PIREPS

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Aeronautics Division
1600 Nebraska Parkway
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402-471-2371
dot.nebraska.gov/aeronautics

Governor Jim Pillen
NDOT Director Vicki Kramer

Aeronautics Commission
Scott Tarry, PhD, Chair
Michael Cook — Dick Trail
Diana Smith — Tom Trumble

Administration
Director ..... Jeremy Borrell
Deputy Director.....Andre Aman

For Comments/Questions, Contact
david.morris@nebraska.gov
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NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

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What is the History of Aviation in Nebraska?

By Penny Rafferty Hamilton, Ph.D.

Airmail pilots used Omaha's Ak-Sar-Ben Airfield near 60th and Center streets until 1924. The DH-4 was a World War I British two-seat, light bomber which was modified to carry U.S. Air Mail. *(Photograph National Postal Museum)*

Nebraska, known for its vast plains and agricultural heritage, may not be the first place that comes to mind when thinking about aviation. However, the history of aviation in this Midwestern state is rich and fascinating. From the early pioneers of flight to the modern advancements in aerospace technology, Nebraska has played a significant role in shaping the aviation industry.

The Early Years:

The history of aviation in Nebraska dates back to the early 1900s when the Wright brothers' groundbreaking flight in 1903 sparked a global interest in aviation. In 1910, the state witnessed its first airplane flight when Arch Hoxsey, a renowned aviator, flew over Omaha. This event marked the beginning of Nebraska's aviation journey.

Aviation during World War I:

During World War I, Nebraska became a hub for aviation training. The U.S. Army established several airfields across the state, including Fort Omaha and Scottsbluff, to train pilots for combat. These airfields played a crucial role in preparing pilots for the war effort and contributed to the rapid growth of aviation in Nebraska.

Commercial Aviation Takes Flight:

In the 1920s, commercial aviation began to take off in Nebraska. Airlines such as Transcontinental Air Transport (later known as TWA) and United Airlines

North Platte airport was on the Trans-continental flyway for the delivery of U.S. Air Mail. This circa 1924 photograph shows the airmail beacon on the left on the hanger which played an important role in safety and navigation. To increase the speed of the night delivery of air mail, the post office eventually built a series of lighted beacons ten to fifteen miles apart between Cheyenne and Chicago. ***(National Postal Museum photograph)***

started offering passenger flights, connecting Nebraska to major cities across the country. This development not only improved transportation but also opened new opportunities for trade and tourism.

Modern Advancements:

In recent years, Nebraska has continued to make strides in aviation technology. The state is home to Offutt Air Force Base, which houses the U.S. Strategic Command and plays a vital role in national defense. Additionally, Nebraska's universities and research institutions have been at the forefront of aerospace research, contributing to advancements in areas such as unmanned aerial systems and space exploration.

FAQ:

Q: What is an airfield?

An airfield is an area of land, including runways and buildings, used for the takeoff, landing, and maintenance of aircraft.

Q: What is commercial aviation?

Commercial aviation refers to the operation of aircraft for the purpose of transporting passengers or cargo for a fee.

Q: What are unmanned aerial systems?

Unmanned aerial systems, commonly known as drones, are aircraft operated without a pilot on board. They are controlled remotely or autonomously and have various applications, including aerial photography, surveillance, and package delivery.

In conclusion, the history of aviation in Nebraska is a testament to the state's contribution to the development of flight. From the early pioneers to the modern advancements, Nebraska has played a significant role in shaping the aviation industry. As technology continues to evolve, it is exciting to see how Nebraska will continue to make its mark in the world of aviation. ■

One-Engine-Inoperative Best Rate-of-Climb Speed (Vyse) Vs. One-Engine-Inoperative Best Angle-of-Climb Speed (Vxse)

By David Morris

Vyse is designated by the blue radial on the airspeed indicator. Vyse delivers the greatest gain in altitude in the shortest possible time, and is based on the following criteria:

- Critical engine inoperative, and its propeller in the minimum drag position.
- Operating engine set at not more than the maximum continuous power.
- Landing gear retracted.
- Wing flaps in the most favorable (i.e., best lift/drag ratio) position.
- Aircraft flown at recommended bank angle.

