; flipped out could be correct.

Lee Svoboda

However, as trainers of our future aviators, we are responsible to train in all aspects of all areas found in the Practical Test Standard (PTS). One of those areas is weather, and from what it looks like, Mother Nature has given us a realistic scenario of cold temps, snow, wind, and low clouds for us to use in our risk management and aeronautical decision-making training and testing.

Normally, a starting point for operating in harsh winter conditions is the rating and experience of the trainee/pilot that has employed you as their instructor. Probably the next consideration would be the airplane to be operated. Then of course the conditions that day, including airfield conditions, must come into the decision-making equation.

Concerning pilot certification and ratings: Is this individual a student, private, or a commercial pilot? Are they instrument rated?

Now, what airplane is to be operated? When will it require pre-heat to get it started; will the cabin heating system keep the pilot and passengers warm that day; does it have deice or anti-ice systems, anti-skid braking or not, etc.?

Conditions that day must include consideration of the cloud cover, icing possibilities, wind, and precip. Then, of course, airport conditions must be put into the decision-making as well.

Even on sunny VFR days, airport conditions may nix a trip in the winter months. If it has snowed, the airport may not even be open. If the airport is open it could have packed snow on the runway (PSR), slush on the runway (SLR), loose snow on the runway (LSR), and of course, watch out for snow banks caused by plowing (SNBNK). Then associated with all this is the braking action, how is it measured, what does it mean.

The above-listed considerations are not all-inclusive by any means. However, the thing that must be taught and tested is that the trainee/pilot knows what factors need to be considered, what each factor means and then how to integrate all the information into their risk management and aeronautical decision-making. As instructors, it is our responsibility to make sure that each pilot we train has the full exposure to our knowledge and experience on winter and all operations. Let me assure you, examiners will test to determine if you have met your responsibility.

Attitude

By Jerry Tobias

Two types of attitude are critical to aviation safety. Aircraft attitude control (pitch, roll, and yaw), of course, is always important. Whether you are visually "parking" the nose cowling of a 172 at the right spot on the horizon to establish the correct climb speed or hand-flying a Boeing to ILS minimums, maintaining the correct aircraft attitude for the situation is essential for a successful outcome. In many situations, though, aircraft attitude control is more than essential, it is critical. In such situations, an aircraft's performance or - in extreme cases - a flight's safe outcome may literally depend upon precise attitude control.

Jerry Tobias

Aircraft rotation and the initial climb attitude following an engine failure on takeoff (after V1), wind shear escape maneuvers, high crosswind takeoffs and landings, "unusual attitude" or high speed/high altitude upset recoveries, or hand-flown instrument approaches when weather conditions are right at minimums, are a few examples of situations requiring very deliberate and precise aircraft attitude control.

The good news is that these and similar situations are not encountered often. The bad news is that, because of the good news, it is possible to become a bit "rusty" at the precise control responses necessary to handle such occurrences.

That is why continuous practice is so important. That is also why training flights and recurrent simulator sessions often begin with steep turns and other "warm up" maneuvers to help sharpen pilots' instrument cross-checks and polish their control finesse before beginning precision maneuvers. "Back in the day," by the way, steep turns were much more challenging, as attitude indicators precessed significantly throughout the maneuver, autothrottles were nonexistent, copilot assistance of any kind was prohibited, etc. (okay, I know what you're thinking…and no, the goggles and scarves did not get in the way!).

So, whether your machine weighs 2000 lbs. or 800,000 lbs., aircraft response and performance is a direct result of the precision with which you maintain aircraft attitude control. But, I'd like to suggest that there is another way that attitude control directly impacts aviation safety.

Yes, the aircraft's flight attitude is always important, but so is the mental attitude of every person involved in or a part of the aviation community. Attitudes, after all, govern decisions, and decisions, ultimately, are responsible for safety records.

