

PIREPS

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NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

30th Annual Nebraska Aviation Symposium Held January 26-29, 2022

By David Morris



The 30th Annual Nebraska Aviation Symposium was held at the new and beautiful Crown Plaza in Kearney (EAR).

A year after the 29th Nebraska Aviation Symposium being canceled due to COVID-19 concerns, the 30th Annual Nebraska Aviation Symposium was held at the new and beautiful Crown Plaza in Kearney (EAR). There were numerous comments from attendees that this event was absolutely "great and well organized." These comments were well founded considering the schedule changes that had to be made due to the Federal Aviation Administration (FAA) personnel not being able to attend. As is always the case, the Nebraska Aviation Council (NAC) put together an outstanding event.

With registration beginning on Wednesday, January 26, at 1:00 p.m., the first scheduled event started at 2:00 p.m. This event was all about "Responsibility of Airport Managers, Authority Members & More"; a panel discussion led by Ann Richart, AAE, Director of NDOT – Division of Aeronautics, included Andre Aman, Deputy Director of NDOR – Division of Aeronautics, sharing thoughts on Airport Management and Compliance; and Jeff Kohlman, with Airport Management Consulting Group, speaking about Airport Leases.

After an opportunity to attend a reception with exhibitors, the evening session attracted numerous aviation enthusiasts for a pilot safety meeting. This program was presented by Mr. Tom Chandler, Aircraft Owners and Pilot's Association (AOPA) Central Southwest Regional Manager. Chandler shared information relating to the economic impact of airports by state; and reminded us of the importance of the AOPA Airport Support Network. We would also learn that current statistics indicate an 80% drop-out rate of individuals who begin their flight training toward a Pilot Certificate. Ideas were exchanged about how to turn this statistic around.

With both registration and breakfast beginning on Thursday at 7:00 a.m., the General Session kicked off at 8:30 with opening remarks by Mike Olson, Chair, NAC; updates by Ann Richart, AAE, Aeronautics Director; updates by NDOT Director John Selmer; and comments from Dr. Scott Tarry, Chair of the NDOT Nebraska Aeronautics Commission.

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The exhibitors hall was a wealth of information.

Following a break with exhibitors, AOPA Regional Representative Chandler returned for a presentation on “Hiding in Plane Sight: How General Aviation Hangars Create Wealth.” Following Chandler’s interesting presentation, Darrell Collins, retired from the U.S. National Parks Service Wright Brothers National Memorial, took the stage and had everyone’s attention as he spoke on the lives and careers of Orville and Wilbur Wright. Mr. Collins’ remarkable program had everyone at the edge of their seats. He would remind us that the first flight of a heavier-than-air aircraft known as the Wright Flyer on December 17, 1903, at Kill Devil Hills near Kitty Hawk, North Carolina, by Orville Wright, which lasted 12 seconds, traveled 120 feet, and reached a top speed of 6.8 miles per hour, and Neil Armstrong’s landing on the moon on July 21, 1969, took place in the lifetime of a human being.



Captain A. T. Spain, formerly a Jet Blue Airline pilot and presently employed at the University of Nebraska Kearney.



Starting the afternoon session with Scott LeCount of McFarland-Johnson, Inc.

During the Thursday luncheon, two awards were presented. First was “Airport of the Year” which went to Crete Municipal Airport (CEK). Present to receive the award was Shaun Krzycki, owner of the Fixed Base Operation (FBO) Elevate Air Services and the Airport Manager. Also presented was the Project of the Year, which went to the Ainsworth Regional Airport (ANW). Present to receive this award was Airport Manager Lance Schipporeit, as well as Curt Christianson from Olsson, and staff from Werner Construction, Inc.

The afternoon session on Thursday began with an update on the Nebraska Aviation System Plan, presented by Jon Large of the NDOT – Division of Aeronautics, Engineering and Scott LeCount of McFarland-Johnson, Inc.

Thursday evening included a banquet with great food and additional awards to be presented. First award presented was the Master Pilot Award, which went to Tom Trumble. Inducted into the Nebraska Aviation Hall of Fame was Ed Nelson and Bob Kilmer.



Tom Trumble accepts Master Pilot Award.

Friday and Saturday would focus on aviation maintenance and provided an opportunity for aircraft maintenance personnel to complete their required continuing education as well as complete required hours towards their FAA Aviation Maintenance Technician (AMT) awards. ■



Ed Nelson was Inducted into the Aviation Hall of Fame.



Bob Kilmer was Inducted into the Aviation Hall of Fame.