Drag caused by a windmilling propeller, extending landing gear, or flaps in the landing position, will severely degrade or destroy single-engine climb performance. Since climb performance varies widely with weight, temperature, altitude, and airplane configuration, the climb gradient (altitude gain or loss per mile) may be marginal – or even negative – under some conditions. Be sure to study the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for the specific airplane and know what performance to expect with one engine out.

Vxse is used only to clear obstructions during initial climbout as it gives the greatest altitude gain in a given distance. Keep in mind it requires more rudder control input than Vyse. ■

Director's View

Communicating the Value of Our Public-Use


Jeremy Borrell

An observation that can be made when speaking about the value of our public-use general aviation airports is that individuals typically fall into one of two camps. Those individuals whose lives are directly touched by aviation in some way tend to be very passionate and involved. Individuals whose lives are affected through second or third orders of effect tend to view the airport with indifference or as an "expensive piece of tax-funded property that is the playground of the wealthy" (a real response I received when I described my job recently). I feel confident that a significant percentage of the PIREPS readership population falls into the first category. As I travel around the state visiting airports and attending aviation events, it is easy to see the sense of community and excitement that these airports foster. As a community of aviation enthusiasts, how do we share that excitement and bridge the gap between the two groups?

Maintaining an active presence around the airport and showing support at the meetings of your airport's governing body are excellent places to start. To communicate the airport's value beyond its fence, you need to know what activities the airport supports and what challenges it faces.

Most airports support a wide variety of activities that the community at large may not be aware of. Air freight, aerial application, wildfire suppression, survey work, aero medevac, flight training, and business travel are some of the activities that may take place at your local airport. These activities have direct and indirect impacts on your community. Some activities occur daily, while some are seasonal or emergency services.

It is up to us to make sure that the community hears the story of these activities. Tell the story through your local newspaper or news channel or share events and stories via social media. While we are generally good about sharing the events and stories, we need to pay more attention to the community impact in these stories. Are lives or property being saved? Is community economic development being supported? Will the agricultural productivity be higher? Will Christmas presents be delivered on time? These are the community impacts that the non-airport user will take note of, so be sure to include them.

Attending your airport governing body's meetings and inviting involvement from the public is an effective method of developing a shared understanding of the planning efforts and challenges an airport faces. This information is essential as it will often be a starting point of conversation when the airport is discussed. Understanding how the airport is funded, what federal, state, or local funds it receives, and what projects are scheduled is also helpful in these conversations.

Finding activities that encourage the public to come out to the airport is a great way to get new people interested in the wonderful world of aviation and clear up common misconceptions. Each of us can play a role in expanding the network of individuals who understand and value our public-use airports by telling our story. ■

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.

Air Minimum Control Speed (Vmca) and Intentional One-Engine-Inoperative Speed (Vsse)

By David Morris

Vmca is designated by the red radial on the airspeed indicator and indicates the minimum control speed, airborne at sea level. Vmca is determined by FAA regulations as the minimum airspeed at which it is possible to recover directional control of the airplane within 20 degrees heading change and, therefore, maintain straight flight with no more than 5 degrees of bank if one engine fails suddenly with:

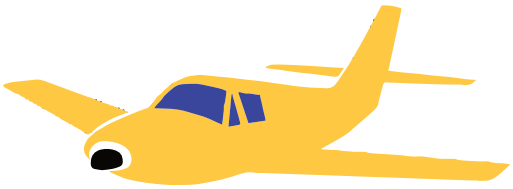
- Takeoff power on the operative engine
- Rearmost allowable center of gravity
- Flaps in takeoff position
- Propeller on failed engine windmilling (feathered if auto-feather system is required)

However, sudden engine failures rarely occur with all factors listed above and, therefore, the actual Vmca under any particular situation may be a little slower than the red radial on the airspeed indicator. Most airplanes will not maintain level flight at speeds at or near Vmca. Consequently, it is not advisable to fly at speeds approaching Vmca, except in training situations or during flight tests. Adhering to the practice of never flying at or below the published Vmca speed for your airplane will virtually eliminate loss of directional control as a problem in the event of an engine failure.

