

PIREPS

NEBRASKA

Good Life,
Great
Journey

NDOT Division of Aeronautics

PIREPS

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Antiques 37th Annual Fly-In

The Nebraska Chapter of the Antique Airplane Association held its 37th annual fly-in August 24th thru the 26th at the Seward Airport.



1943 Boeing Stearman flown in from Santa Rosa, California by Ted Miller

his 1943 Stearman. For supper, the Seward Airport Authority provided a cream can dinner prepared by members of the Midwest Aerobatic Club (namely Lynn Bowes). If you've never had a cream can dinner served from a hog trough (new and clean of course) you're not living yet.

Saturday began with a continental breakfast while more airplanes arrived. At noon, the grill and burgers came out while judging went on until it closed at 3:00 pm. Social hour was at 6:00 pm and the awards banquet was held at 7:00 pm.

The following awards were handed out: Farthest distance - Ted Miller Santa Rosa, CA 1100 miles; Youngest Pilot - Justin Harders 27 years old; Old Timers honor - age of airplane

and pilot combined Ted Miller 150 yrs; Ladies choice - Todd Harders 1937 Waco YKS-7; Best experimental - Justin Morris Smith Mini Plane; Best theme aircraft - Chad Hill Aeronca; Chief Reserve grand champion - Jerry Morelock 1944 North American T-6; Grand Champion - Ryan Lihs 1929 Pitcairn PA-6; Jim Marshall traveling trophy - Mary Shortridge.



Clipped Wing J-3 Cub owned by Larry Glaser from Lavista, NE

If you don't know what the Antique Airplane Association, Inc. is, it was first formed in August of 1953 by a few people with a deep interest in old airplanes. At that time no other association existed that had a specific interest in antique and classic airplanes. No aviation historical groups had yet been formed. The AAA was organized to "Keep the Antiques Flying" and this basic premise has always been our main interest and primary function.

Friday afternoon started with airplanes flying in. The longest distance flown in this year was Ted Miller from Santa Rosa, California, in



1937 Waco YKS-7 owned by Todd Harders from Cairo, NE.

The Antique Airplane Association chapter is open to anyone with an interest in older aircraft. You do not have to own one just be interested in antique and classic airplanes. For more information, contact Todd Harders at 308-380-5079.



Economic Impact!

What do you know about the Economic Impact of aviation on the economy of Nebraska? The last time an Aviation Economic Impact Study was completed in our state was 2003 and a lot has taken place since then. State population in 2002 was 1.73 million and total personal income from 1980 to 2002 grew from \$14.58B to \$51.09B. The 2018 numbers for population indicated 1.93 million people and personal income of \$98.33B.

We are embarking on an Aviation Economic Impact Study this year with a "Kick Off" meeting on October 12, 3:00pm at Duncan Aviation's hangar B, just north of Silverhawk Aviation. The study will take about one year to complete and will provide information on the economic impact of aviation. Many aviation stakeholders have been invited to attend this meeting and you are invited as well.

David Moll has an article in this issue concerning the shortage of pilots, aviation maintenance technicians and others who help with the business of aviation travel. DOT Secretary Chao in a Sept. 13 speech said "While the number of flights has increased, the number of pilots is beginning to decline," Boeing estimates that 754,000 new aircraft technicians and 641,000 new pilots will be needed worldwide over the next two decades. Are you ready?

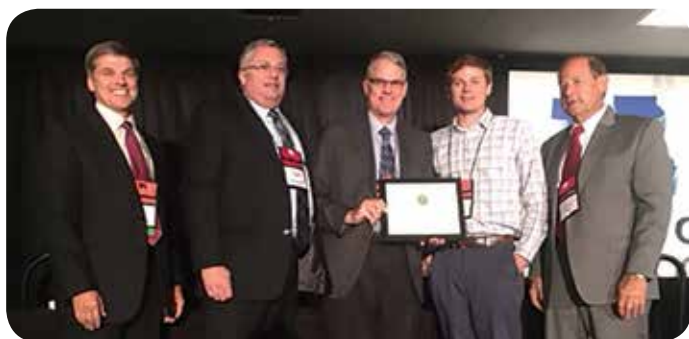


Director Ronnie Mitchell

Eppley Airfield

The Airport Safety Enhancement Award program was established in 1990 for the purpose of recognizing airports in the Central FAA Region that have taken actions, instituted programs, or otherwise were operated in such a manner to deserve special recognition.