Women's History Month – Katharine Wright



We're all very familiar with the history of Wright Brothers: Orville and Wilbur. Darrell Collins gave an outstanding talk on their creation of the age of flight at the Nebraska Aviation Symposium held January 26-27 in Kearney. As we celebrate Women's History Month in March, 2022, it's appropriate that we remember that the amazing achievements of the Wrights included significant contributions by the Wright Sister: Katharine.

It is said that both Wilbur and Orville were shy and a bit short on social skills. In addition, Wilbur often wore baggy, frumpy suits. The trio made several trips to Europe to demonstrate their flight for the European royalty. Katharine dressed Wilbur to give him an appearance that matched their amazing achievements, she wrote

his speeches, and she learned French so that she could entertain the Kings of England, Spain, Italy, and the Crown Prince of Germany. Her efforts were successful and King Alfonso XIII of Spain called her the "ideal American." As a matter of fact, all three Wrights were awarded the French Legion of Honor during their visits there.

Neither Wilbur nor Orville attended college. Katharine graduated from Oberlin College, the first co-ed college in America. She used this education to manage the business side of both the Wright Brothers' bicycle shop and their flying business. While Wilbur and Orville were busy testing airfoils in their wind tunnel and traveling between Ohio and North Carolina, Katharine paid the bills, purchased supplies, and answered correspondence. Katharine was the one that communicated with scientific journals and other newspapers and magazines about the work of her brothers. She was instrumental in the work to get the Smithsonian Institution to recognize the Wright Flyer as the first flying aircraft. If not for Katharine, perhaps the Wright Flyer wouldn't be hanging in the Air & Space Museum today!

In her personal life, Katharine taught school and was an active leader in the Women's Suffrage movement. She didn't marry until age 52 because teachers were not allowed to marry in those times! During the 2022 Women's History Month, let's give special recognition to the steady hand that was not allowed to be recognized, but was instrumental in the successes of her brothers. ■

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A dynamic aviation system which
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Nebraskans.



A Cautionary Tale

By Daniel J. Hassing

Every pilot who holds a medical certificate has at one time filled out Form 8500-8, the form we all fill out when we apply for medical certificates. Form 8500-8 asks us, among other things, to disclose whether we have ever been diagnosed with a series of medical conditions. Providing false information on these forms is a felony and thus carries with it significant consequences, as one California airman recently learned.

In *United States v. Beyer*, the Ninth Circuit Court of Appeals, a federal appeals court covering the western United States, affirmed the conviction of an airman for making false statements on Form 8500-8. The facts of the case are straightforward. In 2016, the Department of Veterans Affairs awarded the airman medical disability benefits, assigning him a significant disability rating for “major depressive disorder.” After the receipt of these benefits, the airman falsely completed Form 8500-8 on two separate occasions, December 2, 2016 and May 24, 2018. He provided the same answers on both dates. Both times, he denied ever having been diagnosed with depression and represented to the FAA that he had received disability benefits only for knee- and back-related issues, omitting that the VA had assigned him a disability rating based on depression.

After discovering the misrepresentations, the United States charged the airman with four counts of false statements under 18 U.S.C. § 1001. On two of these counts, the United States alleged that the airman had falsely stated that he had never had a mental disorder of any sort and thus falsely answered Question 18m on Form 8500-8. On two other counts, the United States alleged that the airman had intended to “falsify, conceal, and cover up by trick, scheme, and device a material fact” with his response to Question 18y, which asks whether the applicant has received any medical disability benefits. The airman indicated that he had, but led the FAA to believe that the benefits were related to knee pain and back pain and not a diagnosis of depression.

The court found the airman guilty of all four counts. The court sentenced him to one year of probation for each count, with the sentences to run concurrently.

The airman appealed to the Ninth Circuit. He principally argued that his convictions relating to how he answered Question 18y in his 2016 and 2018 applications could not stand. He argued that the convictions should be reversed because he had no

legal duty to disclose to the FAA every single basis for his VA medical disability.

The Ninth Circuit disagreed. The court explained that Question 18m required the airman to disclose whether he had been diagnosed with depression and that he had falsely answered that question with a “no.” Question 18y asked whether the airman had received medical disability benefits. While the airman answered that question “yes,” he neglected to tell the whole truth about that answer; the airman had two bases for receiving benefits but disclosed only one. The intentionally incomplete answer was the “trick” necessary to support a conviction under § 1001. As the court noted, a full and complete answer to Question 18y “would have exposed his false answer to 18m that he had never been diagnosed with depression.” The court explained that whether an airman has been diagnosed with depression is “obviously material” to the FAA and cited the 2015 Germanwings incident as a tragic reason for why the FAA is interested in the mental health of airmen.