Another important airspeed to be aware of that is not shown on the airspeed indicator is Intentional One-Engine-Inoperative Speed (Vsse). Vsse is specified by the airplane manufacturer and is the minimum speed to perform intentional engine cuts. Use of Vsse is intended to reduce the accident potential from loss of control after engine cuts at or near minimum control speed. Vmca demonstrations are necessary in training but should only be made at a safe altitude above the terrain and with power reduction on one engine made at or above Vsse. ■

Straight-in Approaches

By David Morris



You're inbound on an IFR clearance in visual conditions and are cleared for a visual approach at a non-towered airport. Do you continue straight in to land? You've canceled IFR or flying VFR and your direction of flight and the runway alignment are about the same. Do you need to fly the full traffic pattern? Is a straight-in landing even legal? Is it in some way safer? What are the risks and rewards, and how do you manage one and benefit from the others?

Non-towered airports are where the risks of straight-in approaches have the potential to outweigh their advantages. There are ways to mitigate the risk and safely mix with the normal pattern traffic—**if you fly predictably, see and be seen, and follow the rules for right-of-way. How do you do that?**

First, flying a straight-in approach at a non-towered airport is not illegal. The FAA "discourages" it but then provides suggestions on how it should be done. What does the FAA say?

Advisory Circular 90-66C, Non-Towered Airport Flight Operations, was updated in June 2023. In that update, the FAA specifically added recommendations about straight-in approaches. First, the AC notes, "The FAA does not regulate traffic pattern entry, only traffic pattern flow." Except in Federal Aviation Regulation (FAR) 91.126, where regulations require complying with the direction of marked traffic patterns when a traffic pattern is flown, it's up to the pilot-in-command to decide how to approach a runway.

The AC continues to say, "To mitigate the risk of a midair collision at a non-towered airport in other than instrument conditions, the FAA does not recommend that the pilot execute a straight-in approach for landing, when there are other aircraft in the traffic pattern. The straight-in approach may cause a conflict with aircraft in the traffic pattern and increase the risk of a midair collision." But it then states, "However, if a pilot chooses to execute a straight-in approach for landing without entering the airport traffic pattern, the pilot should self-announce their position on the designated Common Traffic Advisory Frequency (CTAF) between 8 and approximately 10 miles from the airport and coordinate their straight-in approach and landing with other airport traffic."

Sometimes, a straight-in approach is your best option. The FAA discourages it, but it is not against regulations, and the FAA confirms that by making suggestions for when you choose not to fly the full pattern. It really comes down to the pilot In command to determine how safe a given straight-in approach will be. ■

Medical Research and Aviation

David Morris

Here is some interesting information from an article I read recently. It talked about how it was not just in the area of aircraft design and structure that there were a lot of unanswered questions at the end of World War II. As the aircraft flew higher and faster, there was a growing concern about the pilot and how much the human body could stand. The field of aviation medicine, and later aerospace medicine, grew right along with the other research areas in aviation. The U.S. Air Force did much of the pioneer work in aviation medicine, beginning in 1915.

As research in aviation medicine progressed, it became evident that humans were not necessarily the limiting factor in supersonic and hypersonic flight, provided they could be protected from the environment. "G" suits were developed to prevent the blood from pooling in the legs during high-performance maneuvers. Partial, and finally, full pressure suits protected the pilot from the lack of atmospheric pressure at high altitudes. Ejection seats were developed to allow escape at high altitudes and high speeds.

Each step that eventually lead to space travel required new research and development in aerospace medicine. The developments were expensive and required long periods of research. They led directly to our astronaut training programs and the ability to safely place a human being into a hostile environment and return them safely to Earth. ■

Two Airports Get Money for Improvements

Special to the Daily News

The Nebraska Department of Transportation Division of Aeronautics recently announced that $1,563,610 in state funding was awarded to two Nebraska airports — one in Bassett and another in Bloomfield.

The funding represents the largest allocation in recent history because of the passage of Legislative Bill 138 and LB 727. The announcements came during the Nebraska Aeronautics Commission meeting at the Fremont Regional Airport. Projects approved for funding include $40,000 for pavement maintenance at Bassett and $1,523,610 for a complete runway rehabilitation in Bloomfield.