Eppley has gone 19 years without having any Part 139 violations. The key managers below were presented the award at the Four States Airport Conference in August.



L to R: Jim JOHNSON, FAA Central Region Airports Division, Tim Schmitt Dir. of Eppley Operations, Dan Owens Eppley's Director of Planning and Engineering, Matt Aubrey Eppley Operations Manager, Joe Miniace FAA Central Region Administrator.

More on TAFs

Jeff Kelly

Let's continue our series of articles on Terminal Aerodrome Forecasts (TAFs), and what goes into them. In this issue, I address how National Weather Service (NWS) forecasters determine the height of cloud bases and visibility. A lot of forecasting the height of cloud bases is being familiar with the weather regime, and that is the first step in the forecast process. Where are the high and low pressure systems? Lows have an organized cloud progression that begins high (around 25,000 ft) and gradually descends to MVFR or IFR ceilings in rain or snow, all in the span of about 36 to 48 hours. Behind departing low pressure systems, when high pressure is building-in, cooler



Jeff Kelly with NOAA

air results in scattered cumulus or stratocumulus clouds. These clouds generally form in the late morning and their bases generally rise to 3,000-7,000 ft in the afternoon. They reach their highest level at the warmest time of day, and then dissipate by sunset. There is a chart that helps us determine the height of these daytime clouds based on the expected temperature and humidity at the ground. We also know that large areas of IFR stratus clouds are most likely north of warm fronts or near stationary fronts, and that it is most likely from the late night into the morning hours. However, it can last well into the afternoon. Forecasting a return to VFR can be difficult in that situation. Computer forecasts also aid forecasters. This is especially important beyond the first 6 hours of the TAF, when trends in satellite imagery and METAR observations are not as useful. These forecasts can be direct output from a model, such as examining different levels of high relative humidity, or they can be statistical where the model provides a forecast of cloud heights based on similar situations in the past.

The visibility is much more difficult to forecast because it can be highly variable over time and location. Think of how patchy fog can be or of an isolated thunderstorm that contains heavy rain. The one exception is snow which can result in fairly steady visibility for several hours.

More than 6 hours into the future, forecasters tend to be conservative forecasting IFR conditions, especially IFR visibilities, because doing so can result in wasted money for the airlines since they are required to carry extra fuel. We know when conditions will be favorable for fog, for example, but we usually don't know how low visibilities will go. If you check the TAF during the evening, in prep for a flight the next morning, it may indicate 4SM BR FEW002, but what actually occurs may be 1/2SM FG VV002. That's why it's always important to check the latest TAFs.

Do you have a weather question you would like answered in this column? Or would you like a NWS meteorologist to speak at your next pilot meeting? Email me at jeff.kelley@noaa.gov.



Buzzard Lessons

Tom Winter

Lessons on timing, happiness, and failure — from a buzzard
Somewhere in Vergil's Georgics he emphasizes the essential thing about action at the right time. Planting, before the right time for example, is wasted effort. You harvest nothing and starve. Again and again in Vergil, success depends upon acting when the time is right. And there was one early morn, sipping coffee on the bunkhouse porch at Arizona's Estrella Gliderport — where the bunkhouse is only \$25 a night, but a day soaring there is about \$500 — I watched a buzzard try to get aloft. He flapped the wings, got up perhaps 20 feet, faced into the wind, and nothing. Again. And nothing. If it's too early in the day, even a buzzard cannot find lift, gives up, and goes to ground! A buzzard, even a buzzard, stays on the ground until the time is right. And Estrella Soaring never opens before 10! The counterpart is summer flying here in Nebraska just in the morning before the air gets roiled with thermals that would bless a sailplane pilot. One summer afternoon it was bumpy as all get out. I was busting the prescribed altitude. Departure asked, oh so politely, "Do you want higher" "No, I'm just in a boomer and should be a sailplane. I'll just push the nose down." Afternoons in the summer are just too bumpy for comfort. So in summer I fly in the morning before the thickening puffs have a chance to turn into thunderheads. And then Mark Gaffney, of our local FSDO, presented an EAA program about accident investigation. The pictures and videos were all of them under a clear blue sky, generally just a day after the "flight into terrain." Flight on the wrong day too often meant tragedy. But on the right day, blue skies, and the pilot and pax would still be with us. Then in Hawaii I loved my Yamaha motorcycle. We enjoyed the heck out of it until our burgeoning first-born-to-be made packing double on it impractical. That was Hawaii. But motorcycling here in Nebraska, I got the rude awakening: Nebraska is NORTH of the palm tree line, and right time for the motorcycle is summer and fall. Same thing with the attempt to soar in Nebraska. When the smooth air of autumn comes on, soaring just doesn't work, and the soaring club shuts down operations for the year. And when it starts again, they abandon hope when the wind is 20 mph or more. I have a great opportunity awaiting me: I could go halves on a motorglider! But it would be the motorcycle all over again. For it to really tempt, we would have to be south of the palm tree line. Meanwhile, I have this motorized Cessna 150. With the preheater, I can fly it in the smooth air of winter. Come fall, with its fine weather and smoother air, I can fly it all day long. With 20 years experience, I can fly it when the wind is going 20 mph, and life is good.