Attitudes like, "it's no big deal," or "nobody will ever know the difference," or "I'll get it fixed when I get home," or "the rules apply unless the rules don't fit," or "let the feds worry about the big boys," are just as dangerous as any "unusual attitude" encountered

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Learning To Fly

By John Rued

You have your procedures. You have your policies. You have your techniques. Procedures- directed by the manufacturer—are operations not to be ignored or debased at the expense of safety. Policies-directed by the operator—are operational limitations based on pilot experience or environmental constraints. Techniques--offered by the Chief Pilot or CFI--are operations based on experience and sound judgment that do not violate procedures or policy. It is the proper application of technique that is the basis for this piece--the gestation of the proverbial "license to learn".

John Rued

And I am learning. Sure, I'm a 1600-hour CFI, but I can still learn. Just ask anyone. And I have. "Three-point or wheel landings: What is the practical rationale for one over the other?"

I recently bought into a Champ group. I had known about these guys for some time. A group of ten ensconced within the best kept flying secret in Eastern Nebraska/Western Iowa. I also knew that the only way into this group was for one of the members to kick off. My job, then, seemed simple. Just wait the older ones out.

But these guys—as mature as they seemed to be—also seemed to be pretty darned healthy. Too bad for one that the airplane wasn't. A ground-loop repair was taking longer than one of the shareholders had the patience for. He wanted out. The timing was perfect.

I submitted an application and, within what seemed like weeks, I was notified that the remaining nine had given me the thumbs up. Good thing I was on good terms with eight of them. The next step was to advance my position as a bona fide tail-wheel pilot.

The group had two instructors. One instructor, a three-point advocate, would tell me that "a three-point in the Champ works in all situations; don't know why you'd ever want to do a wheel landing. " The other instructor was a wheel-landing proponent who'd say that a "wheel-landing in the Champ works in all situations; don't know why you'd ever want to do a three-point". My obvious question—"Huh?"- was superseded by the verbiage of FAR 61.31(i) which, in no uncertain terms, stated that I needed to demonstrate proficiency in "normal and crosswind…landings" and "wheel landings (unless the manufacturer has recommended against such landings)". Since the Aeronautical Corporation of America has no such wheel-landing caveat, the conclusive answer would have to be postponed. For now, I would fly three-point landings with one guy—and the wheel-landings with the other.

Fast-forward six-hours (of dual). I had the procedures down—there was no Champ manual. I had the groups' policy down: "You know, John, the club gets kind of annoyed if you ding the airplane".

And as far as landing techniques go, well, I was shown at least two. And with the instructors' blessing ("You didn't scare me") and with the ink fresh on the endorsement, I decided it was time to really learn how to fly the Champ--and to answer the question: Three-point or wheel? (To be continued…)

Continued From Page 2, Ice Cold Beer

my pre-takeoff checklist. I read and heed.

Six is the obvious one: In-flight icing. Now there is another no brainer, getting ice? What are you doing about it? My suggestions have worked for me in most situations: First, I climb, get on top, and remember that the worst icing is in the last 500 feet of the cloud layer. But, do not get into a hurry in the climb; airspeed is life when it comes to ice! Just get there. And, second, often there is warm air, or clear air, below....an equally good option. We do leave ourselves, outs, options on every flight don't we?!

Seven: Lucky number seven. Ice and slush in the wheel pants. You departed a messy runway? Now, time to land and come to find out your wheels are frozen solid!! Can you say flat spot. If you are lucky. Simple solution: Upon departure, after liftoff with the wheels still spinning, step on the brakes. The sudden stop will help throw off the ice/slush/residue.

Ok. Now you are prepared for icing, or is that just me? Oh and make sure your airplane certified for known icing too. Hey, winter flying is great in every aspect, I love it. But the challenges are just a bit different from the July Fly-in breakfast trip! Avoiding ice is always the best option. In case ice is unavoidable the above pointers may come in handy. So, what are you doing there? Stop standing there, and go flying! You will have fun and then you can have fun! Works for me!

Gear down and locked?

