

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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Director

Kent Penney

Aeronautics Commission Chair

Ken Risk

Aeronautics Commission Members

Barry Colacurci
Traci Dugan
Doug Vap
Steven Wooden

Editor

Ronnie Mitchell

*This is the official publication of the Nebraska Department of Aeronautics
PO Box 82088
Lincoln, NE 68501
Phone 402-471-2371 or
www.aero.state.ne.us*

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Governor Johanns Signs Aviation Proclamation

During December, Governor Johanns, accompanied by a group of local dignitaries, signed an aviation proclamation promoting aviation in the state of Nebraska. This was in recognition of 100 years of powered flight, celebrating the accomplishments of Orville and Wilber Wright with their first powered flight of a "heavier than air" aircraft on December 17, 1903.

The proclamation additionally recognized the achievements of Charles Taylor, the mechanic who built the twelve horsepower gasoline engine which powered the "Wright Flyer" on that historic day.

Some statistics comparing the Wright Flyer with a Boeing 747-400 aircraft should prove to be of interest. At takeoff the Wright Flyer weighed 605 pounds (without pilot) while a fully loaded Boeing 747-400 weighs 875,000 pounds (with pilots). The Wright Flyer cruised at 30 mph while a Boeing 747-400 easily cruises at Mach 0.86 or 595 mph. The wing span of the Boeing 747 is 213 feet with a fuselage length of 231 feet. The Wright Flyer had a wing span of 40 feet 4 inches and a length of 21 feet 1 inch. Each of the four engines on the 747 generate slightly over 50,000 pounds of thrust while the four cylinder water-cooled Wright Flyer engine produced 12 brake horsepower. The Wright engine lay on its side, powering two 8 foot 6 inch diameter propellers driven by chains, one of which was crossed to achieve counter-rotation. Number of passengers on a 747 is 396. On the Wright Flyer one passenger.

Complete copy of signed proclamation on page six.



Director's Note

By *Kent Penney*

Legislatures at the state and federal level are gearing up for action! It will be a busy year, particularly at the federal level as the current authorization for the FAA and Airport Improvement Program are scheduled to expire on September 30, 2003. The current authorization is commonly referred to as AIR-21 and nothing is drafted in



Kent Penney
Director, Nebraska Dept.
of Aeronautics

either the House or Senate for its successor. In addition, there is still no resolution to the appropriations for this fiscal year and the federal government is still operating under continuing resolutions. For the AIP program it is not possible to issue any grants until an actual appropriation bill is approved.

At the state level, there is no anticipated legislation significantly impacting aviation; however Nebraska, like most other states is in the midst of a budget crisis and this could certainly result in a search for revenue sources. So far, in my fourth year with the State, I would note that the legislature and administration in Nebraska have been very respectful of the role aviation plays and understand the financial struggles the industry is going through.

Be an informed constituent and keep track of what is occurring. A good resource for federal legislation is *thomas.loc.gov*. From this website you can go to either House of Congress and to committee pages such

as the House Transportation & Infrastructure Committee and Senate Commerce Committee which will be a focal point for reauthorization. As appropriations are considered there is often information available from the House and Senate appropriations committees. For state legislation use www.unicam.state.ne.us.

Editor's Comments

By now you probably noticed something different about your copy of PIREPS. The paper is different, the colors have changed, there are now eight pages and next month we'll be working on different fonts for the type. You will see different types of clipart in the various areas as we complete our reformat. If you like what you see, let me know! Email rmitchel@mail.state.ne.us I'm still looking for those articles from **YOU** and have incorporated ones I've received as they arrive. THANKS!! Thomas Gribble's article on "Flight in Ice" is on page 5. Don Wall of Omaha and his BD-5J are featured on page 3.

Our March issue will have a lot of information concerning the 11th Annual Nebraska Aviation Symposium and the Aircraft Maintenance Seminar which was held in Kearney January 22-25. We'll also identify and have stories on the Nebraska Aviation Hall of Fame inductees. Hopefully, you will find it to be an informative and interesting issue.

Check out our website at www.aero.state.ne.us **CORRECTION** on the GA Secure number! It is **866-GA-Secure or 866-427-3287**. Thanks for your support and readership of "OUR" newsletter.