Tom Winter

Delinquent Items

Lee Svoboda

Well I have had two months to work on this article and it has not changed. As a matter of fact, in the last month it has gotten worse. Instructors, you are sending applicants that are not fully eligible. Since we examiners start the test process with the eligibility phase, sending an applicant that is not eligible contributes to the anxiety of applicant and makes the examiner TESTY. Most of the delinquent items can be accomplished with the assistance of the instructor or a mechanic. But it takes time and sometimes time may not always be available and the applicant must be sent home without getting the test accomplished.



Lee Svoboda

Examples of delinquent items:

- Applicant has checked single engine sea and the instructor signed it.
- The student pilot certificate is not signed.
- The medical certificate is not signed by the doctor or the applicant.
- The logbook does not have all the instructor required endorsements.
- The three solo landings at a towered airport for a private applicant have not been accomplished.
- The aircraft to be used does not have the required flight manual supplements or placards.
- The required GPS manuals are not in the aircraft to be used.
- The applicant fails to bring all required equipment, i.e. a view limiting device (hood or fogles).
- The aircraft maintenance logbooks do not show required AD accomplishment.
- The applicant shows up late.

This is not a complete list of what I have seen in the last two months but covers the main items. Now I have closely examined the Airman Certification Standard (ACS) for each of the certificates and I cannot find that it is the responsibility of the examiner to get these items accomplished. It is the examiner's responsibility to ensure that they have been accomplished, but the responsibility to get ALL REQUIRED ITEMS ACCOMPLISHED falls under the responsibility of the applicant's instructor.

So instructors let's get it together. Applicants have enough anxiety without you causing more anxiety by sending them to an examiner without all requirements met. As for the examiner, he/she will get testy and in my case with my age, I cannot afford to spend a lot of time reworking what you have not accomplished.

FLY SAFE



Corporate Shortage

David Moll

When I was Chief Pilot for a company in Atlanta, GA our company auditor asked me to help another CEO on staffing recommendations for his soon to be flight department. My first question was, how are you planning on using your new airplane. His answer was: his family would use it on weekends and holidays, the company would use it during the week, and in the pilots spare time they would do charter. Next I asked the CEO if all his employees are required to work this same schedule of 24/7/365 -- his answer was; oh no, I'd never be able to hire the best talent possible, but that's the pilots job. I think this CEO is the perfect poster boy on why his pilots would be running away as fast as they could going to the airlines.

Several years later, I was waiting out bad weather when the lead passenger demanded that he makes the decisions when takeoffs are delayed, not me, and his schedule said we are leaving. He quickly found out his anger and nose to nose intimidation antics didn't sway my experience and we left when I determined it was safe. His prior rantings included I was paid way too much, and if he had his way he'd fire me and hire two pilots for the same price. He was another poster boy of when to update your airline application. However, when the owner of the airplane heard what transpired, he immediately banned this passenger from ever riding on his airplane again, while at the same time thanking me for doing my job and keeping everybody safe. So while there are a few CEO's or passengers who don't respect their employees, or this profession, 99% of corporate passengers I've ever had onboard are very professional. They are not the PIC and understand why.

