

PIREPS

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NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

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Lee Bird, Hometown Aviation Hero

By Penny Rafferty Hamilton, Ph.D.



In 1941, the City of North Platte renamed their airport, Lee Bird Field, after a local World War I aviation hero. (Courtesy image Penny Hamilton)

Many readers are familiar with North Platte Airfield's historic role in the first nighttime U.S. Air Mail Service transcontinental flight in February 1921. North Platte, Nebraska's Jack Knight played key roles in that successful and difficult feat.

Fast forward a few years to 1929. The City of North Platte bought the private airfield and leased it to the Boeing Transport Company, which was part of United Airlines. Over the years more improvements were made.

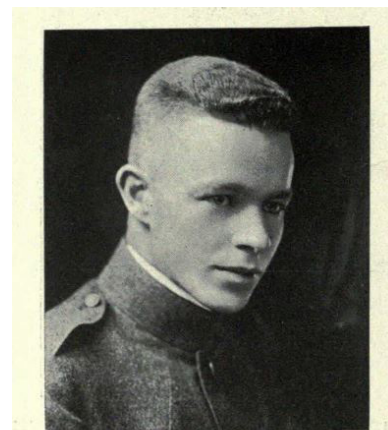
Then, in 1941, with the advent of World War II, North Platte became the site of a B-17 training command resulting in additional runway construction. Earlier that same year, the airport was renamed Lee Bird Field for their hometown World War I aviation hero.

Lee Bird was born in February 1895 to a pioneer family. North Platte, named for the river, was established in 1866 when the Union Pacific Railroad extended the rail line from Nebraska City. By the 1880s, Buffalo Bill Cody established his Scout's Rest Ranch, which is today a National Historic Landmark. It was an exciting time for Lee Bird to grow up.

In 1917, Lee Bird was a bright Colorado School of Mines student who had recently transferred from the University of

Nebraska. Along with others in America, he was drafted into World War I military service. After intensive aviation training, now Lieutenant Bird was so talented, he completed additional flight training. He became a flight instructor in the U.S. Army Air Service. Tragically, during a training flight in late 1918 at Brooks Field in San Antonio, the airplane entered a tailspin, killing Lee Bird.

(Continued on Page 2)



LEE WILSON BIRD, Ex-'19
Lee Wilson Bird was a Lieutenant in the Aviation Service and was instantly killed in a tail spin fall, Dec. 7, 1918, at Brooks Field San Antonio, Texas. He was a student in the School of Mines in Colorado, and was transferred to the University of Nebraska. His home was at North Platte, Nebraska.

In 1918, the obituary for U.S. Army Air Service Flight Instructor, Lieutenant Lee Bird, was printed in several newspapers throughout Nebraska.

(Continued from Page 1)

In June 1992, in recognition of the fact that airline passengers and aircraft owners are drawn to the airport from a larger geographic area, the airport was renamed North Platte Regional Airport Lee Bird Field. Over the years, numerous dignitaries have visited the North Platte Airport. Among the notable is President Ronald Reagan's visit in 1987. Learn more at www.NorthPlatteAirport.com

Dr. Hamilton is the author of the popular aviation careers book, America's Amazing Airports, and a graduate of the University of Nebraska. Learn more <https://www.cogreatwomen.org/project/penny-hamilton-phd/> ■

Standard Phraseology Changes

By David Morris

As pilots, we must be up to date on standard phraseology changes. Some changes were implemented over 10 years ago, yet still cause confusion among pilots and instructors when proper phraseology is not used.