The Ninth Circuit also affirmed the exclusion of an expert who had intended to testify that the airman had been incorrectly diagnosed with depression. The Ninth Circuit found that this testimony was irrelevant. It explained that Form 8500-8 asks whether the applicant has ever been diagnosed with depression, not whether the applicant was correctly diagnosed. In short, whether the airman or his doctors agreed with the diagnoses was immaterial. Regardless of the accuracy of the diagnosis, it was still a diagnosis, and the airman had a duty to disclose it.

Beyer highlights two important points for airmen. First, it serves as an important reminder of the consequences that can come from providing false information on the application for a medical certificate. Second, it also evidences the FAA’s practice of cross-referencing VA disability benefits with its airmen in an effort to uncover situations where an airman may have been less than candid on his Form 8500-8. ■

Daniel J. Hassing is a private pilot, a remote pilot, and a partner at the law firm of Lamson, Dugan & Murray, LLP in Omaha. Dan is a member of the firm’s transportation group, which advises clients on issues arising in the railroad, trucking, and aviation industries.

Historic “Tin-Goose” Airliner will Land at Lincoln, Nebraska

By Cristi Higgins, EAA Chapter #569



A classic aircraft from the early days of commercial air travel will re-create those experiences as the Experimental Aircraft Association (EAA) brings a restored 1928 Ford TriMotor airliner to Lincoln, Nebraska.

Each day on May 5, 6, and 7 the airplane will fly passengers from the Lincoln airport. Each ride will cost \$72 for adults and \$52 for children 17 and under. The airplane will be available for free close-up inspections when not flying. Go to the website www.FlyTheFord.org or call 1-877-952-5395 for tour information or to book your reservation. A local information contact is 402-274-7070.

Ford's TriMotor, nicknamed "The Tin Goose," carries ten passengers, with every seat having a large window. Cameras and camcorders are welcome on board. Children under the age of 16 must be accompanied by an adult. Boarding is by two low steps and is usually not a problem for those with limited mobility.

The TriMotor airplane was developed by Henry Ford in the mid-1920s to create a market for air travel, just as he had developed a market for the personal automobile with the Model T. To achieve this, he established an airport and factory at Dearborn, Michigan, where he built the first modern passenger airliner. The Ford TriMotor paved the way for innovations taken for granted today i.e., all metal airplanes, stewardesses, in-flight meals, on-board restrooms, ticket reservations, airline terminals, and a radio navigation system that allowed flight in adverse weather. In their beginnings, most airlines used the Ford TriMotor. The Ford Motor Company built 199 TriMotors from 1926 through 1933.

The Ford was not used very long by the airlines as Boeing, Douglas and Lockheed soon developed airliners

that were bigger, quieter, more comfortable, and nearly twice as fast. The TriMotors soldiered on for another half century with third world air services, sightseeing operations, short haul airlines, and a myriad of specialized applications. The "Tin Goose" endeared itself to the bush pilots in the Alaskan interior and the South American jungles for its unique ability to lift a heavy load out of a short field.

The tour airplane is a TriMotor 5-AT-B serial number 8. The plane made its first flight on December 1, 1928, and was used by pioneering airline Transcontinental and Western to establish the first westbound transcontinental commercial air service. Then, the predecessor to TWA used the aircraft to form its nationwide route system.

When its airline days were over, "number 8" moved on to sightseeing flights over the Grand Canyon and service in Central America. The ownership then passed through a series of museums ending with the Liberty Aviation Museum (LAM).

In 1996, the Ford was given a major renovation with more attention in 2014 to ready it for return to regular service. An agreement between LAM and EAA makes the classic airliner available for display to the public.

Make your reservations today for the rare opportunity to participate in a moment of living history.

The Experimental Aircraft Association is a nationwide organization of over 170,000 members dedicated to building and flying personal airplanes and the restoration and preservation of historic aircraft. Its headquarters is at Oshkosh, Wisconsin. EAA sponsors the annual AirVenture aviation convention each year. ■

State Aviation, Opportunities Gained

By Kim Stevens



Kim Stevens

The business of “State Aviation” has opened a lot of doors for me over the years, and many of those doors have been attached to an amazing number of aircraft – both large and small, classic and vintage – some unique.

Although, as much as I’d like to talk about airplanes, I must mention

that, more importantly, some of those “open doors” have led to tremendous opportunities to meet and engage with outstanding individuals, some of them trailblazers in the industry and in life, but all of whom have impacted my life.

