

WAYNE MUNICIPAL
AIRPORT AUTHORITY
February 8, 2016
7:00 p.m.

1. Call to Order

Anyone desiring to view the Open Meetings Act may do so. The document is available for public inspection and is located on the east wall of the Airport Terminal Meeting Room.

The Airport Authority reserves the right to adjourn into executive session as per Section 84-1410 of the Nebraska Revised Statutes.

Public Comments - Anyone desiring to speak on an agenda item is invited to do so, and should limit themselves to three minutes after being recognized by the Chair.

2. Approval of Minutes

3. Approval of Claims

4. New Business

- Hangar leases

5. Old Business

- Aviation Symposium – Tom Schmitz
- Airport Flier prepared by Steve Hamilton
- Other

6. Airport Managers comments

7. Member comments

8. Adjourn

WAYNE MUNICIPAL AIRPORT AUTHORITY

January 11, 2016

7:00 P.M.

The regular meeting of the Airport Authority of the City of Wayne was called to order at the Nancy Braden Terminal Building on the above date and time by Chairman Jerome Conradt. The following members were present: Jerome Conradt, Carl Rump, Tom Schmitz, and David Ley. Also, attending the meeting were Nancy Braden Airport Authority Treasurer, Kyle Dahl Airport Authority Attorney, Tom Becker Airport Manager & FBO, Karma Schulte, David Zach, Jim Hoffman and Sandra Hoffman.

Rump moved and Schmitz 2nd to approve the minutes of the December 14, 2015 meeting. Roll was called with the following results: Yeas: Rump, Conradt, Schmitz, and Ley. Nays: None. The Chairman declared the motion carried.

Ley moved and Rump 2nd to accept all the claims presented as of January 11, 2016. Roll was called with the following results: Yeas: Rump, Conradt, Schmitz, and Ley. Nays: None. The Chairman declared the motion carried.

Ley nominated and Rump 2nd the nomination of the 2015 officers for 2016. Jerome Conradt, Chairman, Carl Rump Vice Chairman, David Ley Secretary and Nance Braden Treasurer. With no other nominations roll was called with the following results: Yeas: Rump, Conradt, Schmitz and Ley. Nays: None. The Chairman declared the motion carried.

Ley moved and Rump 2nd that we accept 11 completed airplane hangar leases for the balance of 2016. Roll was called with the following results: Yeas: Rump, Conradt, Schmitz, and Ley. Nays: None. The Chairman declared the motion carried.

Other matters requiring the attention of the Authority were discussed and it was determined that no further formal actions on these matters were needed.

There being no further business, Chairman Conradt adjourned the meeting.

David R. Ley
Secretary

WAYNE AIRPORT AUTHORITY
BANK SUMMARY
CHECKING ACCOUNT
February 8, 2016

PREVIOUS BALANCE		195,441.41
DEPOSITS:		
Interest on checking account	46.17	
Avgas	672.51	
County Treasurer	6,511.56	
Payment on Accounts receivable	1,415.40	
Miscellaneous	75.00	
		8,720.64
TOTAL AVAILABLE		204,162.05
CLAIMS:		
Claims Paid January 11, 2016		7,234.05
BOOK BALANCE AS OF January 29, 2016		196,928.00
Plus Outstanding Checks		85.00
Less Outstanding Deposits		6,511.56
BANK BALANCE AS OF January 29, 2016		190,501.44

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February 8, 2016

Ck #6853	American Broadband – telephone	91.58
Ck #6854	Appeara – Rugs & mops	59.00
Ck #6855	Becker Flying Service – Managers contract..... 2,000.00 Less FBO lease	(100.00)
	Less storage bldg	(61.00)
		1,839.00
Ck #6856	Beierman Electric – Push Pull Operator – fuel terminal.....	331.10
Ck #6857	Black Hills Energy – natural gas	337.30
Ck #6858	Carhart Lumber – garage supplies	487.08
Ck #6859	Century Link – DSL.....	69.99
Ck #6860	Chesterman Co – water dispenser rental	7.00
Ck #6861	City of Wayne	
	NDB/AWOS	51.86
	Apron lighting.....	123.91
	House	120.86
	Terminal/hangar.....	710.95
	Shop.....	143.13
	Office & irrigation	102.06
	Ads & notices.....	5.81
	Treasurer's fee	500.00
		1,761.58
EFT	Department of Aeronautics –	
	Terminal/Hangar	1,182.00
	AWOS.....	383.33
	NDB	160.00
		1,725.33
Ck #6862	Heartland Natural Gas – natural gas	489.21
Ck #6863	Jim Hoffman – Digital TV	47.61
Ck #6864	John Deere Financial – service work on John Deere tractor ..	294.97
Ck #6865	Northeast Nebraska Public Power District –	
	Electricity PAPI's.....	99.54
	Replaced Light bulbs	3.41
		102.95
Ck #6866	Northeast Tire – tractor tire repair.....	156.48
Ck #6867	Tom Schmitz – mileage	207.36
Ck #6868	Shopko Stores – supplies	32.07
Ck #6869	The Final Touch – basement carpet	2,642.44
EFT	Verizon – cell phone	85.83
Ck #6870	Wisner West – Diesel & Gasoline.....	50.60
	TOTAL	\$10,818.48