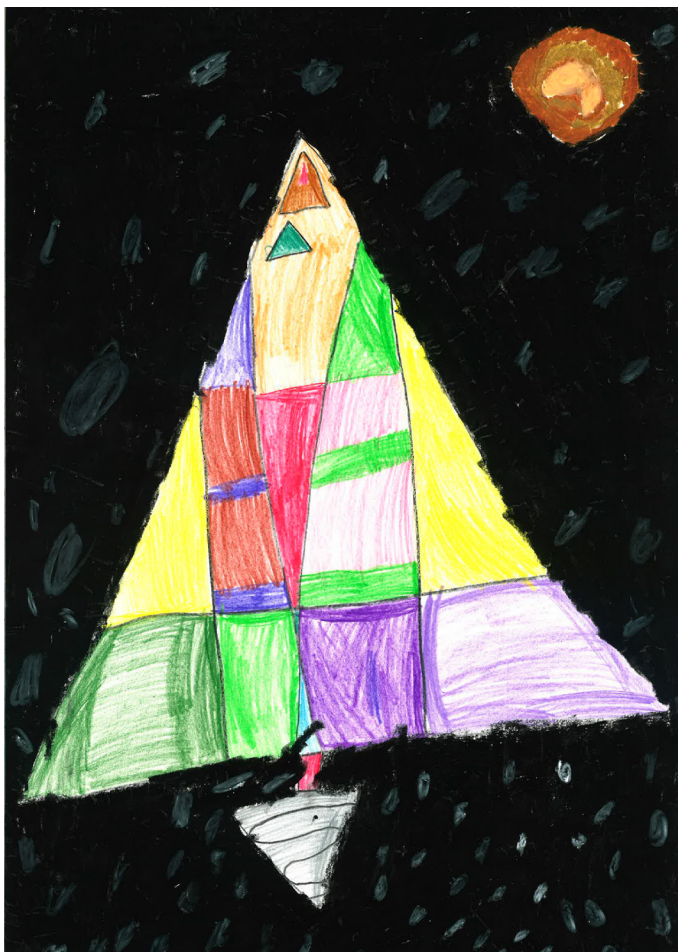
Effective June 30, 2010, "Taxi To" change was implemented. To help decrease the occurrence of runway incursions, Air Traffic Control (ATC) specialists no longer use the term "taxi to" when authorizing aircraft to taxi to an assigned takeoff runway.

Controllers now issue explicit clearances to pilots crossing any runway along the taxi route regardless of whether it is active, inactive, or closed. In addition, pilots crossing multiple runways must be past the first runway they are cleared to cross before controllers can issue the next runway-crossing clearance (in most cases, but there might be exceptions to this based on the configuration of certain airports).

The elimination of the "taxi to" phrase only applies to departing aircraft. Arriving aircraft still hear the phrase "taxi to" when instructed to taxi to the gate or ramp. In these situations, controllers still are required to issue specific crossing instructions for each runway encountered on the taxi route.

Pilot confusion about the elimination of the "taxi to" phrase and the current use of explicit runway crossing phraseology continues to be a primary cause of runway incursions.

All pilots must have a specific runway crossing clearance at airports with an operating control tower ■



Aviation Art Contest 2023 "Air Sports & The Environment"

By David Morris

The sense of liberty that pilots and skydivers feel when flying through the skies often comes hand-in-hand with a deep appreciation of the blue and green planet below.

Aviation has always been at the forefront of technology and over the generations, those involved in aeronautics have felt an ever-increasing pressure to protect our planet.

By letting our imagination fly, we ask you to explore the ways that air sports can interact harmoniously with our environment. How can air sports help inspire others to protect our earth? How can technology and greener fuels be used to power aircraft? How could aviation be involved in reducing, reusing and recycling?

For youngsters from ages 6 thru 17, it was time to get out their favorite artist supplies and give free rein to their imagination by creating a poster that represents their thoughts when they think about the theme of "Air Sports & The Environment" for the Aviation Art Contest 2023. Due date for all entries was January 10, 2023, and contest results will be available soon. For further details about the annual Aviation Art Contest contact David Morris at the NDOT – Division of Aeronautics david.morris@nebraska.gov or call 402-471-2371. ■

Nebraska Aeronautics



The Nebraska Department of Aeronautics, now known as the Nebraska Department of Transportation – Aeronautics Division, was originally created by the Nebraska Legislature in 1945. We were given a variety of jobs, including to, “. . . encourage and develop aeronautics.” I wanted to share with you my thoughts about what this means.

First, some definitions.

In plain language, Aeronautics is defined in statute as the operation, construction, repair, and maintenance of any part of an aircraft or accessory or airport, including instruction.

Aircraft is defined as any contrivance (yes, really!) currently or yet-to-be invented that is used or designed for flight.