"We're happy to partner with our local airports to help support them in their critical functions." said Jeremy Borrell, director of aeronautics. "We understand the importance of these airports to the communities' agricultural productivity, economic development, health care access and greater regional needs."

Both projects are critical to preserving existing assets in Nebraska's rural aviation system. The use of state funds will help both of these airports continue to serve their customers as they have for years to come ■

Airport Grant Funding Program

Office of Rep. Don Bacon

WASHINGTON – The FAA has released annual District Airport Grant program funding allocations for FY24. The funding comes from the Infrastructure Investment and Jobs Act, supported by Rep. Don Bacon (NE-02) and Sen. Deb Fischer (R-NE). Three airports in Nebraska's 2nd Congressional District received allocations including Eppley Airfield ($7,206,771), Millard Airport ($294,000), and Wahoo Municipal Airport ($144,000).

"As Omaha and the surrounding area grows, the investments from the bipartisan Infrastructure Act have helped us modernize and improve service at our airports," said Bacon. "This investment will support the growth, economy, and future vision of Omaha by generating an increase in revenue and new business opportunities for our city and state. Ensuring Nebraska has the resources to provide high quality of life and opportunity is my top priority, and we can see that tangibly in our airport improvements."

"The Omaha Airport Authority is pleased to be the recipient of $7.2 million in funding for FY24 from the Federal Aviation Administration via the Bipartisan Infrastructure Law," said Dave Roth, Chief Executive Officer of the Omaha Airport Authority. "This grant funding will create numerous benefits for travelers from Omaha and throughout Nebraska. The funds will support continued improvements at Eppley Airfield with our demand-based Master Plan providing benefits that include increased capacity, improved throughput, and an enhanced customer experience for decades to come." ■

$2 Million Grant Will Help Bellevue Schools Rev Up in Math and Aviation

Article courtesy: Tim Johnson, Sarpy County Times

Bellevue Public Schools has been awarded a five-year, $2 million Department of Defense Education Activity Grant to improve math proficiency and launch a Bellevue Public Schools Aviation Academy, the district recently announced.

Part of the funding will be used to develop K-12 curriculum that aligns with the new Nebraska College and Career Ready Standards for Mathematics, train staff to implement the standards and purchase high-K-12 instructional materials, a press release from the school district stated.

"The stae has released new math standards, so the district has to realign its standard," said Robert Moore, assistant superintendent.

With the new curriculum, along with new materials, the district will seek to help students reach the new, higher bar.

"Hopefully, it'll give them the math skills they need to move on to the next level," Moore said.

The remaining funds will be used to set up an aviation academy at the Frank Kumor Career Center, the press release stated. The academy will be equipped with 12 flight simulators and 18 drones and will offer two aviation courses that will cover concepts of flight, aircraft systems and performance, the flying environment, flight planning and drones.

"It gives the career center a career pathway that we don't currently have in the district," more said. "This will give our students opportunities to explore aviation in different kinds of ways. We think it will be popular."

The program will help students earn industry certifications on the Private Pilot Knowledge Test and Part 107 Remote Pilot Knowledge Test.

There are expected to be 1.3 million openings in aviation-related jobs during the coming five years, Moore said. Those will include opportunities for pilots, technicians, engineers and employees in various other roles.

The district will partner with the Aviation Owners and Pilots Association Foundation to implement the You Can Fly curriculum. Teachers can observe students using flight simulators and learning about flying, Moore said."

"The technical side of that is going to be pretty awesome," he said.

Students will also havae an opportunity to fly drones and gain experience as remote pilots.

This will give the district an opportunity to partner with other schools that have aviation programs—such as Burke High School, Iowa Western Community College and University of Nebraska-Omaha—as well as Offutt Air Force Base, Moore said.

"UNO has a really strong aviation program," he said.

And, with Offutt so close, it seems like "just a natural" for Bellevue to have an aviation program, he added.

Aviation workers are in high demand and can earn good wages, Moore said.

Those who earn an Associate of Applied Science degree and become certified aviation maintenance technicians can start at almost $50,000 per year, according to Iowa Western's website. The average income for a certified aviation maintenance tech is about $62,000.

