NEW FACES AT LINCOLN GADO

We welcome four new members and their families to our Nebraska aviation community. They are Arnold W. Reed, Karsten A. Egge, Charles R. Morris and Reynold S. Smith.

Arnold Reed, as of October 30, is the Chief of the Lincoln GADO (the position previously held by Melvin Wood). Arnold comes to this new position with an excellent background which includes 13 years at the Wichita GADO as Chief of their Maintenance Unit and 12 years at the Fargo GADO as a General Maintenance Inspector. He worked in maintenance as a fixed base operator, has several pilot ratings and has his A & P. He is an excellently qualified man and we are fortunate that he and his wife, Clara, have come to Nebraska. Arnold stated that he was very impressed with the organization displayed in the general aviation areas in Nebraska.

Karsten Egge, on October 16, joined the GADO staff as Principal Maintenance Inspector. His background with GADO's stretches back some 13 years—the last position being held at the Des Moines GADO. His profession in aviation stretches back much further, however, as he has been involved in aviation back through his earlier civilian and military days. Karsten is an A & P and looks to be a real asset to Nebraska aviation.

Charles Morris has been in his new position as General Operations Inspector for the Lincoln GADO since October 15. He comes to Lincoln from the Wichita GADO, where he spent 6 years. Charles has been concerned with general aviation for over 25 years and has built up an impressive backlog of experience and ratings. He has been involved with most aspects of general aviation through direct contact, which includes having been a FBO, a flight instructor, corporate pilot and commuter airline pilot. With this kind of background, when Charlie says, "When I visit an operator, I am there to help him," you know he means it and can do it.

Reynold Smith is back with the Lincoln GADO as a Principal Inspector after spending 6 years with the FAA Academy in Oklahoma City and 1 year with the Rapid City GADO. "Smitty" was formerly with the Lincoln GADO from 1961-65, so he is really no stranger to Nebraska aviation. He has a wealth of experience which needs no more said beyond the fact that he has 12,000 hours of instructor time and 16,000 hours total time.

Nebraska aviation is certainly going to benefit from the presence of these four men and we can certainly feel fortunate that they're here.

FOUR NEW MEMBERS OF THE LINCOLN GADO

Above left—Arnold W. Reed, Chief of the Lincoln GADO; above right—Karsten A. Egge, Principal Maintenance Inspector; lower left—Charles R. Morris, General Operations Inspector; lower right—Reynold S. Smith, Principal Inspector.

COYOTE HUNTERS

TAKE NOTE !!

It appears that coyote hunting will be done without airplanes this year as restrictions have been legislated both nationally and statewide this past year. The state law (which is essentially the same as its federal counterpart) states "It shall be unlawful for any person (1) while airborne in any aircraft to shoot or attempt to shoot for the purpose of killing any bird, fish, or any other animal, (2) to use any aircraft to harass any bird, (continued on page 3)
FROM THE

**Director’s DESK**

In the coming months you will be hearing more and more about the Airport and Airway Cost Allocation Study. I hope “Pireps” readers will take the time to stay abreast of developments in the study for the very existence of General Aviation as we know it today may be at stake. We, in the Department, will try, through “Pireps,” to make the information available to you.

The intent of Congress in directing the Secretary of the Department of Transportation to conduct the Cost Allocation Study is to “appropriately allocate costs among users and other beneficiaries and to provide for an equitable distribution of the tax burden.” That sounds fair enough but some of the preliminary figures emanating from DOT’s Office of Policy Review sound ominous to general aviation. It appears that Federal Aviation fuel taxes might increase 400%. It is my fear that the economic philosophy on which the study is based does not assign enough of the total cost of the system to the general public. There is tremendous public benefit from the system which in turn accounts for a very large share of our Gross National Product. To assign too great a share of this tax burden to general aviation would stifle further growth of this most important segment of our national economy.

The report goes to Congress in February 1973. We will try to analyze its impact when it is released so that you can make up your own mind as to its fairness.

**SAFETY STRESSED IN 1972**

Many Nebraska communities took up the cause of aviation safety in 1972 as 14 Pilot Safety Clinics were held. Communities holding clinics for over a total of 2,000 pilots and non-pilots are Beatrice, Fremont, Gothenburg, Hebron, Kearney, Lexington, Lincoln, McCook, Millard, Norfolk, North Platte, Omaha, Ord and Scottsbluff. The clinics were one or two night programs which included such topics as accident prevention, flight physiology, weather, radio communications and many others.