Our job is more than taking care of airports. Our job is to encourage and develop all types of aviation. This includes all types of aircraft, control-line aircraft, remote controlled aircraft, helicopters, balloons, parachutes, paragliders, blimps, gliders, rockets, space craft, drones, autonomous aircraft, and anything else that I have missed or that has yet to be invented.

Wait. Are we talking science fiction here? To a certain extent we are. When I was a child, we never imagined that we would have ships that would fly into space and then come back to land on Earth and be ready for another mission. We never dreamed that we would have drones delivering food or products to our front door. And today you can buy a personal aircraft that looks like a motorcycle and is powered with eight electric motors. Amazing, isn't it?!

Anytime you think of your Aeronautics team as a bunch of bureaucrats sitting at our desks pushing papers and explaining regulations, think again! We are very much aware of the breadth of our mandate and discussing and exploring how we can provide exactly the services to Nebraskans that you want from us!

You may have noticed that we're making inroads on social media and providing a statewide calendar of aviation events. We're recognizing important aviation achievements in Nebraska and working to support new achievements. We do a lot of work with schools of all levels, but we'd like to do more. This year we're putting together easy-to-follow guides to help you with some of the most common questions we're asked.

In addition to this work serving you, we work to educate Nebraska State agencies about what Aeronautics is, how it's changing, and what these changes mean for government. How do we ensure that drones around us are operating safely? How can we help make state government more efficient using aviation? What is our role in encouraging the next generations to prepare for and pursue careers in aviation?

How are we doing? Are we fulfilling our mission? Do you have questions about what we're working on? Do you have information on yet-to-be invented contrivances that we should be aware of? We love hearing from you! Please look for us and follow us on Facebook at Nebraska Airports, attend an Aeronautics Commission Meeting (<https://dot.nebraska.gov/about/aeronautics-commission/>), call, e-mail or just stop by. We are here for YOU and we're eager to hear from you!

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3431 Aviation Road #150 in Lincoln ■

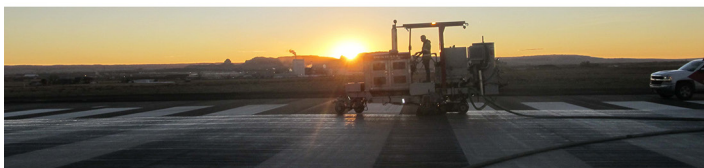
OUR VISION

A dynamic aviation system which enhances quality of life through infrastructure and services that meet the diverse and evolving needs of all Nebraskans.



31st Annual Nebraska Aviation Symposium Held January 25 – 28, 2023

By David Morris



<p>PROJECT DESCRIPTION</p> <p>FAA APJ Project 3-31-0072-045-2021. The project consisted of cold milling approximately 143,000 square yards of existing asphalt, select concrete panel repairs, 30,000 tons of new 4-inch bituminous surface pavement, 113,000 square yards of new saw-cut grooving, and 100,000 square feet of new pavement markings.</p>	<p>PROJECT BENEFITS</p> <p>Improved the pavement condition index and operational safety of the existing runway surface.</p> <p>Enhanced the surface friction resistance during winter operations with new saw-cut grooving.</p> <p>Improved the visibility of the runway surface markings for night-time and low-visibility operations.</p>	<p>The project was completed in 116 working days, four working days under the contract time allowance. The final project cost was \$4,366,538, six percent under the contracted amount at the time of completion.</p>
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AWARDED TO:

 Airport Authority of the County of Scotts Bluff <small>SPONSOR</small>	 M.C. Schaff & Associates <small>CONSULTANT</small>	 Simon Contractors <small>PRIME CONTRACTOR</small>
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Pictured during presentation of Project of the Year to the Western Nebraska Regional Airport (BFF), Scottsbluff, Neb., l to r: Steve Peck of Simon Contractors; Jeff Wolfe of MC Schaff Family of Companies; Raul Aguillo, Airport Manager; and Ann Richart, NDOT Aeronautics Division Director.

The 31st annual Nebraska Aviation Symposium was held Jan. 25-28, 2023, with an impressive number of attendees. This was the second year for the symposium to be held at the beautiful Crown Plaza in Kearney (EAR), and the venue accommodated every need. As always, the Nebraska Aviation Council (NAC) put together an outstanding event.