Continued From, Flying The Colored Airways

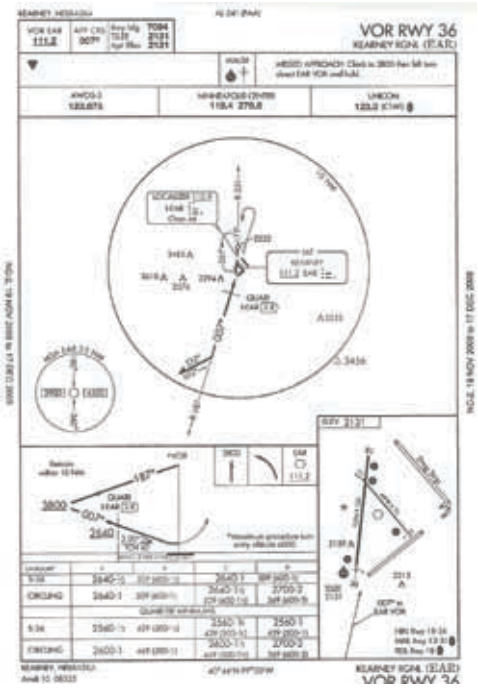
The map shows the complete 1940 layout of the L/MF ranges in the United States. More were added during World War Two, and most were continued well into the 1950's with many lasting into the 1960's. In Canada and Alaska they operated into the 1970's, and in some primitive parts of the world into the 1980's.

Aren't you glad VOR was invented? That and ILS will be the topic next issue, including their early development and why their introduction was delayed so long.

Question Corner

The answer to the last publication has finally arrived. Can Air Traffic Control clear you straight in on an approach that requires you to make a racetrack entry, before intercepting the final approach course? Yes, according to the Air Traffic Control handbook, they may clear you straight in without performing a course reversal under certain guidelines. First, you must be in radar contact. Second, you have to be able to intercept the final approach course without making a turn greater than 90 degrees (i.e. radar vectoring), along with a few others. But according to the Federal Aviation Regulations, if the term "No PT" is NOT present you have to perform the course reversal as published, in the case of a holding pattern procedure turn. There are a few exceptions to the rule: radar vectoring by ATC or getting an amended clearance from ATC. The FAR's take precedence, in this case, because the FAR's are our governing book of rules. The hold entry must be flown, unless radar vectoring or an amended clearance has been given.

THE SITUATION: you are flying the VOR to runway 36 at Kearney, Nebraska. The weather at the time you start the approach is 500 foot overcast and 1 mile visibility. During your procedure turn, the ceiling drops to 300 overcast with 1 mile visibility. You decide to continue the approach. You are now at the MDA of 2560, you have not passed your visual descent point and you see part of the approach lighting system. What are your options? E-mail comments, concerns or questions to Zach.Miller@Nebraska.gov



The Open Canopy of Quotes

You've never been lost until you've been lost at Mach 3. - Paul F. Crickmore

Q: How many pilots does it take to change a light bulb?

A: Just one. He holds the bulb and the world revolves around him.

•I want to die like my grandfather did, peacefully in his sleep. Not screaming in terror like his passengers.

"Attitude", Continued From Page 4

during flight…and must be countered just as aggressively as any inappropriate flight attitude. Remember that doing things the right way is always the right way. Remember, too, that any shortcut you take will always have consequences.

So, does attitude really matter? Attitude determines how both airplanes and people perform. And performing well is what makes it possible for each to fly another day!

Terra Gator For Sale

The Omaha Airport Authority is selling a 2003 Terra Gator Agricultural Sprayer, Model 8144 with 990 miles and 242 hours. It is adaptable for use for any type of agricultural spraying or airport runway deicing fluid application. This unit is powered by a John Deere 6081 H, 300HP diesel engine and IIF-3R Terra Shift transmission with 4-wheel drive, a 2,000 gallon stainless steel tank, an 80-foot retractable Benson Boom II Liquid Spray Boom System, GVWR of 46,000 pounds, air conditioning, spare front/rear tires and a spare pump/seal kit/motor. Photos and written specifications are available through email or fax to interested parties by calling or emailing Stan Kathol, Omaha Airport Authority, 402-661-8000 (phone) or 402-661-8025 (fax) or stan.kathol@eppleyairfield.com (email). Written sealed bids will be accepted at the Authority's business office located at 4501 Abbott Drive, Suite 2300, Eppley Airfield, Omaha, NE 68110 (write "Terra Gator Bid" on outside of envelope) through Friday, February 26, 2010 at 5:00 pm. A "Reserve" amount has been established. The vehicle will be sold "as is-where is" with no warranty. For vehicle inspection or detail specifications please call Tom Swanek, Field Maintenance Manager, M-F between 7:30 am - 4:30 pm at 402-661-8050. The Authority reserves the right to refuse any bid.