Nationally, it is reported that over 60,000 persons have attended more than 500 clinics. Nebraska certainly represents its share of these statistics and this can certainly be attributed to the great support of many Nebraska FBO’s, many flying clubs and organizations (especially the 99’s), CAMA, GADO and the Nebraska Department of Aeronautics. Of course, the most important element is made up of the pilots and non-pilots who showed a true interest in aviation safety and attended these clinics. Aviation safety has certainly benefited from the cooperation and concern of all these persons—and lets make 1973 even better.

**CHARTS AND DIRECTORIES TO BE REVISED**

We are currently in the early stages of updating our Nebraska Airport Directory and producing the 1973 Nebraska Aeronautical Chart. We anticipate having them available in the spring, and request your help in making them as accurate and useful as possible.

The Directory will be revised as to changes that have occurred since its issuance. These revisions will then be made available to replace the non-valid pages in the current Directory. We will send letters to each municipal and commercial airport for the purpose of obtaining the revised information, but comments and information from your pilots will be appreciated and very helpful.

The Nebraska Aeronautical Chart is a whole new story. We have received many comments regarding the detail on the 1972 chart. The plan was to have a chart with WAC scale and Sectional detail, but this just didn’t come about. We still plan to investigate this possibility as we think the smaller physical size of the 1972 chart is favorable, but, if the results do not indicate a good improvement over last years product, we will return to the format of using the Sectional scale.

**FSS FREQUENCY CHANGES**

Because of the need for more channels upon which to communicate, the use of 50 KHz spacing is becoming more commonplace and thus arises a need for some frequency changes. By the way, it probably won’t be too long before we see 25 KHz separations, so be ready to dial in frequencies like 122.625, 122.550 or 122.675.

The following information [some of which remains the same] should bring you up to date:
- **Emergency** 121.5 Mhz
- **Enroute** 122.2 Mhz
- **VOR** 122.6 Mhz (Decommissioned)
- **Airport Advisory** 123.6 Mhz
- Changed Discreet Frequencies:
  - **Omaha** 122.35 Mhz
  - **Grand Island** 122.45 Mhz
  - **Lincoln** 122.65 Mhz
  - **North Platte** 122.7 Mhz

Also, changed due to a ruling that no two radio navigation aids should have the same identification code, the codes for the following state operated non-directional beacons have been changed:
- **Chadron** is now **HIN**
- **Scottsbluff** is now **AOQ**

*Check your AIM or Enroute Low Altitude Charts for frequency assignments and possible future changes.*

**AERONAUTICS COMMISSION MEMBERS**

- William A. Fraser, Jr.
- C. H. Fliesbach
- John T. Harris, Sr.
- Editorial, Mike Larson
- Edward M. Weaver, Jr.
- Herbert W. Bierhaus

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FEDERAL SURPLUS PROPERTY PROGRAM FOR AIRPORTS

The Department of Aeronautics continues to be in a position to request Federal Surplus Property on behalf of any Municipality or Airport Authority within the State for use on public airports. Within the past year, several items of equipment, such as pickups, tractors, trucks, tractor crawlers, and generators have been requested and approved for transfer to various airports within Nebraska. Airports receiving equipment during the past year have been Burwell, Aurora, Crete, Grand Island, Wayne, Superior, Oshkosh, Kearney, Tekamah, Beatrice, Plattsmouth, and Scottsbluff.

All governing bodies of public airports have been afforded the opportunity to participate in the surplus property program during the past year, through documents and a "want" list mailed to them from this Department. However, in some cases the documented and "want" lists have not been returned to the Department, as requested. In order for us to properly screen and request surplus property, we must be kept up to date on the equipment needs of your airport. Therefore, if your airport wishes to participate in the program and has not returned the necessary documents to us previously, it is recommended that you do so at this time. Also, there is a possibility that some public airport may have been missed in our mailing; therefore, if you have never received documents or a "want" list pertaining to the surplus program, please advise this Department and same will be furnished.

(continued from page 1)

The Lincoln High Schools provide us with our visits to Aerospace Education classes this month. Three of Lincoln's four high schools now offer aerospace courses largely due to the motivation of Dr. Dale Rathe, Consultant for Science and Health, and Dave Hunter, who teaches aerospace education classes at Northeast High School. Dave teaches two sections of aerospace along with his other teaching responsibilities at Northeast High. He has his private pilot's license and takes to the air as often as his busy schedule will allow. Dave would like to see more career oriented courses involving aerospace opportunities. He also sees an excellent opportunity of getting students involved in promoting projects such as the planning or building of an airplane (model or the real thing).