While registration began on Wednesday, Jan. 25, at 1 p.m., folks who had pre-registered were able to attend a new all-day session, titled “Airport Management 101,” that began at 8 a.m. This session was for ALL airport managers, not just for recently appointed managers, and was directed by Ann Richart, AAE, Director of Nebraska Department of Transportation (NDOT) – Division of Aeronautics. Along with Ann was Jeff Kohlman, Aviation Management Consulting Group (AMCG).

This new event turned out to be a “hit” with airport management personnel, with 60 registered individuals in attendance. As part of this program, civil engineer Diane Hofer of Olsson Engineering led a panel discussion on Airport Consultant Selection. While these discussions were taking place, exhibitors began to assemble their displays, finishing just in time to enjoy a reception with all the attendees beginning at 5 p.m.

Following the reception, the evening session attracted numerous aviation enthusiasts for a pilot safety meeting. This presentation was led by the Nebraska FAASTeam and focused on General Aviation accidents, to include “Then, Now & The Effect of New Technology.” The program included an update from Dr. Daniel Berry, FAA Regional Flight Surgeon.

After registration and breakfast on Thursday at 7 a.m., 100 individuals gathered for the General Session at 8:30 with opening remarks by Mike Olson, Chair, NAC. Following Mike’s remarks, updates were provided by Director Ann Richart, AAE, NDOT – Division of Aeronautics, and Scott Tarry, Chairman of the Nebraska Aeronautics Commission. The session wrapped up with remarks from Deb Sanning of the Central Region Office of FAA.

Following a break, Major Tyler Piening and Senior Master Sergeant Mat Ellison of the Nebraska Air National Guard, Lincoln Neb., spoke about the history of the KC-135, the missions the Nebraska ANG performs both at home and overseas. As a final treat, the audience heard a detailed explanation of what it takes to coordinate and perform a 4-ship flyover for a Husker football game, which included footage of the flyover from both the KC-135 and the on-field perspective.

Next on the schedule was Keith Clark of the Phillips 66 Corporation, who spoke about how communication and verification can save a life, which included the importance of accurate aircraft refueling measures.

During the Thursday luncheon, two awards were presented. "Airport of the Year," went to Thomas County Airport (TIF). Present to receive the award was Airport Manager Jack Johnston and Secretary/Treasurer of the Thomas County Airport Authority Ron Masten. Also presented was "Project of the Year," which went to the Western Nebraska Regional Airport, William B. Helig Field, Scottsbluff, (BFF). Present to receive this award was Airport Manager Raul Aguillo, along with Jeff Wolfe of MC Schaff Family of Companies, and Steve Peck of Simon Contractors.

Concurrent sessions began on Thursday afternoon and included Lynn Martin, FAA Compliance Specialist; Captain A.T. Spain from the University of Nebraska at Kearney; and C. Edward Young of Jetlaw, LLC, who spoke about insurance needs.

Following a brief session with attendees and exhibitors, concurrent sessions continued, with the Nebraska Association of Airport Officials (NAAO) conducting their general business meeting, while down the hall John Worthing of Aero Guard Insurance shared thoughts about aircraft insurance, including accidents not reportable and coping with rising costs.

After the afternoon opening of registration for the Aviation Maintenance Seminar and a social hour with exhibitors, an evening banquet was held with additional awards presented. Inducted into the Nebraska Aviation Hall of Fame was Ernest K. Gann, born in Lincoln (LNK). Ernest was an American author, aviator, sailor, and conservationist who had an aviation career with the military and commercial airlines.

Also inducted into the Nebraska Aviation Hall of Fame was Geary L. Combs, who had a long history of contributing to the advancement of aviation at the Blair Executive Airport (BTA). Wrapping up the induction into the Nebraska Aviation Hall of Fame was James Herbert "Jack" Knight, who had an impressive aviation career, which included military service, U.S. Postal Service airmail flights, and commercial airline employment.

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

Third from top, pictured during presentation of Airport of the Year to Thomas County Airport (TIF), l to r: Ann Richart, NDOT's Aeronautics Division Director; Jack Johnston, Airport Manager; and Ron Masten, Secretary/Treasurer of the Thomas County Airport Authority.