Although I can drop the names of some icons I have met and talked with, like Jim Lovell, Bob Hoover, and Scott Crossfield, it’s

more often the individuals that I’ve had the opportunity to work side by side with, in state aviation (some at the Nebraska Division of Aeronautics), that have impacted me the most; those that sometimes live in the shadows, contributing to the industry daily, quietly making their mark.

Working alongside these individuals has led to some of the most interesting and fun opportunities for me, like flying in the back of a Huey (doors open) during a training exercise; hunkering down next to a boom operator in the back of a KC-135 while refueling a B-1 bomber over the Nebraska South Dakota border; taking the controls of a B-17 low over Nebraska corn fields; and performing aerobatics in a Pitts.

I’ve been truly blessed to have spent so much time in the air. Flying as Pilot in Command (PIC) in a dozen different aircraft has given me a lot of satisfaction, but, if I’m honest, it’s been the many more hours in the right seat and sometimes in the back, that has given me greater insight and led to a much richer life. Whether flying in the right seat of an Aero Commander over the red cliffs of Sedona, Arizona, or in a Cheyenne over the Sand Hills of Nebraska, the lasting relationships that have been built sharing a cockpit are ones I shall never forget. ■

Aeronautics History Lesson at Meadowlark Elementary in Kearney

By Diane Bartels

On January 27, Darrell Collins spoke to 130 fourth and fifth graders at Meadowlark Elementary in Kearney about the lives of Orville and Wilbur Wright. Collins is retired from the National Park Service at the Wright Brothers Memorial where he served as Historian and Park Ranger for over 38 years. The students and staff were surprised to learn Charles E. Taylor, the Wright Brothers’ mechanic, once lived and worked in Kearney. The program ended with a paper airplane flying contest. ■



Darrell Collins addresses fourth and fifth grade students.



Students construct paper airplanes for a contest.



Paper airplane contest in the Meadowlark Elementary gymnasium.

Aviation Art Contest: 2022 "Design Your Perfect Aircraft"

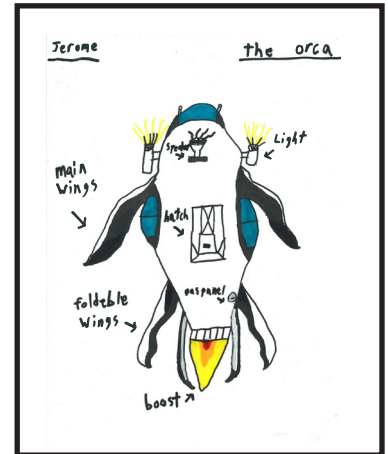
By David Morris



Julia McNamara 1st Place, Junior (Ages 6-9)
Bellevue Elementary School, Bellevue



William Pearson 2nd Place,
Junior (Ages 6-9)
St. Wenceslaus, Wahoo



Jerome Bleicher 3rd Place,
Junior (Ages 6-9)
Friedel Jewish Academy, Omaha

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 drawn a picture of an airplane, helicopter or hot air balloon and added some extra details? Maybe you mixed and matched, combining the best features of different types of aircraft to create something unique. What is your perfect aircraft? What would power it through the sky? Would it be big or small? What special features would make pilots and passengers excited to be in the air? Each idea has the chance to change the way gliders soar, helicopters hover and aerobatic racers twist and swoop through the sky. If you have ever looked up into the sky and thought, "wouldn't it be great if..." this art challenge was for you.

Due to the current coronavirus (COVID-19) situation, the Aviation Art Contest 2022 awards ceremony was canceled. This is a challenging time and our priority is to do our part in helping everyone stay healthy. This year the winning participants again received their awards in the mailbox.

We want to recognize and congratulate the following individuals for their accomplishments:

Beginning with Category I Junior (Age 6-9), Jerome Bleicher, Omaha, winning 3rd place, followed by William Pearson, Wahoo, capturing 2nd place. To wrap up this group was Julia McNamara, Papillion, taking 1st place.

In Category II Intermediate (Age 10-13) was Hallie Hartman, Gibbon, winning 3rd place, followed by Brigham Hollon, Lincoln, capturing 2nd place. And, taking 1st place was Sydney Huber, Grafton.