At the "All Hands on Deck" seminar NBAA held late last year, the retention issues of corporate pilots going to the airlines were listed as Scheduling - \$\$\$\$ - Retirement - stability. My two encounters years ago gets close to hitting all these points still today.

But, are airline jobs that good? It's becoming nightly news of low class, low ethics passengers drinking, fighting and being dragged off airliners by police. We need Chuck Norris as a flight attendant.

Now, onto the A&P shortage. Burke High Air and Space Academy (Omaha) has programs for Aerospace Mechanics, Professional Flight, and Aerospace Technology starting in the 11th grade. Plus Burke students and Aviation Nation are building an RV-12 teaching STEM basics. Iowa Western has a great A&P school. Even today there are high schools teaching men and women the A&P courses so they can start earning a living ASAP. A&P's today are extremely skilled technicians who understand very complex systems that many times are inter-related with other systems of the airplane making trouble shooting difficult. Installing WiFi in airplanes was unheard of just a few years ago, and now a common practice. Yet we have TV commercials where a healthy young man's mommy is saying he can't change a flat tire and that's somehow a marketing tool for insurance companies. Mike Rowe with the TV show "Dirty Jobs" needs to spend time with that young man.

Reminiscing

Daniel Petersen

For the entire month of August I've been flying to San Francisco, laying over, and flying back to Miami. Each leg is over five hours, which gives you a lot of time to think about a myriad of topics. On one such trip, I was just looking over all the switches and systems and mentally going over all the technical details when I spotted the Automatic Direction Finder (ADF). I wondered to myself how long has it been since that thing was used.



Dan Petersen

A lot has changed in the airline industry since I started in it 29 years ago as a 727 Flight Engineer (F/E) for TWA. Back then when we flew from New York to Florida, we flew a NDB airway called an AR Route which stood for Atlantic Route that was offshore. The leg was almost 200 nautical miles using the ADF. A lot of error can occur on a leg that long following the not so precise ADF needle, so one of our pilot's developed what we called the Unofficial TWA Pilot's Crosscheck of the AR Routes. This pilot calculated the radial and DME from certain VOR's to the AR Route. This was a great crosscheck to see how centered we were on the course. Even if the ADF needle indicated we were on course, we might be a few miles off and would make a heading correction to be centered on the route using this crosscheck.

Navigation in those days used VOR's and NDB's extensively. We used to use highlighters and highlight our route on the chart. Today we hardly dial in a VOR or NDB frequency or even pull out a physical enroute chart. Our flight plan is now automatically loaded into the Flight Management System (FMS), we rarely have a need for a VOR, and it is very rare to find even a Locator Outer Marker to use the ADF. Our charts are now on an I-Pad.

Even our 727's didn't have a groundspeed readout. I remember one flight the First Officer (F/O) picked up the microphone and asked ATC for our groundspeed. The crusty old captain admonished the F/O and said he should time the DME clicking over and derive his groundspeed that way and said that such and such airline would call ATC for that information.

Times have definitely changed. We have GPS and fly a nice magenta line from departure to arrival and for the approach. We have big Primary Flight and Navigation Displays that paint the whole picture for us instead of having to interpret many different instruments to put the correct picture in our head. To me it's amazing airlines are occasionally still landing at the wrong airports.

Editors Note: Landings at the wrong airport or on the wrong runway continue to be a hot topic because approximately 85% are being done by general aviation pilots.



Offutt in Pictures

Photos by Gary Schenaman



P-38 owned by "Fagen Fighters" flanked by F-22's



America's Finest -- the F-22 Raptor



Joe Shetterly in Gunfighter, Jeff Shetterly in the BT-13 and Sam Graves in the P-40.



Francis Scott with his high energy aerobatics

Second in the World

Two local pilots representing the United States Advanced Aerobatic Team competed in Ploiesti, Romania against 56 of the world's best advanced aerobatic pilots. The United States team finished second, only surpassed by France. Team standings are calculated by taking the scores from top 3 pilots from each country after 4 flights. The U.S. team used the scores from Michael Lents, Aaron McCartan and AJ Wilder. Michael Lents finished in 5th overall, Aaron McCartan finished in 10th overall and AJ Wilder finished in 12th overall.