Bottom left, pictured l to r: Linda Combs, widow of Geary L. Combs, holds Aviation Hall of Fame induction award, along with son Jason Combs. Also pictured is daughter-in-law, Resa. Bottom right: Linda Combs accepts Aviation Hall of Fame award.



COMMUNITY RELATIONS
The airport authority members are always willing to share and show their facility to anyone interested in touring the airport.
The airport manager always makes a point to welcome any itinerant aircraft; he sees utilizing the airport and fueling facility.

As a member of NAAO, the airport is always actively finding ways to help airports around the state.
Airport services include 100LL and Jet A fuel, pilot's lounge, courtesy car, rental car, internet service, AWO's, new hangar, newly reconstructed runways, taxiways, apron, and LED lighting.

COMMUNITY SUPPORT
Thomas County Airport was used as one of the main bases for the fire that went through History National Forest over the past summer that burned 18,000 acres. Forces from all over the region and nation-wide utilized the airport as one of their main bases. The airport did whatever it could to provide assistance to firefighters including full access to all the airport amenities.



AWARDED TO:
Thomas County Airport Authority
Jack Johnston, Roy Licking, Ron Masten, Herb Hall, and Tim Maseberg



FAA Approves Unleaded Fuel For Piston Fleet

AOPA News

The FAA signed on September 1 supplemental type certificates that allow General Aviation Modifications Inc.'s (GAMI) 100-octane unleaded fuel (G100UL) to be used in every general aviation spark-ignition engine and every airframe powered by those engines. The move was hailed by the industry as a major step in the transition to an unleaded GA future.

The FAA's approval of the use of G100UL fuel in all piston aircraft satisfies a longstanding goal of finding a solution that can be used for the entire GA piston fleet.

"I'm proud of GAMI, the industry team, and the FAA for persevering over the long term and getting a fuel that the FAA has recognized as a viable alternative to low lead," AOPA President Mark Baker said. "It's vital that we find solutions to what has been plaguing general aviation since the seventies. It's certainly the biggest issue I have dealt with in my time at AOPA."

"This is a big deal," Baker added, "but there is a lot of work yet to be done."

In 2021 the FAA approved STCs for GAMI covering a smaller number of Cessna 172 engines and airframes, and then expanded the approved model lists (AML) to include essentially all lower-compression engine and airframe combinations. Though that was seen as an encouraging step forward in the yearslong path to supply unleaded aviation fuel to the piston aircraft fleet, the STCs did not include aircraft needing the higher-octane fuel that accounts for 60 to 70 percent of avgas consumption. This latest announcement by the FAA addresses the needs of those higher-compression engines.

GAMI cofounder George Braly said, "This is a big day for the industry. It means that for a lot of our general aviation communities, and especially for a high fraction on the West Coast, relief is on the way. And it means that our industry will be able to go into the future and prosper and provide the essential infrastructure for this country for everything from Angel Flights to critical training of our future airline pilots."

Braly thanked AOPA and the GA community for their support through this long process. "Without it we couldn't have gotten this done," he said.

Braly has said that Ann Arbor, Michigan-based fuel supplier Avfuel is standing by to manage the logistics and distribution of G100UL, and said he is open to partnerships. "Our arrangement is that any qualified refiner or blender of existing aviation fuels will be eligible to produce and sell it subject to the quality assurance requirements that the FAA has approved," he said.

When will G100UL reach airports and aircraft tanks?

The timing for when G100UL will reach airports is still uncertain. "It's going to take a while to manage the infrastructure including manufacturing and distribution," Braly said. The supply chain "is still a very wounded infrastructure and that's not going to make the process any easier, but we have a handle on how to do this, and with the support of the major players I think we can do that. It's going to be limited to begin with, but it can be ramped up rapidly," he said.

Baker said it's important to get any fuels approved for use to the California market as soon as practical, in light of the fact that some municipalities have prematurely banned the sale of leaded avgas and threatened a safe and smart transition to unleaded fuel. "It is a politically charged issue there, and this will help keep our airports open with fuel that works with all aircraft."

AOPA will also purchase a quantity of unleaded fuels to use in its fleet of piston aircraft used for GA travel and flight training, showing members it has full confidence in FAA approval pathways and processes.