Aviation Happenings & GA News

"New" ME 262 Takes Flight

AvWeb

One of the most ambitious heritage aircraft projects ever undertaken took off Dec. 20. After almost 10 years of technical work and bureaucratic tinkering, a serial production representative of the German World War II Me 262 twin-engine jet fighter took a 30-minute hop from Paine Field, Wash., with Wolf Czazia at the controls. The flight was a "complete success." A dream of Classic Fighter Industries President Stephen L. Snyder since the early 1990s, Snyder found an unmodified original, two seat 262, owned by the Navy, and worked a deal to dismantle the original for use as a template, later returning it in restored condition. Construction began on the "new" 262 in 1993 in Texas. The project shifted to Washington in 1997 where a team made up mainly of retired Boeing personnel saw it through. The reproduction ME-262 is powered by two General Electric J-85 engines producing 2400 pounds of thrust versus 1980 pounds of thrust from the original Jumo engines. The Jumo engines weighed nearly 1800 pounds each and had a service life of 10-25 hours before overhaul. Five replicas will be built and sell for around \$2 million each. If you would like more information on this project go to www.stormbirds.com.



Wolf Czazia and "New" ME-262

Aviation Happenings & GA News continued on page 3



Antonov AN-124 and Bede BD-5J

Excerpts from Omaha World Herald and Writer John Taylor, Photo by Craig Clark

Occasionally one of the world's largest transports makes a visit to Omaha's Eppley Airfield. Such was the case on December 24th when the Russian built AN-124 came to Omaha to pick up out sized paving equipment. While the AN-124 was parked in the cargo area at Eppley, Don Wall, builder and owner of a BD-5J aircraft, decided it was such a beautiful day that he needed to take some pictures of his just finished, seven year project. What a perfect setting! If you look closely near the nosewheels (count them, there are four tires) of the AN-124 you will see Don's beautiful creation. Although small in comparison it is a fine looking airplane.

State of the Union Address

Business Aviation

Aircraft Owners and Pilots Association appealed to Homeland Security Secretary-designate Tom Ridge to make a decision soon on any temporary flight restrictions that may be imposed during the President's State of the Union Address which will be in late January. AOPA said its appeal was intended to prevent a repeat of last years TFR, which was issued four hours before the speech, trapping some general aviation pilots. "While AOPA is not advocating a TFR for the President's upcoming State of the Union address, we only have to surmise that with all of Congress, the Administration, and many celebrities in the same place, airspace around the nation's capitol will be a concern," AOPA President Phil Boyer wrote in a letter to Ridge. The letter follows an earlier meeting that the association had with Ridge to discuss their concerns about "last-minute" TFRs.

GPS Routes Proposed

AvWeb

The FAA has opened the door another crack to better integration of GPS navigation. A new proposed rule will allow GPS equipped pilots to fly charted GPS routes through Class B airspace and to fly at lower altitudes along airways where ground-based radar coverage limits minimum altitudes. Once it becomes a final rule, the FAA can begin publishing these routes. The routes would accommodate IFR and VFR traffic equipped with GPS, with appropriate ATC clearances as necessary. AOPA offered their encouragement. "We're glad to see the FAA has proposed a change to the archaic rules that limit charted routes to only VOR and NDB," said AOPA spokesman Andy Cebula.

Articles continued on page 5



Congratulations!

FAA certificates recently issued to Nebraska pilots:

Private--Airplane

Kermit Engh - Bennington
 Kent Grosshans - Central City
 Mark Lawson - Bellevue
 Allyn Noradki - Omaha
 Patrick Shaw - Lincoln
 Robert Simon - Omaha
 Richard Stull - McCook
 Brent Thomas - Plattsmouth
 Heidi Wullschleger - Stanton

Private--Glider

Christopher Wilson - Omaha

Commercial

Toby Schneider - Benkelman
 Jackson Roth - Milford

ATP

John Heida - Bellevue

Multi Engine

David Schwartz - Lincoln



Instrument

Lee Bowes - Lincoln
 Ronald Carson - Omaha
 Sylvester Chavez - Omaha
 Michael O'Connell-- Omaha

Calendar

Feb 6 330 p.m. Retired Major General Boulton speaks at UNL Centennial of Flight Celebration, Nebraska Union at UNL. More information, William L. MacElhaney 402-472-2473.