Michael Lents

Michael is a lecturer and the aerobatic coach for the University of North Dakota aerobatic team. He is one of few that hold a Master CFI with the aerobatic accreditation. His collegiate teams have won the International Aerobatic collegiate championship a record 8 times. Aaron is from Algona Iowa, and the reigning United States Advanced Champion plus named as the team captain for the world contest. Aaron won program 3 at Ploiesti, Romania. To compete at the world level is an achievement that few can accomplish. Excellent job guys !!



Aaron McCartan

New Commissioner

Tom Trumble

My passion for aviation began in 1964 with my first ride in a Tri-Pacer at the Fairmont State Airfield. Building radio-controlled models followed into my college years when in 1970 I discovered that I could rent a Cherokee 140 for \$12.50/hr. through the University Flying Club. Doing the math with the rate at which I crashed models led me to the decision to learn to fly. Over time I have observed some faults in this financial plan. I obtained my Private Pilot Certificate from Lincoln Aviation through the University Flying Club in August of 1971 with a huge 40 hours in the log book.



Tom Trumble and his C-172

Graduating from the University of Nebraska with a Degree in Engineering launched my career of building infrastructure projects. Paving, buildings, water, sewer, airports, and industrial plants were typical. My wife Sharon & I raised 6 children which limited the flying until around 1991 when I confessed to having a pilot's certificate and she gave me forgiveness to rent an airplane from Jim Polack at the Wahoo airport.

We obtained a 1/2 interest in a Cessna 172 in 1995 that we currently own. This airplane is a familiar visitor at many Nebraska airports. I have since added instrument and commercial ratings and 3,000+ hours of time. My good fortune with aviation has allowed me to share my passion through the EAA Young Eagles program by giving over 800 kids an introduction to flight.

As a registered Professional Engineer, I have designed, and managed the construction of airport projects in the State of Nebraska for the past 20 years. My knowledge of the FAA and Nebraska aviation programs will be useful as a Commissioner.

I am honored to be appointed as a Commissioner and it will be my privilege to assist the Division of Aeronautics and State Airport Officials with the development of the Nebraska State Aviation system.

Kearney Runway Dedication

Runway 18-36 at Kearney was re-opened with a September 5th celebration after the \$13 million project was completed.



United 50 Seat Bombardier Jet Helping to Dedicate The Re-Opening of Kearney's Runway 18-36



Women in Aviation

Emmeline Watson

I am a Certification Coordinator at Duncan Aviation, and have a Bachelor's in Civil Engineering and a Master's in Engineering Mechanics. I always loved math and science and knew from an early age I wanted to be an Engineer. I spent some time home raising my girls and after the birth of my second, I decided it was time to get back in the action. I had previously worked with trains, different structures, but never with airplanes. So applying my engineering skills to airplanes sounded very challenging and fascinating. And I am so glad I made the switch to aviation.



Emmeline Watson

(By Eric Anderson) Duncan Aviation's Lincoln, Nebraska, location recently hosted 35 first-year students of UNL's electrical engineering undergraduate program.

These students are participants in the NUBE (Nebraska Undergraduates Becoming Engineers) program, designed to provide students exposure to the engineering industry prior to the first day of class, and help get them exposed to different career opportunities in the area. Tours and other interactive events throughout the day allowed students the opportunity to connect with professional engineers in a low-pressure setting, while also being able to network with representatives from the engineering industry.



Shaylee Kreutzer

Jennifer Monroe, Sr. Talent Acquisition Specialist, said that UNL reached out to Duncan Aviation, "due to the type of work we perform, the uniqueness of our industry, and the presence as an employer of choice in the community." Shaylee Kreutzer said being a recent UNL grad, she was familiar with the NUBE experience and thought it would be a unique way to give back. "I remember the excitement of starting my first semester in engineering at UNL, so it was fun to get to see that in the students as well," she said.



Engineer Tracy Bohaboj with UNL students

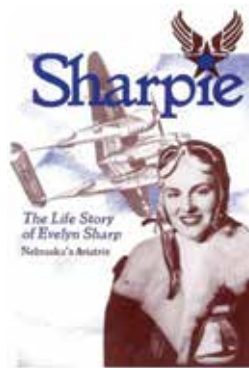
"Many of the students had no idea what Duncan Aviation does. They seemed very amazed when we showed them before and after pictures of cabin reconfigurations that Duncan Aviation had completed." Shaylee said that throughout the tour, the students had a constant "Wow" look on their faces.