What will G100UL cost?

While the cost of the fuel has not been determined, Braly said the small-batch production process that will initially earmark the arrival of G100UL at airports means that the fuel will cost slightly more than leaded avgas. "Small volume batches cost money," he said. "Until we can get [production] revved up that we're making millions of gallons at a time, there will be an incremental [additional] cost," he said.

"It's not going to be unreasonable," he said. "Pilots in America will not be paying what they're paying for avgas in Europe today."

And while they may pay a little more at the pump, owners can expect to see engines that operate more efficiently. "I think the days of cleaning spark plugs every 50 hours are going to be behind us for good," Braly said.

Swift Fuels Inc., an Indiana-based company, has received FAA approval for its 94-octane unleaded fuel, and has expanded its distribution, particularly to the West Coast. Swift Fuels' 94-octane fuel meets some, but not all, of the demand of aircraft with low-compression engines. The company is developing a 100R unleaded fuel with more than 10 percent renewable content.

In addition, two fuel candidates are currently in the Piston Aviation Fuels Initiative testing process.

AOPA continues to encourage all fuel manufacturers to follow through with their own formulations, Baker said. "We'd like to see several fuels available that all work together and blend



General Aviation Modifications Inc. cofounders George Braly, left, and Tim Roehl built a business around fuel injectors before inventing a 100-octane unleaded aviation fuel that the FAA approved for widespread use.



General Aviation Modifications Inc. cofounder George Braly holds a sample of the unleaded fuel that the FAA has approved for use in every airplane engine with a spark ignition system.

Charter Flight Operators Seek Tougher Enforcement Against Repeat Violators

Daily Business News

The darker side of the chartered jet business has involved Hollywood celebrities and several sports teams, and is behind a handful of fatal crashes, such as a business jet that skidded off a South Carolina runway with malfunctioning brakes in 2018.

Within months of a 2008 fatal plane crash that killed five, federal authorities revoked the license of the Oklahoma company that arranged the charter flight for allegedly doing so illegally.

But Interstate Helicopters Inc. won back its certificate to fly commercially early the next year and has kept it despite multiple subsequent violations of aviation regulations, a guilty plea to federal criminal charges and alleged illegal charter flights prompting a proposed \$617,100 fine last year, according to public records.

James Johnson, the owner of Interstate Helicopters, blamed confusing regulations and criticized the Federal Aviation Administration for targeting him. Instead of contesting charges, he said in an interview that he agreed to settle on several occasions to avoid hefty legal fees.

Interstate Helicopters' case illustrates the challenges faced by the FAA. Despite a crackdown in recent years that has resulted in a surge of civil enforcement and criminal cases, legal operators say tougher penalties are needed to rein in a widespread problem that has marred the industry's reputation.

"The penalties need to be stiff, and they need to be expedient," said Alan Stephens, vice president of regulatory affairs at the National Air Transportation Association (NATA), a leading trade group for the charter industry.

NATA, which represents thousands of airport businesses, including many of the biggest charter companies, is pushing FAA to make it easier for potential clients to determine whether operators are legitimate. It also plans on asking Congress for measures to toughen enforcement, Stephens said.

Partially at NATA's urging, the FAA in recent years created a special investigative team aimed at illicit charter operators, pursued dozens of enforcement cases with millions of dollars in proposed fines and held numerous public forums to educate industry groups on the rules. It has also created a website with warnings for consumers.

But those investigative and educational efforts haven't stopped illegal charter operators from flying, according to FAA inspectors, former agency lawyers, aviation industry officials and public records.

Complex and Time-Consuming

Regulators face challenges because putting together an enforcement case is complex and time-consuming, which can be difficult for already overburdened FAA staff, said two agency safety inspectors who asked not to be identified discussing the issue.

The agency has about 3,900 safety inspectors, though not all of them focus on charter operations. More than three-quarters of FAA managers who oversee inspectors monitoring charters reported their offices were understaffed in a 2021 Transportation Department Inspector General report.

"It has been historically difficult to ferret out illegal operations and prosecute them the way they should be prosecuted," said Loretta Alkalay, the former FAA eastern regional counsel and an adjunct professor at Vaughn College of Aeronautics & Technology.