Students won't see any changes related to the grant until fall 2024. ■

Declutter

By David Moll , CFI, CFII, MEI and ATP

As technology improves year after year, avionics programmers have learned how to add more and more available information to the pilot. It is an unbelievable situational awareness tool, but when used improperly can and will be total confusion. I found this Multi-Functional Display (MFD) on a want ad to sell an airplane that highlights just a portion of what is available to look at, but if I tried to use the flight plan map view, it has so much information it becomes useless. I call this information overload.

When I first started flying the Citation 10, I encouraged new co-pilots to play around with the avionics displays so they knew what information was available to them. This education helped to show the route was the most important visual cue, but when the situation warranted additional information for better situational awareness, they would know where to find it.

The "10's" normal cruise speed is 500+ knots true airspeed or just over 8 miles a minute. Since we flew a high percentage of our flights in the North-East corridor where very busy ATC controllers expect you keep up with their instructions, this means you have to be fully prepared and very organized. Even below 10,000 feet at 250 knots, or much slower while being vectored, it's more important time management to stay ahead of the process and load in cleared routes, approaches, missed approaches and TCAS (as just one example) than it is to be cleaning up useless clutter plus staying ahead of the airplane and ATC. Non-informational clutter on the MFD only distracts from the job at hand.

Every flight is different. On one you may need radar added to this map view, another in mountain areas the terrain feature is great. This is where communication skills in the cockpit creates great CRM and safety from a fantastic innovation in avionics ■

Meet The Commissioner . . .

Tom Trumble – NDOT Aeronautics Commissioner.

By Tom Trumble

My passion for aviation began in 1964 with my first ride in a Piper Tri-Pacer at the Fairmont State Airfield. I officially had the aviation bug.

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.

Graduating from the University of Nebraska in 1971 with a Degree in Engineering launched my career in building infrastructure projects. Paving, buildings, water, sewer, airports, and industrial plants were typical.

My wife Sharon and I raised six 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 to return to flying.

We obtained a ½ interest in a Cessna 172 in 1995 that we have now owned for 28 years. This airplane is a familiar visitor at many Nebraska airports. It has taken us to the East and West Coasts and many destinations in between.

I currently have a commercial pilot's certificate with an instrument rating and 3,400+ hours of time. I received the Wright Brothers Master Pilot Award in 2022.

My good fortune with aviation has allowed me to share my passion through the EAA young Eagles program by giving over 1000 kids an introduction to flight.

As a registered Professional Engineer, I designed and managed the construction of airport projects in the State of Nebraska for the last 20 years of my career.

I am honored to be an aeronautics commissioner and it is my privilege to assist the Division of Aeronautics and State Airport Officials with the development of the Nebraska State Aviation system.

St. Patrick's Catholic Church – Lincoln
Knights of Columbus
American Concrete Institute of NE (Past President)
Aircraft Owners and Pilots Association
Angel Flight Central (75 missions)
Nebraska Aviation Council
Experimental Aircraft Association, Chapter 569 Founding member 1976, (Past President)
Mid-West Aerobatic Club Chapter 80 (Past President)
Quite Birdmen
Nebraska Corvette Association ■

Tom Trumble with granddaughter Harper Trumble

Tom Trumble pictured with Clara Jodan. The ride is a part of the Experimental Aircraft Association (EAA) program, and the youngsters are referred to as" Young Eagles".

General Aviation

By David Morris

There were thousands of pilots in America who had flown during World War II. Thousands more earned their pilot licenses using the GI Bill after the war. The Civil Aeronautics Administration (forerunner of Federal Aviation Administration, FAA) predicted that there would be 500,000 aircraft in service by 1950. This prediction failed to materialize, but there was a great demand for general aviation aircraft after the war. Some of this demand was filled by surplus airplanes but the manufacturers also began building new civilian airplanes immediately after the war.

In 1946, Cessna Aircraft brought out its first postwar aircraft—the C-120 and the C-140. Both were all metal, high-wing monoplanes. Prior to World War II, all Cessna aircraft were wood and fabric but the new technology developed during the war killed fabric aircraft.