"It was exciting to show the students that they could work in the aviation industry with their degree in electrical engineering,"

Sharpie

Author Diane Bartels

Editors Note: Since this issue has the start of the Women in Aviation articles, let's start out with the most famous one from Nebraska. Anybody who has been active in Nebraska Aviation knows Diane Bartels, and her focus on telling the story of Evelyn Sharp. This book is a true story of a very courageous "woman in aviation" every young woman today should read and learn from.



Diane Ruth Aronson Bartels

As the powerful P-38 lifted off the runway at New Cumberland, Pennsylvania, on April 3, 1944, Evelyn Sharp, knew she was in trouble. She did not need to see the black smoke belching from the pursuit's left engine. Her cockpit instruments told her all she needed to know. With not enough altitude, nor engine performance to gain that altitude, a twenty-four-year-old barnstorming pilot from Nebraska set the Army Air Forces state-of-the-art fighter down on a grassy knoll near a wooded ravine.

That April day in 1944 during the Lockheed P-38 delivery to Newark, New Jersey, Evelyn's plane lost power on takeoff. She did not survive the forced landing. It had been only nine years since she had taken her first flight off the pasture strip along the beautiful North Loup River in Valley County, Nebraska. But in that short time, she had left indelible memories in the hearts and minds of those who knew her.

Evelyn took her first flight at fifteen years, and by the age of twenty had earned her private, commercial-transport, and instructor's certificates. She was one of ten women flight instructors in 1940. Evelyn made appearances at county fairs, rodeos, and other community celebrations, giving over five thousand people a "sky-ride." For many, this was their first time in an airplane. Evelyn taught flying to over 350 men in the Government's pre-WWII Civilian Pilot Training Program in South Dakota and California.



Memorial for "Sharpie"

In 2010, she was posthumously awarded the Congressional Gold Medal, and she is a member of the Nebraska and South Dakota Aviation Halls of Fame.



Author Diane Bartels at the Memorial site



NBAA Honors WASP

NBAA's Meritorious Service to Aviation Award, which recognizes extraordinary lifelong contributions to aviation, will be presented to the Women Airforce Service Pilots (WASP) at NBAA-BACE. Founded in 1943, the WASP organization was an adjunct to the Army Air Forces' efforts during World War II. Accepting the award on behalf of the group will be Erin Miller, who was instrumental in pushing legislation to get inurnment rights at Arlington National Cemetery for the WASP after her grandmother, WASP Elaine Harmon, passed away.



NBAA to Honor Women Airforce Service Pilots (WASP)
With Meritorious Award at NBAA-BACE

AVIATION ART CONTEST - 2019 MY DREAM TO FLY

Since 1986, the Department of Transportation/Division of Aeronautics has sponsored an annual Aviation Art Contest for the benefit of our youth. The program goal is to motivate and encourage young people to become more familiar with and participate in aeronautics, engineering, math and science. There are three age categories of contestants: 6-9, 10-13 and 14-17 for boys and girls.

Have you ever looked out the window, and wondered what it would be like to fly? Inside many of us, a dream to fly is just waiting for the chance of coming to life. Nature has many ways of encouraging us to dream. For those who want to join the hawks of the air, dreams of flight will lead to new aircraft of many types. In addition, these aircraft of many shapes & sizes will allow us to race through the air with ease and grace. For many, the race to the border of space will lead to dreams of high-powered aircraft going faster and higher than ever before. Each achievement in flight started with a dream. Along the way, aviation enthusiasts built their dreams on the works of those who came before. Now, it is your turn. Wherever your imagination takes you when you look to the clouds, it's time to pick up your favorite art supplies and share your thoughts of "My Dream to Fly".

Entries for the contest need to be submitted to the Department of Transportation/Division of Aeronautics and postmarked by January 18, 2019. An awards ceremony will be held during April 2019, recognizing state, national and international winning students for their accomplishments.