The FAA defended its efforts to police the air-charter world in an emailed statement, citing the increase in enforcement cases and other actions it has taken to educate the industry and consumers.

"We work aggressively to identify and shut down rogue operators and help passengers ensure the company they hire is legitimate," the agency said.

The FAA relies on the Department of Justice to prosecute and collect fines from violators of aviation statutes in major cases. But federal prosecutors dealing with violent and other serious crimes don't always see the urgency of pursuing civil cases alleging violations of an aviation statute, said J.E. Murdock, a consultant and blogger who formerly served as FAA's chief counsel.

"It's a function of how busy these people are," Murdock said of U.S. attorney's offices around the country.

The Justice Department didn't respond to emails seeking comment.

Maze of Problems

Interstate Helicopters' legal troubles started with the crash of a Cessna 500 business jet two minutes after takeoff from Wiley Post Airport near Oklahoma City on March 4, 2008, which killed three passengers and two pilots.

While a collision with pelicans was identified as the cause of the accident, the National Transportation Safety Board (NTSB) and FAA found a maze of compliance problems, according to accident reports. Interstate Helicopters was authorized to carry passengers for hire, but only on helicopters — not on the jet that crashed.

The plane hadn't been maintained under the rigorous requirements for charter operations, the investigators said. Neither pilot was qualified to fly the plane for hire, the NTSB determined. The captain, who wasn't subject to the normal drug testing required under charter rules, had taken a muscle relaxant that the FAA prohibits while flying, according to the NTSB.

The local truck-engine manufacturer that paid for the ill-fated flight for the three executives who died, United Engines, had hired Interstate Helicopters for at least 19 other trips, NTSB said. United Engines, now a subsidiary of Kirby Corp., told investigators at the time they didn't realize the operator had violated any laws.

Interstate Helicopters' Johnson described the flight arrangement as a lease that he thought was legal at the time.

The FAA didn't comment specifically on Interstate Helicopters but said the sanctions it seeks are based on "the facts of the case" and a company's violation history.

Jim Hensley, owner of rival America Jet Charter Inc., told NTSB investigators in 2008 he believed there have been problems with illegal charters for years. He still believes that to be the case.

"The only way I see it changing is giving the FAA more teeth to enforce the rules," Hensley said in a recent interview. ■

FAA Comments On Chart Changes

AvWeb News



shot

Sectional Chart Changes

The FAA has confirmed that it has stripped most of the data from charts that overlap on foreign airspace, but it hasn't said why. The agency responded to AVweb's inquiry about the unpopular move on Jan. 11 but added little information about what motivated the change. In the Dec. 29 sectional release, any areas outside U.S. borders are essentially grayed out and have only the barest aeronautical information. Before that, they included all the same information in foreign airspace as they did in the U.S. Here is the FAA statement in its entirety.

"The FAA implemented a new 56-day cycle for publishing visual charts to provide more frequent updates. This reduces the need to issue chart-related Notices to Air Mission (NOTAMs) and chart bulletins," the FAA said. "The visual charts specifically direct pilots flying in international airspace to use aeronautical charts and publications from that country's aviation authority for the most current verified depictions." The agency also said it conducted two years of outreach on the changes before issuing a notice on Oct. 13 announcing them. ■

FAA Clarifies Charting Notice on Private Airports

AvWeb News

The FAA quietly released a "Charting Notice" in September which declared "Effective November 3, 2022, Visual Flight Rules (VFR) aeronautical charts will no longer make reference to emergency value in private airport charting." It went on to say that "Only private airports with landmark value will be retained and charted beyond February 23, 2023." This raised concerns in the EAA community that the change would have safety implications for pilots utilizing VFR charts during flight planning and in emergencies.

The approximately 14,400 private airfields in the United States account for nearly 75% of the nation's total airports and are indispensable parts of our general aviation infrastructure.

Responding to community concern, the FAA released

a "follow-on" notice on January 10, clarifying that the only anticipated change was the removal of the term "emergency" from the chart legend in reference to private airports. The FAA determines whether to chart private airports based on "landmark value," and these criteria are staying the same as those used before the September notice. The updated notice concludes that "aeronautical charts users should not see a significant change to private airports depicted on VFR charts."