Feb 10 & Mar 10 EAA Chapter 80 meeting 7 p.m., Hangar One, Millard Airport.

Feb 15 99's meet at York Airport 10 a.m. For more information call Diane Bartels 402-489-3059

Feb 19 NeBAA luncheon meeting 1130 a.m. at the Union Pacific Hangar, Eppley Airfield. More information John Mansfield at jmansfield@elliottaviation.com

Feb 26 AOPA President Phil Boyer hosting a Pilot Town Hall Meeting at 7:30 p.m., the Holiday Inn Convention Center, 3321 South 72nd Street in Omaha. FREE program.

Mar 4 Pfizer -LPS Science Fair. The theme is Aviation and Aerospace. All youth invited to participate in hands-on activities related to aviation and aerospace. Over 500 student experiments and demonstrations are expected. Pershing Auditorium, 226 Centennial Mall, Lincoln. More info: Curtis Mann 402-488-4280 or cmann@lps.org

Mar 8-Jun 1 Strategic Air and Space Museum Lindbergh exhibit. Full scale flying replica of Lindbergh's Atlantic crossing aircraft and 400 pieces of Lindbergh memorabilia. Open 9 a.m. to 5 p.m. daily off I-80, exit 426.

Check Airman's Corner

By: Lee Svoboda, Designated Check Airman

TO SPIN OR NOT TO SPIN IS THE QUESTION? Historically this has been a perplexing dilemma in the flight training business. Early on it was thought that all candidates for any rating should have spin training. But over the years the thinking has changed to the point that only an applicant for an airplane instructor rating has to show that they have demonstrated recovery from fully developed spins both to the right and to the left. Now I am not making any judgment on what is right or what is wrong, I only know that when an applicant comes to me for a private or commercial practical examination the odds are high that they have not had any spin training or experienced a spin. However, in the Practical Test Standard there is a **TASK** called **SPIN AWARENESS**. This task does not require the applicant to spin the airplane but it does require them to exhibit knowledge of elements related to spin awareness by explaining:

1. Aerodynamic factors related to spins.
 2. Flight situations where unintentional spins may occur.
 3. Procedures for recovery from unintentional spins.
- Since this task can only be evaluated by oral questioning, my first question is usually, "What is the best way to avoid a spin?" The typical answer is, "Do not stall the airplane." My response is, "But you have to stall the airplane for certification, so tell me how you are going to keep it from going into a spin?" This is when the discussion sometimes gets very interesting. A typical answer is, "Keep the wings level". This may or may not work, but it is not the answer that will exhibit knowledge of flight situations where unintentional spins may occur. A better answer would be, "Keep the airplane in coordinated flight". My response to that answer is, "How do you do that, and why?" A good answer would be, "to keep the ball centered on the turn coordinator or turn needle and because this keeps the wings going at the same speed, they will stall at the same time and the airplane should not spin". We then discuss what to do if the flight is not kept coordinated and the airplane does enter a spin. The objective here is to make sure the applicant understands that coordinated flight is the best insurance against unintentional spins. In this case, **NOT TO SPIN** is the answer!





Aviation Happenings and GA News continued from page 3

Flight In Ice

By Thomas F. Gribble, Gering, NE

"We were going to have to find the runway regardless of the weather," said the writer in the November 2002, Number 278 issue of CALLBACK. His story evoked pleasant memories for me. As most readers know, CALLBACK is the monthly newsletter published by NASA's Aviation Safety Reporting System. This item recounted the icing experience encountered by an instrument instructor and his student in a Cessna 172. During an instrument approach, with full throttle at 70KIAS, they were unable to maintain altitude. The best they could do was a 400 FPM descent. A landing was inevitable. Long ago I was the only instrument rated commercial pilot available to the FBO where I learned to fly. The operator had a contract to do temperature survey flights over a new open pit mine site before each surface blast. An inversion would cause the shock waves to travel horizontally, rather than vertically, resulting in damage to nearby buildings. It was the Fall of the year. The temperatures had to be recorded at each 500 foot interval above the 1,300 foot MSL site, up to an altitude of 12,500 AGL. That is 13,800 MSL, regardless of weather. Fortunately, the freezing level that time of year was generally about 6,000 to 8,000 MSL. I encountered icing conditions on several flights in that new Continental powered Cessna 172. I soon learned the Skyhawk would carry at least one and a half inches of rime ice with aplomb (not recommended you try this). With just me and full fuel, it would climb right on up to 13,800 MSL, just as if it were a nice, clear day, even with full carburetor heat on! Clear ice was another story. With a mere quarter inch of that horrid stuff, it flew like an anvil. I'd get a temperature reading off the calibrated machine the mining company furnished, drop down to warmer air to melt the ice off, and then stagger up to the next 500 foot level. I guess the ups and downs burned off enough fuel to get it 500 feet higher on each try. I never failed to reach the required 12,500 foot AGL. And, I certainly learned a lot about rime, mixed, and clear icing. While I'm sure the instructor, as well as his student, writing in CALLBACK also learned something of icing, I doubt he'll refer to it as a pleasant memory! I firmly believe all neophyte instrument pilots should learn firsthand about actual flight in ice, but, please, do so with a thick-cushion of warm air.