Piper Aircraft also resumed production of general aviation aircraft right after the war. Their first new postwar aircraft was called the Skysedan. The Skysedan is considered by many as the direct ancestor of today's Cherokee series of Piper aircraft. As time went on, the Piper Aircraft each received their own name; however, many still today refer to these aircraft as Cherokee.

In 1947, Beech first offered an airplane which would become a classic, the Model 35 Bonanza. This was an all-metal, low-wing, retractable-gear aircraft which could fly at almost 200 miles per hour. This was the closest thing the public could get to a "fighter" and was so attractive that Beech had 500 on order before it made its first flight.

Of course, there were other manufacturers such as Mooney, Rockwell, Maule, Waco, Stinson and Taylorcraft. Some of these manufacturers would not survive the postwar transition.

It was also during World War II that large scale advances in research and development took place in aviation. The wind tunnels and laboratories established at Langley Field, Virginia, are still there and still in operation.

Some of us find it "mind-boggling" that flight from the work of the Wright brothers in 1903 to the fastest aircraft in the world, the Space Shuttle, took place in the lifespan of a human being. The Space Shuttle made its first flight on April 12, 1981, and its speed has been measured at over 17,000 miles per hour (27,359 kph), and the Apollo manned spacecraft traveled at 24,500 miles/hour (39,428 kph) between the earth and the moon—the fastest a person has ever traveled.

Just as an interesting comparison, the NASA/USAF X-15 is the fastest fighter jet ever produced. It reached record top speed of Mach 6.72 or 4,520 mph, which is more than five times the speed of sound. ■