EAA continues to work with industry partners to clarify this issue and will take the appropriate steps to make sure important airport information is not omitted on charts. We will update the EAA community with more information as it becomes available. ■

Magnetic Variation

By David Morris

Question: Why is there a difference between the magnetic variation of an airport and the Very High Frequency Omni-Directional Range (VOR) located at the same airport?

Answer: When a navigational aid (navaid) is first constructed, the antenna is physically oriented to True North. Then a potentiometer adjustment is made to slave the navaid with Magnetic North. This action matches the isogonic line making it agree with a magnetic compass. Initially these two values are the same, but the magnetic variation of the earth changes at differing rates depending upon location and time.

Navigational aids go into service and remain online 24 hours a day, 365 days a year. The FAA performs periodic maintenance; however, readjustments to match the isogonic value require a total shut down of the equipment, plus recertification and flight check verification. This process begins when a navaid is out of tolerance by at least +/-6 degrees. GPS databases use a MAGVAR model to calculate the most up-to-date magnetic variation. ■

LET'S REVIEW

by David Morris

1. Which phase of a spin is associated with the stabilization of rotation and airspeed?
2. Adding flaps and/or increasing the angle of attack would primarily result in an increase in?
3. Wingtip vortices are created when _____ air _____ the wing spills over into the _____ air _____ the wing creating a vortex. These are created on _____.
4. What two speeds come to mind when you hear "maximum excess thrust" and "maximum excess power"?
5. Ground effect is associated with a _____ in performance due to reduced _____. This causes drag to _____ and vertical lift to _____.
6. What type of stall is characterized by a pitching down moment, icing, and the addition of flaps?
7. Pre-ignition is defined as _____.
8. Engine detonation is defined as _____.
9. Most weather reported in a METAR observation is within _____ of the airport's location point.
10. What weather report can you use to find forecasted altitudes for cloud tops?

Quiz Answers

1. Fully Developed.
2. Induced Drag.
3. high-pressure/beneath/low-pressure/above/all aircraft.
4. Maximum Excess Thrust is V_x and Maximum Excess Power is V_y .
5. increase/wingtip vortices or downwash/decrease/increase.
6. These are all characteristics of a tailplane stall.
7. Pre-ignition is an event where the air/fuel mixture in the cylinder ignites before the spark plug fires.
8. A condition where pockets of air/fuel mixture ignite outside the normal combustion envelope.
9. 5 Statute Miles.
10. Graphical Area Forecast.

Events Calendar

Please check the Aeronautics web page for a list of upcoming aviation events.

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

Crete Airport (KCEK)
EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month, 8:00 a.m. to 10:00 a.m.
Suggested donation:
\$10 for adults; \$5 for kids

3rd Thursday Pilot Lunch
Jams – Midtown
7814 West Dodge Road,
Omaha, NE 68114
Third Thursday of each month at 11:00 a.m.

Harlan Municipal Airport (KHNR)
Free Chili / Soup Fly-In
Saturday March 18
11:00 a.m. to 1:00 p.m.
Contact: Scott Pigsley, Airport Manager 712-744-3366

Nebraska State Fly-In & Air Show,
Central Nebraska Regional Airport,
Saturday June 3
Contact: Mike Olson,
308-385-5170 Ext. 112

Pender Fly-in June 25
8 a.m. to 11a.m. PIC eat free.
Pender Nebraska zeroc4
Contact: John Miller 816-210-2081

Kearney Regional Airport (EAR)
EAA Chapter 1091

Fly In Breakfast Saturday July 8
8:00 a.m. to 11:00 a.m. (Raffle Prizes)
Contact: Kearney Flight Service with any questions. 308-234-4072

Great Plains Wing of the
Commemorative Air Force Annual
Flight Breakfast and Pancake Feed
Saturday, August 5
8:00 a.m. to 12:00 p.m.
Council Bluffs Municipal Airport (KCBF)
Pancakes by The Pancake Man
Military and GA Aircraft on display
Military Museum open
Discovery Flights by Revv Aviation
Contact: Jeff Hutcheson
jeffhutcheson3@gmail.com
402-981-4633