service pilots. A second large hangar was constructed and a country club house was moved to the airport in April 1943 to enhance the pilot training program. An armed guard to protect the airport was hired in February 1944. After additional land was added, the airport encompassed 110 acres by December 1944.

Airport Improvements

The airport had many improvements in the following years.

1944: Bond issue passed to purchase the airport
 1945: 162 acres of airport land became city property.

1951: Rotating beacon installed.

1956: Lighting system on the NE-SW landing strip

1962: Paved NE-SW runway.

1963: New administration building.

1968: New 4 bay T-hangar.

1972: New 6 bay T-hangar.

1975: Wayne Airport Authority established.

1982: New 6 bay T-hangar.

1983: Land acquisition, extend, widen and overlay runway 4/22.

1986: Added land to airport.

1996: Constructed runway 17-35.

2000: Constructed large shop hangar.

2001: Added 4 bays to an existing 6 bay T-hangar.

2007: Replaced lighting on runway 04-22.

2011: Installed charge card fueling system.

2011: Airport renamed **Stan Morris Field**. Stan serviced on the airport authority for 26 years, retiring in 2001 -- after which he continued to visit the airport daily before passing away on September 18, 2014, at age 98.

2013: New 80x80 hangar and attached GA terminal -- terminal named in honor of **Nancy Braden**, city financial officer and long time supporter of the airport. The new terminal / shop hangar was dedicated on August 18 with principal speaker Governor Dave Heineman.

EF4 Tornado

In the blink of an eye, an EF4 tornado tore through the Wayne industrial park and airport on October 4, 2013, destroying all the buildings on the airport, except the 10 bay T-hangar. Fifteen airplanes were destroyed.

Like a phoenix raising from the ashes, the airport was rebuilt in about 10 months with a new 100 x 100 east hangar, new 6 bay T-Hangar, reskin the 10 bay T-hangar, new 4 bay T-Hangar, office, house, terminal and 80 x 80 hangar, AWOS & NDB, segmented circle, beacon, repaired east driveway and relocated the west driveway, addressed drainage issues around the terminal / hangar, installed a new fuel system, new fencing on the south edge of the airport, and added landscaping materials.

Governor Dave Heineman re-dedicated the rebuilt terminal and large shop hangar (and the essentially new airport) on October 3, 2014.

2014 Airport of the Year

The herculean effort by the City of Wayne, airport authority, state aeronautics, and people of Nebraska to rebuild the airport was rewarded when Wayne Municipal Airport – Stan Morris Field received the Nebraska 2014 Airport of the Year Award on January 29, 2015, at the Nebraska Aviation Symposium.

**add aerial view of airport or airport diagram.

Wayne Municipal Airport



Stan Morris Field

Wayne, NE

(Brochure prepared January 2015)

Early Aviation at Wayne

The **earliest recorded airplane** flying at Wayne was on August 24, 1919, when the Sioux City Flying Club gave an aerial exhibition at the Country Club under the auspices of the Wayne Commercial Club. Four or five planes were on hand to give an interesting series of exhibitions including air racing, bombing, unique and exciting stunts, and passenger flights.

The **first airplane accident** at Wayne occurred on December 3, 1922, when experienced pilot Alfred Leckscheid and passenger W.M. MacGregor were injured when a "wing stopped working" and the machine plunged from about 200 feet to the ground.

The **first air field** at Wayne was established in 1929 by Guy Strickland and Walter Miller and located one mile east of town on 50 acres of level land leased from J.T. Bressler just north of the country club. They bought one of the newest Curtiss-Robbins monoplanes at a cost of \$4,000 and had it "driven" (flown) from St. Louis by Guy Strickland and Andy Risser of Norfolk – averaging 100 mph – arriving on August 20. The plane had an enclosed cabin and seating for two persons and a "driver" (pilot). A hangar was built and had the town name painted on the roof. Pilot Ralph Robertson was the first airplane instructor.