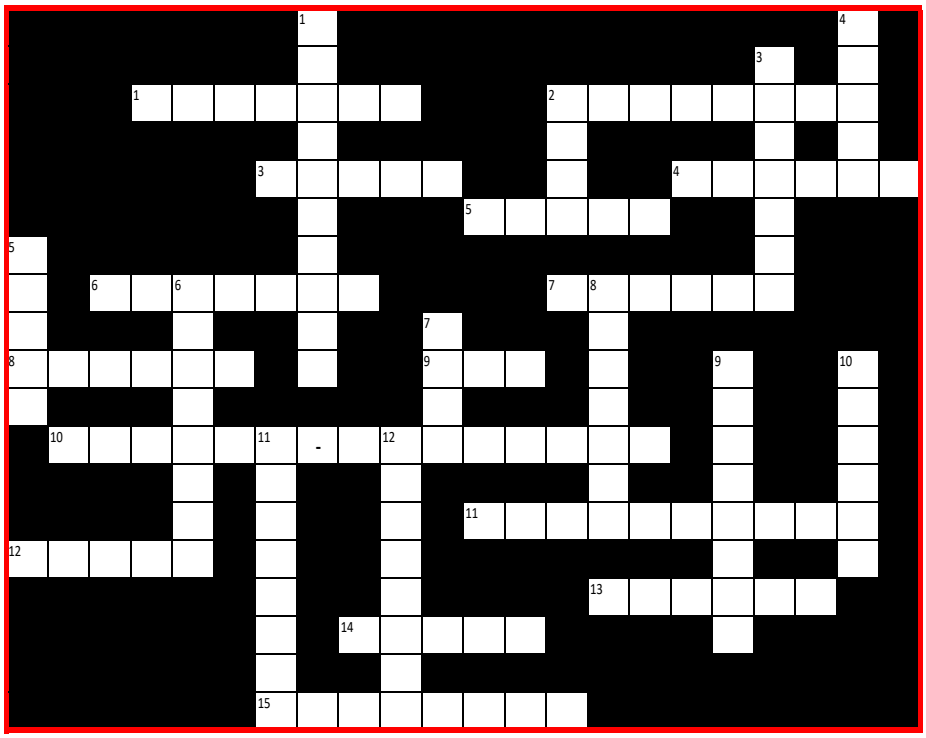
Let's Test Our Knowledge

1. You and a friend are in two identical airplanes at the same altitude. You're 300 lbs. under max gross weight, and your friend is at max gross weight. Both of your engines quit at the same time, and you both pitch for your aircraft's best speed to achieve the max lift-to-drag radio (L/D). How does the horizontal and vertical distance of the two aircraft compare under this circumstance?
2. You touch down on a short runway and start applying maximum braking. Suddenly, your right wheel locks up and starts skidding. Which direction is your aircraft most likely to turn?
3. You took off from your local airport and you're climbing out at Best Rate – of - Climb (Vy), which is giving you a 500 FPM climb rate. You experience an increased headwind. How is the Vertical Speed Indicator (VSI) and ground speed affected?
4. You're flying an aircraft that isn't certified for flight into known ice. On an Instrument Flight Rules (IFR) flight, you inadvertently pick up considerable amounts of ice on the leading edge of the wings and tail. Should you follow your normal procedure of extending flaps for landing?
5. As your True Airspeed increases, how is parasite and induced drag affected?
6. What are the occasions when your aircraft must be equipped with a "Mode C" transponder?
7. Why does Velocity Minimum Control (Vmc) decrease with an increase in altitude?
8. What is the aircraft configuration when manufacturers are determing Vmc?
9. On a King Air C90B aircraft, what are the 4 forces that cause the left engine to be critical?
10. Which components of the propeller assembly cause the propeller to move toward a high pitch, low RPM condition?

Quiz Answers

1. *Both aircraft cover the same horizontal distance, but the heavier aircraft gets to the ground first.*
2. *Left, because the left wheel has the maximum braking effectiveness. When your tires lock up and skid on hard, smooth surfaces like asphalt or concrete, small beads of rubber roll off the tire due to the tremendous amount of friction with the ground. This reduces the wheel's braking effectiveness.*
3. *Vertical Speed Indicator remains the same, ground speed is slower..*
4. *NO, extending the flaps will put you at a high risk of a tail plane stall*
5. *Parasite Drag increases, Induced Drag decreases.*
6. *All aircraft operating in Class A, B, and C airspace.*
   - *All aircraft operating above 10,000 feet MSL, except when below 2,500 feet AGL.*
   - *All aircraft operating within 30 miles of a Class B airport, from the surface upward to 10,000 feet MSL. This is called the Mode C veil.*
7. *As altitude increases, the density of air decreases, which reduces the thrust moment of the operating engine. This lessens the need for the rudder and its countering yaw, thereby requiring less rudder authority to maintain directional stability due to the reduction in thrust.*
8. *The VMC tests are performed at an aft CG, low weight, a windmilling propeller on the failed engine (unless the airplane has autofeathering) and maximum power on the good engine. It should be noted that the low weight is only a penalty if it is in conjunction with a bank into the good engine. A heavier airplane results in a higher VMC when banking into the dead engine.*
9. *P-Factor, Accelerated Slipstream, Spiraling Slipstream, Gyroscopic Precession.*
10. *Nitrogen charge, oil, and counterweights.*

Nebraska Airports Crossword Puzzle



ACROSS		DOWN	
ID	ASSOCIATED CITY	ID	ASSOCIATED CITY
1. LNK		1. 84Y	
2. 37V		2. 4D9	
3. OMA		3. CDR	
4. SNY		4. CEK	
5. BTA		5. AHQ	
6. EAR		6. AIA	
7. GRN		7. JYR	
8. ONL		8. OKS	
9. ODX		9. FBY	
10. 8V2		10. 4V9	
11. GTE		11. 0G3	
12. LCG		12. TIF	
13. HJH			
14. CZD			
15. HDE			

Airport of the Year
Airport Project of the Year

The NDOT – Division of Aeronautics is now accepting nominations for Airport of the Year and Airport Project of the Year. Nominations need to be received at the Division of Aeronautics by December 31, 2023. Instructions are on the forms for mailing or e-mailing the nominations.

The Nebraska Division of Aeronautics is Hiring!

Visit https://statejobs.nebraska.gov/ and search for "Aviation Operations Chief" to learn more about how you can join NDOT as a pilot and manage the Flight Operations Division.

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)
1st Saturday of the month
8:00 a.m. to 10:00 a.m.

Crete Airport (KCEK)
EAA Chapter 569 Fly-in Breakfast
3rd Saturday of every month,
8:00 a.m. - 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
3rd Thursday of every month at 11:00 a.m.