Sydney Huber 1st Place, Intermediate (Ages 10-13) McCool Junction Public, McCool Junction



Brigham Hollon 2nd Place,
Intermediate (Ages 10-13)
Humann Elementary, Lincoln



Hallie Hartman 3rd Place,
Intermediate (Ages 10-13)
C. L. Jones Middle School, Minden



Eliza Kuker
1st Place,
Senior
(Ages 14-17)
Falls City
High School,
Falls City



Jackson Kiefer 2nd Place, Senior
(Ages 14-17) Fremont High School, Fremont



Lillian Thomas 3rd Place, Senior
(Ages 14-17) Falls City High School, Falls City

In Category III Senior (Age 14-17) was Lillian Thomas, Falls City, capturing 3rd place, followed by Jackson Kiefer, Fremont, taking 2nd place, and Eliza Kuker, Falls City, taking 1st place.

We are proud to congratulate the following individuals who deservedly won Honorable Mention: Havelynn Bentley, Isabella Schmidt, Solomon Denenberg, Daviel J. Alvares, Anneliese Hollon, Shayna Feldman, Mary Clare Pearson, Molly Ladenburger, Brinley Pohl, Rozlyn Davis, Isaac Ian Larsen, Reese Johns, Owen Severson, Hunter Buchanan, Makinley Scholl, Anna Kahny and Bailey Schmit.

We, at the NDOT – Division of Aeronautics, want to send a special “Congratulations” to all the contestants. Your work was outstanding, and this made for tough decisions of the judging committee. To the parents, teachers and mentors, the Division wants to say a special “Thank You” for all the time, hard work and support you have put into this program. Without your continual generous support, this program simply would not exist. ■

Cruise Clearance

By David Morris

When operating in accordance with a “cruise clearance,” the pilot may climb to and descend from an assigned altitude at his/her discretion. However, after a pilot reports leaving an altitude, he/she may not return to that altitude without further Air Traffic Control (ATC) clearance. Furthermore, a cruise clearance is approval for the pilot to proceed to and make an approach at the destination airport. This procedure also permits the pilot to descend and land in accordance with applicable Federal Aviation Regulations (FARs) governing Visual Flight Rules (VFR) operations.

For example, consider the following clearance:

“ATC clears Cessna 1234 to the Demon Ranch Airport, direct, cruise 3,000.”

In such a clearance, the term “cruise” means that the pilot is cleared to the destination airport and to climb to 3,000 feet and descend to the Minimum Enroute Altitude (MEA) or Minimum Obstruction Clearance Altitude (MOCA) at his/her discretion, without further clearance. Additionally, it is clearance to execute the appropriate approved instrument approach. However, if an approved approach is not available, the pilot may not descend below the MEA or MOCA, unless he/she is in VFR weather conditions. ■

Events Calendar

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

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

30th Annual Nebraska State Fly-In
Grant Municipal Airport (GGF)
Saturday, June 18, 2022
Contact: City of Grant, 308-352-2100

Pender, NE (OC4)
Fly-in breakfast Sunday, June 26, 2022
8am until 12 PIC eat free.
questions call John Miller
816-210-2081

Great Plains Wing of the Comm. Air Force
Annual Pancake Breakfast,
Flight Breakfast and Open House
Sunday, August 7, 2022
Council Bluffs Municipal Airport KCBF
The Pancake Man 8:00 am and 11:00 am
Free Will Donation
Food Trucks 11:00 am & 2:00 pm – V. P.
Military and Civilian aircraft on display
Military Museum Open
Introductory Flights Available
Contact Jeff Hutcheson, 402-981-4633
Or jeffhutcheson3@gmail.com

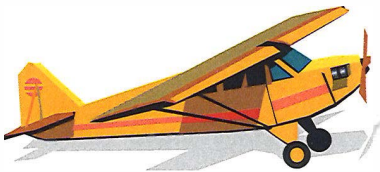
Grant Municipal Airport State Fly-In/ Open House

Saturday, June 18, 2022
Grant, NE

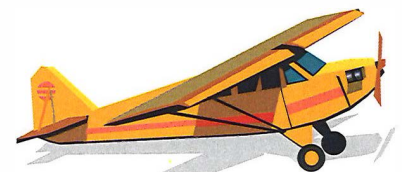
Free Breakfast to All
Sponsored by Local Businesses
– Served by Grant Lions Club
– 9 am to 11 am



- Coffee & Donuts 7:00 am
- Young Eagles Flights
8 am – 10 am
Free Rides for ages 8 – 17
by EAA Chapter 562
Parental Permission Required
- Multiple Vendor Displays
- Ag Aircraft Water Drop
- Medical Aircraft Displays
- Everyone Welcome!
- 11 am Dedication of AWOS
in name of Leon Kumor



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--For more information contact Edward Dunn at 308-352-6722.