Another Reason To Always Aim For The Centerline

AvWeb

We can only imagine the contents of the cockpit voice recorder after the crew of this United Airlines A-319

touched the nose gear down at O'Hare International Airport (ORD) in late November. According to the NTSB preliminary report, the plane had taken off from O'Hare on a flight to Los Angeles with 77 passengers and five crew aboard, and the crew was unable to retract the nose gear. The plane returned to O'Hare and when the nose gear touched it was rotated 90-degrees to the direction of travel. The tires blew and the wheels ground down to the axles but the pilots managed to keep the aircraft on the blacktop, which survived fairly well, too. There were no injuries. According to the NTSB, the plane had flown just four cycles since undergoing "heavy maintenance," which included overhauling the nose gear.

Continental Prices Up

By Russ Niles, AvWeb

If your Continental engine needs replacing anytime soon, a call to TCM now might save you a few thousand dollars later. The company announced an across-the-board price increase of 10 percent for most of its products last week. TopCare cylinders went up 5 percent. Parts prices went up Dec. 20 but the existing stock of new and remanufactured engines will be sold off on a first-come, first-served basis at the old price. The sales desk has been open over the holidays to accommodate orders.

"Be A Pilot" Draws Nearly 35,000 Prospective Pilots

Aviation Week

Despite a flagging economy that has continued through 2002, almost 35,000 people are expected to take advantage of BE A PILOT's low-cost introductory flight lesson this year, up 6.2 percent from last year. "We're back from 9/11, up four percent most of the year and now, even more," said Drew Steketee, BE A PILOT president and CEO. "With more than 32,000 pilot prospects thus far in 2002, our follow-up survey estimates we'll generate some 5,000 new student pilots this year."

Response to the program during the 2002 fall season was 50-70 percent higher each month compared to the post-Sept. 11 months in 2001. However, the percentage of respondents who currently are pursuing a private pilot's license is down to 16 percent from 18 percent last year and 21 percent in 2000, "presumably due to economic conditions," the program said. BE A PILOT, which offers an introductory flying lesson for \$49, has drawn 175,000 people to aviation and generated \$48.4 million in flight training revenue since its founding in 1997.



Proclamation is also on our website at www.aero.state.ne.us

STATE OF NEBRASKA

Proclamation

WHEREAS, *On December 17, 1903, Orville and Wilbur Wright accomplished the first powered flight of a 'heavier-than-air' aircraft, and thus opened the door to some of the greatest accomplishments and adventures ever witnessed by human-kind; and*

WHEREAS, *In order to accomplish this feat, the Wright Brothers capitalized on the ingenuity of Charles Taylor, raised in Nebraska, to build a wind tunnel for testing and later to construct a 12 horsepower engine specifically built according to Wright's requirements, to power this first aircraft; and*

WHEREAS, *Nebraska has considered itself as a 'proving ground for aviation's practical use' in the industries early development, claiming the first medical emergency flight on May 23, 1919 when Dr. Frank A. Brewster made use of his new aircraft, piloted by Wade Stevens, and flew from Beaver City, Nebraska to Herndon, Kansas to remove a piece of steel from an oil worker's skull; and*