Airport Projects of the Year

By Russ Gasper

Many of the 2009 projects were worthy of the award; however, we try to look at the project that really stood out as the best project. In general, the best project is a project that:- was completed on-time (this includes all phases of the project, from engineer selection through completion of construction), had no major disruption to airport activities, was under budget with no major change orders, and was good quality work. With this criteria, no individual is acting completely alone. It is a team effort by the Airport Sponsor, Consultant, Contractor, NDA and FAA. This year we had two projects that really stood out.

Blair Airport Authority: Rod Storm
HWS Consulting Group: Al Jambor, Andrew Beil, Don MacElravy
Luxa Construction Company: Mike Luxa, Marty Misfeldt, Greg Wallis, Travis Mann

With both projects, the airport sponsor, NDA, and FAA were very pleased with the project and the performance of both the contractor and the consultant. These projects illustrated timely responsiveness and excellence by the airport sponsor, consultant, and the contractor. The first project received the go ahead for funding in earlier 2009. However, the airport and consultant were told the engineering agreement, plans and specifications needed to be completed in 45 days to meet the May bid date.

Omaha Airport Authority: Dave Roth
Lamp, Rynearson & Associates: Dan Owens, Virgil Oligmueller, Andy Wester, Stacy Heusel Hawkins
Construction: Kurt Peyton, Todd Allen, Paul Huntimer

Approximately 16,000 SY of 8-inch thick pavement was placed. The project had no disruptions to aircraft operations. Total construction cost of approximately $1.5 million. Prior to paving, the contractor requested paving the 35-ft wide taxiway in one pass, versus two passes as planned. This modification proved to be very beneficial for the airport sponsor, as it improved the quality of the pavement and significantly reduced the number of days

required for paving.

The next project placed approximately 65,000 SY of 17-inches thick pavement for the runway. Total construction cost of approximately $12 million The project had no disruptions in aircraft operations, which at this airport was a very significant accomplishment. The engineer and contractor utilized a software package developed at the University of Texas that predicted ideal paving condition which would reduce pavement stresses. Thus, a majority of the paving occurred at night and no pavement stress cracking occurred.

This year's winner was, AIP Project 50 Reconstruction of Runway intersections for 14R-32L & 18/36 at Eppley Airfield for the Omaha Airport Authority by Hawkins Construction.

Airports of the Year

Grand Island-

Throughout 2009, Grand Island made many strides to improve their airport, whether it was the airport layout or their air service. Grand Island redesigned their taxiway layout for 2009 to improve the overall safety of the airport and be able to support larger aircraft. They also were able to arrange Allegiant airline service to destinations like Mesa, Arizona and Las Vegas, Nevada. By striving to make the airport a better place they have in turn improved the whole town. Congratulations Grand Island!

Grand Island Airport Manager, Mike Olson

Aurora-

The best way to describe Aurora airport is to say it's the opening port to the city. The city itself relies on the airport to bring in business and it is both the first thing that executives see, and the last thing they see of the city. Airport personnel realize this and strive to make the first and last impressions a good ones. That is why Aurora was chosen as the 2009 Airport of the Year. This award could not have gone to a better group of people. Congratulations Aurora!

Aurora Airport Manager, Jerry Brown accompanied by his wife

Master Pilot Award

The following excerpts have been taken from letters recommending Leon Kumor for the Master Pilot Award.