(Continued on the column to the right)

Elgin Koinzan Fly-In

Fly-In Breakfasts are not only for pilots, but are a community outreach so residents get to know the airport better. Koinzan Field at Elgin, NE., has to have the record for outreach. They served 300 folks breakfast out of a village with a population of 643. Part of this total came in 14 airplane, and all but 2 were taildraggers who love the grass runway. It is thought to be the only fly-in that is held solely on



Jesse Schindler with daughters
Tenley, Taryn and baby Callan

a private grass strip and in their 27th year. Some of the pilots who flew in were: Alvin Harrold with his Cessna 180 from Seward; Dale Knuth and his Cessna 170-B from Hartford, SD; Brian Wilcox and his Citabria from Neligh; Michael May and his Luscombe from Minden.



Dan Keuther of Norfolk in his
Vortex Sport Copter

The Law and Drones

The Hastings Airport Association and facilitated by the AOPA put on a great program for law officers on drones. Presentations were by the Flight Standards District Office FAASTeam with support from FAA Central Region and the NDOT-Department of Aeronautics. County law enforcement attending included Adams, Buffalo, Douglas, Hall, Lancaster; Police departments included Bellevue, Grand Island, Hastings, Papillion; NDP included Troop "C" - Hastings & Grand Island plus Lincoln & Investigations Division; City Personnel included Grand Island & Hastings.

One of the central themes is that while drones are the new rage, basic laws still apply. And while drones are very popular, getting all the rules and procedures totally correct may not be as fast as we would like.



(Art Contest Continued)

The winning art will be displayed for everyone to enjoy as well as numerous aircraft on static display and refreshments.

For further information and an entry brochure, contact David Morris at the Department of Transportation/Division of Aeronautics by e-mail david.morris@nebraska.gov or call 402-471-2371.

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Events Calendar

-York Airport (KJYR), EAA Chapter 1055 Fly-in breakfast (free-will donation) on the 1st Saturday of the month, 8-10:00.

-Crete Airport (KCEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month, 8:00-10:00

-Norfolk Airport (KOFK), Fly-in Breakfast Special, the 4th Sunday of every month, 10:00-3:00 PIC's at the controls get 50% off the meal price. Barnstormers Family Bar and Grill located on the airport. 402-316-4099.

-Hebron Airport (HJH), Oct. 9th: Open House and Ribbon Cutting to celebrate new construction projects, and recognition of Marlowe Huber retiring after 25 years on Airport Authority. 9:00 am to 4:00 pm. Free hamburger supper from 5:00 pm to 6:15 pm or until food runs out. For more details and a list of exhibitors, contact Deb Craig at 402-768-1379 or debcraig@windstream.net.

-Gothenburg Airport (GTE), Oct 13th: Fly-In breakfast from 7:00 am to 10:30 am. All proceeds go to fight hunger thru free will donations.

Central City FBO RFP

The City of Central City, in anticipation of the retirement of our current FBO, is seeking proposals for a new Fixed Base Operator for the Central City Municipal Airport. Details of the Request for Proposal (RFP) process can be obtained from Chris Anderson, City Administrator, P.O. Box 418, Central City, NE 68826 or by email at chris@cc-ne.com Sealed proposals will be received up to the hour of 5:00 pm on September 28, 2018, at City Hall, 1702 31st Street, P.O. Box 418, Central City, NE 68826.

5010 Inspections

The engineering staff of the Division of Aeronautics is responsible for inspection of all Nebraska airports. What is a 5010 inspection? They review items such as runways, taxiways and ramps, fuel types, repairs and other services, radio frequencies, flight schedules, wind indicators, the accuracy of declared distances as well as gather information regarding the types of aircraft serviced such as single engine, multi-engine, jet, helicopter, gliders, military and ultra-light. Airport lights are reviewed to ensure they are in working



Dave Lehnert, new engineer
Thomas Jacobson and Jon
Large leaving for inspections

order or in the correct color. Including all lighting such as approach, visual approach slope indicator, end or runway indicator, centerline lights, threshold lights, runway edge lights, runway lead off taxi lights and taxiway lights. Signs are reviewed to verify whether they are broken or faded. They also ensure the areas around the landing areas are properly mowed and maintained. Other items reviewed include: windsocks, approaches, pavement quality based upon surface type and condition, pavement and runway markings are appropriate and in good condition, obstructions and debris or other hazards on and around the runway/approaches including controlling obstructions, height above runway end, distance from runway end and obstruction clearance slope, buildings on and around the landing area perimeter, trees and other hazards, and ensure visual approach slope indicators are functioning properly.