WHEREAS, *Nebraska was also home to the critical link in the first transcontinental air mail flight when night air mail was first flown on February 21-22, 1921 by Jack Knight from North Platte, Nebraska to Chicago, Illinois, and in 1923 the first lighted airway was established connecting Cheyenne, Wyoming to Chicago, Illinois based on experiments with beacons and other lighting in the North Platte area in 1923; and*

WHEREAS, *Nebraska is presently home to over 150 aerospace and aviation establishments employing over 5,600 Nebraskans and contributing over \$176 million in payroll; and*

WHEREAS, *These companies include Duncan Aviation, Elliott Aviation, Hershey Flying Service, TAC Air, George Risk Industries, Suburban Air Freight, Fitzwater Enterprises and others; and*

WHEREAS, *Aviation is a key economic engine that must not be taken for granted and as a transportation mode, connects Nebraska to global markets while contributing to strong job and fiscal growth within the state and region; and*

WHEREAS, *The future of aviation is dependent upon a well informed and educated public, and this celebration of powered flight is also a celebration of the ingenuity and creativity of Americans as well as America's contribution to air and space flight.*

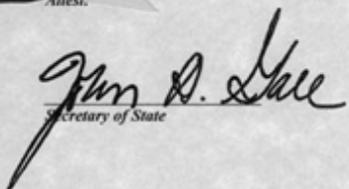
NOW, THEREFORE, *I, Mike Johanns, Governor of the State of Nebraska, DO HEREBY PROCLAIM the 17th day of December, 2002, as the*

CENTENNIAL OF FLIGHT CELEBRATION KICKOFF

in Nebraska, and I do hereby urge all citizens to take due note of the observance.

IN WITNESS WHEREOF, I have hereunto set my hand, and cause the Great Seal of the State of Nebraska to be affixed this Eighteenth day of December, in the year of our Lord Two Thousand Two.

Attest.


Secretary of State


Governor

PIREPS

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

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Diabetic Pilot

Pacific Flyer

Pilots with diabetes have a hero to look up to — Michael Hunter of Wonder Lake, Ill.. He's the first diabetic pilot to fly airshow aerobatics with an FAA low-level waiver. Hunter's success story began in 1980 when he was a 17-year-old student pilot planning on a career as an Air Force pilot. Things were going along fine until he was diagnosed with Type-1 diabetes. Suddenly, his dreams of a military flying career were dashed and he was told by the FAA that he would never fly again. Fearful that insulin-dependent pilots were too great a risk in the air, the FAA did not issue pilots licenses to Type-1 diabetics. "When I was diagnosed, my whole life ended," the 38-year-old said. "For the next 10 years, I went through life without any direction, not giving the disease the attention I should have." It was only after he began flying ultralights that it dawned on him that it wasn't the disease that was limiting his life, it was his failure to manage it. Motivated by that realization, he learned all he could about diabetes and took back control of his life. It wasn't until 1997 that pressure from the EAA and American Diabetes Association, in conjunction with advances in diabetes control caused the FAA to change its policy on diabetic pilots. Two years later, Hunter received a waiver that enabled him to earn his private license and become the 200th insulin-dependent

pilot in the U.S. Fourteen months after he got his license, Hunter entered and won his first aerobatic competition. He quickly went on to master flying his Lazer 230 mid-wing monoplane, winning numerous competitions in his native Illinois.

This past summer, Hunter pushed the envelope even further, earning an FAA aerobatic competency card and becoming the first diabetic professional airshow performer. His first performance was at the world's largest aviation event: EAA AirVenture 2002 in Oshkosh. Since then, he has flown at several other events, including the Indianapolis Airshow in September and a show in Springfield, Ill., in October. Hunter is planning on an even bigger schedule in 2003 during which his goal is to increase public awareness about diabetes. Working with the ADA, Hunter founded the nonprofit Flight for Diabetes, Inc. a decade ago to help motivate children with diabetes. This year, his "Healthy Lifestyle Tour" carried the message to hundreds of thousands of people at airshow audiences that diabetes can be managed and even prevented with a healthy lifestyle.

"Our goal," said Hunter, "is to show kids that there are a lot of dreams, things once thought too dangerous for diabetics, that they can achieve if they try". Our motto is: "The only limits are those you choose to accept". For more information, call Flight for Diabetes, Inc. at (815) 540-8774.