Don Bedea has been teaching aerospace education on the junior high level for several years, but last year he began teaching a one semester long course in aerospace at East High School. Don has his commercial pilot license and is working on his instrument, so he has many good personal experiences to relate to his students.

Upon visiting Mel Simpson's aerospace class at Lincoln High School, we found them discussing a field trip they had recently taken to the Lincoln Municipal Airport. They then proceeded to perform an experiment designed to illustrate resultant forces encountered in flight. Mel is currently receiving flight training under the Department of Aeronautics' program of providing, to qualify teachers of newly created high school aerospace education courses, a grant to be used for a given amount of dual flight training. Lincoln also uses aerospace extensively in its elementary and junior high programs; and with all this available, many Lincoln students are getting the opportunity to learn about, be in contact with and perhaps find a future vocation or aspiration in aviation-aerospace.
AIRPORT CONSTRUCTION NEWS

COLUMBUS—The construction of a parallel NW/SE taxiway has been completed except for seeding and marking—this will be done in the spring.

KEARNEY—The overlay of the taxiway and the apron has been completed except for seeding and marking—this will be done in the spring.

LINCOLN—A new terminal building is under construction in the area north of the present terminal. Trucks and equipment pass over the E/W taxiway. Watch for NOTAMS and contact the control tower for further information.

OGALLALA—The newly paved E/W runway is open to traffic, but marking, seeding and fencing will not be finished until spring.

OMAHA—Security fencing is being installed, but will not interfere with aviation traffic.

PLATTSMOUTH—The new airport is not yet open to traffic. It is estimated that construction will be completed by 1 April.

SCOTTSBLUFF — Construction is complete except for the lighting. An ILS is being installed on runway 12/30 and should be commissioned in January, watch for NOTAMS.

TECUMSEH—New airport will not be open until spring.

AEROSPACE EDUCATION CLASS FLIES TO WICHITA

Sixteen aerospace education students from Valley High School had the ultimate in lessons as they flew to Wichita, Kansas to tour the Beechcraft Factory and observe the fascinating process of aircraft construction. The students were accompanied by their aerospace education teacher, Bob Harper, and another Valley teacher, Dawn Parkening. Dawn is a 99 and they (the 99's) played a big part in making today possible as they were the pilots for the trip. The class paid the costs of the trip and the 99's flew the machines. Six planes in all (some rented and some owned by the pilot) were flown by Shirley Amen, Millie Barrett, Vera Bartunek, Mimi Haworth, Jan Heiks and Dawn Parkening.

CALENDAR

January 19 — Aeronautics Commission meeting, 10:00 a.m., Department of Aeronautics office, Lincoln.

January 23 & February 20 — University Flying Club meeting, 7:30 p.m., Room 203, Information Bldg., East Campus, Lincoln.

February 7-8-9 — NATA Convention, Radisson-Cornhusker Hotel, Lincoln.

February 16 & 17 — Flying Farmers Convention, Villager Motel, Lincoln.

February 23 & 24 — Aviation Mechanics Seminar, Airport Holiday Inn, Lincoln.

ANNOUNCEMENT

The Twenty-Second Annual Aerial Applicators Seminar will be held February 6, 7, 8, and 9, 1973 at the Radisson-Cornhusker Hotel, Lincoln, Nebraska. The event is sponsored by the Nebraska Aviation Trades Association, the Nebraska Department of Aeronautics and the University of Nebraska College of Agriculture.

Registration will begin at 4:00 p.m. Tuesday, February 6 with the first session beginning at 8:30 Wednesday morning. The Wednesday morning session will be devoted to discussions pertaining to recent Federal Pesticide Regulations invoked and to proposed State Legislation on pesticide use regulation.

The remainder of the program will be devoted to a wide variety of current interest topics such as crashworthiness of ag aircraft, drift control, new chemicals, exposure and tolerance levels of pilots to organic phosphates, legal implications, etc. The program will conclude on Friday morning with the Nebraska Aviation Trade Association annual business meeting.

Aerial Applicators who were registered the year previous may renew their certificates at the seminar without examination. Persons seeking to register for the first time or persons not registered last year may take the required examination during the seminar.

The pre-registration fee is set at $35.00 and includes several meals. Programs are being printed and will be available shortly. A program for wives is also planned. For further information on pre-registration or a program copy, please contact the Nebraska Department of Aeronautics, Box 82088, Lincoln, Nebraska 68501.