Leon Kumor being awarded the Master Pilot, along with his wife, Chris Manthe, (on Podium) Joe Miniace and Ronnie Mitchell

Dana Cornelius wrote: Leon considers himself to be a cow pasture pilot,.He has not flown around the world nonstop, nor flown supersonic; he hasn't been in space, he has told me, but what I say he has done is make people such as myself realize the freedom that we do have in aviation to learn, share and enjoy with young and old the total enjoyment aviation can provide and as always do it in a safe manner. There is much more that I can say, but I think you get the picture that Leon has had a long lasting love with aviation and is in my opinion very worthy to receive the honor of the Wright Brothers Master Pilot Award.

He received his pilot's certificate in 1957 and has been flying ever since. Although it was questionable when he was a junior in college he flew home in a newly purchased Ercoupe, which he landed at the farm place to show to his folks. Needless to say, his parents just about brought an end to his flying career, as they had no idea he was purchasing a airplane. He was suppose to be applying all his skills to studying and not flying! But I think peace was eventually made as Leon kept active, as he still is today.

Leon Kumor and his wife Charlotte accompanied by Chris Manthe

Gordon Brooks wrote: I would like it on record that during my subsequent Interview, I determined that Leon's older sister claims that Leon's first word was "airplane," not mama! Leon grew up in western Nebraska and recalled as an eight year old, during WW II, climbing windmills when "waves of B-25s flew over toward training ranges" and waving to the flyers. He recalls occasionally receiving "wing waves" from these early flight pioneers for his efforts.

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Events Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 0800-1000.
- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800-1000.

-***To report any tower with lights burned out contact***- Angie Muder, Airport Airspace Specialist Federal Aviation Administration, 901 Locust, ACE-620F, Kansas City, MO 64106-2325. Office Phone number (816)-329-2620. Fax (816)-329-2610. angela.muder@faa.gov

-***NATA Convention 2010***, Preliminary schedule starting on February 15 and going through the 17. It will be held in Kearney, at The Ramada Inn. Andy Montague, president and manager of training of Central Florida Ag Aero LLC, will be there to give a presentation. Along with BASF.

-Chadron Airport (CDR), Aviator's breakfast February 27th 0800-1000, everybody is welcome to stop in.

Paper Certificates

Paper Pilot Certificates expire March 31, 2010!

There are two ways to replace an airmen certificate.

1. You can request a replacement certificate online.
This method requires that you register with Online Services.
2. Or you can mail the FAA: an Application for Replacement of Lost, Destroyed or Paper Airman Certificate (PDF) form or a signed, written request stating your: Name, date and place of birth, social security number and/or certificate number, and the reason you need a replacement.

You must include a check or money order for $2 (U.S. funds), made payable to FAA, for each certificate you request.

New Pilots and Certificates

Private

Owen Stewart – Lincoln
Nicole Sinnigen – Bellevue
Erich Deitenbeck – Omaha
Melvin Riley – Indianola
Steven Cain – Bellevue
Daniel Noble – Lincoln
Sacha Lemke – Bruning
Allen Wusterbarth – Bellevue
Matthew Christen – Pawnee City
Kyle Whitfield – Bellevue
Paul Sherrerd – Omaha
Mark Cozad – Kearney
Justin Gibson –
Dennis Schmidt – Geneva
Jimmy Ridenour – Bellevue
Benjamin Moritz – Bellevue

Commercial

James Kokesh – LaVista
Jeffrey Nathan – Fullerton
Randy Hellerich – Elkhorn

Multi-engine

Kade Mohrman – North Platte
Justin Schultz – Arapahoe

Instrument

Karsten Herchenhan – Kearney
Nathan Tesch – Lincoln
Donald Cook – Bellevue
Steven Peterson – Oakland
Luke Gabriel – Omaha
Brandan Zubrod – Omaha
David Winegarden – Omaha

Flight Instructor

Kenneth Green - Omaha (Instrument)
Nicholas Dey – Omaha (Multi-engine)
Akin Yonamine – Omaha (Single-engine)