The **second plane** based at Wayne occurred when Irwin Erleben bought a new Travel Air plane at Omaha in late August 1929 and brought the machine to the Wayne air field east of town. He also built a hangar at Wayne air field in November 1929.

The **first lengthy airplane** trip occurred on October 17, 1929, when pilot Ralph Robertson flew the new Curtiss-Robin plane belonging to Strickland & Miller 750 miles to Sidney, NE, carrying Mrs. George Schalinus of Brenna precinct and attorney H.E. Siman on the matter of settling an estate. They left Wayne at 6am and flew via Norfolk and North Platte reaching Sidney about 10:30am. They departed Sidney about 2:30pm, made a short stop at North Platte and arrived at Wayne at 7:15pm – flying a short time in the dark. The news story noted the plane flew at 2,000 feet,

and the scenery was extraordinarily beautiful while the weather conditions were ideal throughout the trip.

The **Wayne Chapter of the American Air Cadets** was instituted the week of January 6, 1930, under the direction of Professor E.J. Hunter. The aim of the Air Cadets was to give practical lessons in airplane construction and to develop "air mindedness." After completing an application and paying a 50-cent membership fee, boys received a model airplane kit and course of lessons in model airplane construction.

The **second airplane accident** at Wayne air field occurred on May 8, 1930, when a plane bought and flown by Dr. V.L. Siman of Winside had a wheel become mired in the mud, flipped over, and threw Siman and a passenger from the plane. Siman left the plane at Wayne air field and sent for a factory specialist to repair the damage estimated to cost \$1,000.

Passenger rides at the rate of 1-cent per pound were offered at Wayne "Airport" on July 27, 1930, starting at 8:30am.

The Strickland & Miller Curtiss-Robin placed second in a 20-mile race at Yanpton air field on July 27, 1930. Ralph Robertson was the pilot of the Wayne airplane. Twenty planes and thousands of people attended the air race and exhibition.

The **first airplane tragedy** occurred on May 25, 1931, when pilot Guy Strickland, 42, and Wayne Putnam, 21, Naper student at Wayne College, died in the crash of the Curtiss-Robin. The airplane entered a tail spin at an altitude of 350 feet after takeoff from the Wayne air field. Strickland learned to fly in April 1929.

Municipal Airport

In January-February 1934 the Wayne American Legion and City of Wayne worked together to file an application to establish a municipal airport -- with the federal government furnishing labor and 20% of materials and the city providing a 5-year lease on suitable land. Work on the new airport on land owned by J.T. Bressler (formerly leased to Strickland and Miller), began in March 1934

with labor provided by the CWA (Civil Works Administration). By May the airport had been leveled and seeded to alfalfa. The airport was open for use in June, but still awaited federal funds for a graveled runway and circle for turning planes. In July runway markers and a wind-pole (windsock) were installed.

In April 1940 the Civil Aeronautics Authority proved \$15,000 to improve airport facilities for air training. In May the city renewed its lease for 53 acres from J.T. Bressler for the airport.

The Wayne Airport was officially dedicated on July 28, 1940. Governor R. L. Cochran was the principal speaker, and an estimated 10,000 people attended the dedication. Sixteen planes were on the grounds and many passengers received rides.

War Effort

The Wayne Airport hosted a Civilian Pilot Training course in conjunction with Wayne State Teachers College starting in June 1940. The first instructor was Stanly G. Fuller of Spearfish, SD. A hangar (53 feet x 58 feet) was constructed at a cost of \$1,000 in July -- capable of housing five small and one large airplane for use in pilot training. A small structure was also built for use as an office and classroom. The first unit of 15 students trained using one plane. Units of students completed flight instruction through the summer of 1941.

Federal regulations required longer runways, so an additional 7.7 acres were added to the airport and electricity provided by March 1941. A small shop was also added.

Wayne Airport was ordered closed and policed December 8, 1941, as were other airports across the U.S., and remained so until the aviators' licenses were approved. A local Civil Air Patrol was formed in early 1942 at Wayne with Stanley Fuller as squadron commander.

Due to the urgency of the war effort, an entirely new civilian pilot training course started July 1, 1942, at Wayne State Teachers College and Wayne Municipal Airport -- providing training for men who will become flying specialists -- instructors, glider pilots, co-pilots, liaison and