

PIREPS

A Bi-monthly Newsletter for Nebraska Pilots and Aviation Enthusiasts



'Encourage and Facilitate the Development and Use of Aviation in Nebraska'

PIREPS

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Independence Day 2014

Photos courtesy of Gary Schenaman

On July 2, 1776, the Second Continental Congress voted to approve a resolution of independence that had been proposed in June by Richard Henry Lee of Virginia declaring the United States independent from Great Britain. On July 4, 1776, Congress approved the legal separation of the Thirteen Colonies from Great Britain. Today we celebrate July 4th with parades, barbecues, carnivals, fairs, picnics, concerts, baseball games, family reunions, and political speeches and ceremonies (Source: Wikipedia). Seward, NE, has all of that plus a great airshow at the local airport, which was attended by nearly 3,000 people.

Harry Barr's Aerial Circus started the day at 10 a.m. with an all-performer meeting conducted by Air Boss Dale Byrkit and Seward Airport Manager, Greg Whisler. FAA Supervisory Aviation Inspector, Roger Zimmerman (replaced Dan Petersen who is now the FAAST manager for Nebraska),



Rob Ator and his Pitts

attended the briefing and is a new addition to the Lincoln FSDO. Roger is from California but married to a very nice lady who was born and raised in Waverly. The briefing went well, and the show began at 11:00 a.m. with skydiver Larry Bartlett arriving on the field with the US flag streaming behind him. Rob Ator had been circling the field waiting for Larry to arrive and shortly after Larry touched down, Rob began his low-level aerobatic routine in a Pitts aircraft. Next on the agenda, Harry Barr landed his J3 Cub on top of the Midwest's smallest airport, driven by Jim DeBus.



Don Nelson in his Sukoi

Steve Oberg then performed a Pitts routine, followed by Don Nelson and his Russian-built Sukoi performing a great aerobatic routine. Don is a retired United Airlines pilot who now lives in Colorado and comes to Seward for this show every few years.

The action continued with Harry Barr racing a souped-up Harley Davidson motorcycle while upside down in his Hyper-bype biplane. The motorcycle won the second race.



Skydiver-Larry Bartlett

Harry Barr lands on Midwest's Smallest Airport



Harry Barr lands on Midwest's Smallest Airport

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Hot!!

By Ronnie Mitchell

It is summer and yes it is hot! Today the temperature hovered near 100°F, but we only have to endure this for a few more weeks, as autumn begins on September 22-23.

In my last column, I discussed Essential Air Service's (EAS) situation in NE, which I feel must be similar in all states. An impact I didn't mention is the \$1.0 million federal grant the EAS airports receive if they have 10,000 or more boardings per year. For 2014, only one of our seven EAS airports in NE will be receiving this grant due to cancelled flights and only having nine passenger seats on the Beechcraft 1900's. The seat reduction was necessary as the right-



Ronnie Mitchell
Director, NE Dept. of
Aeronautics

seat pilot doesn't need an Air Transport Rating or 1500 hours of flying time. Time will be needed to see where we wind up on EAS.

The State Fly-in at York was a huge success, with nearly 3,000 people in attendance. My congratulations to all the great folks at York and Diane Bartels of the NE Aviation Council for all their hard work and great planning to make this event go well.

Independence Day at Seward was a real thrill, as Harry Barr's Aerial Circus performed a flawless airshow for over 3,000 people who came out in very pleasant weather for the event. The article for that event is also included in this issue.

The next issue of PIREPS may be a bit late due to staffing issues. The Nebraska Department of Aeronautics is looking for a pilot. You may apply as a state pilot by going to Nebraska.gov, then Nebraska State Jobs Career Center website. Scroll down to Aeronautics, Department of. Click on that and you will see Aviation Specialist/Senior. Details of the qualifications are available under the job description. Requirements include FAA Commercial pilot certificate with instrument and multi-engine ratings. Must have minimum 5000 total time, 1500 Multi-PIC, 200 instrument-PIC and Class II medical. The Department operates a King Air 90GTX, Cheyenne IIXL, Navajo and C-182RG.

Yes, it's hot now, but the weather will moderate soon.

PIREPS AUGUST 2014

By Lee Svoboda

As I was listening to the local news this morning, I heard the weather person say it was going to feel like 106F today. I thought, Wow! That is going to be hard on my old body today. However, it will also be hard on the performance of the airplanes as well. The other day I was out flying with a student in a PA-28-140 with full fuel and the student says, "This thing is not climbing very good." At first I thought, is this student making a snide comment about my weight? But then I realized, the temperature was 95°F and the density altitude was well over 3000 feet. Of course my weight did not help the performance either.



Lee Svoboda

In the Practical Test Standard (PTS) there is always a Task titled Performance and Limitations. Here the applicant is expected to exhibit satisfactory knowledge of the elements related to performance and describe the effects of atmospheric conditions on the airplane's performance. To make my evaluation, I first ask the applicant to tell me the elements that affect takeoff and landing performance. Of course, what I am looking for is density altitude, wind, weight and runway. I then ask the applicant to show me, from the performance charts in the aircraft manual, what our takeoff roll should be and also how far it will take us to clear a 50-foot obstacle. Then, I also ask the same about landing at our planned cross-country destination. And guess what? Some of the aircraft manuals do not reference all four of the elements. Older Cherokee manuals do not consider wind or type of runway for takeoff. For landing, they do state, "paved level dry runway and no wind." Older Cessna manuals do consider all four elements but only at gross takeoff weight. Most all newer manuals do consider all four elements, with some limitations. But with the Cherokee manual, what if you are landing on a wet runway? Cessna does give some figures for dry grass, but what if the grass is wet? And length of grass makes a difference. I remember one time, at the request of the applicant, we were using a grass runway to avoid a strong crosswind on the hard surfaced runway. I thought the decision by the applicant was great, until we started our takeoff roll. The grass was six to eight inches high and I did not think that old Cessna 150 was ever going to get off the ground. Thank God for the 20-knot headwind.

The whole objective of the exercise is to ensure that the applicant knows what elements affect the takeoff and landing performance of the aircraft they are flying and that they know how to apply those elements. Further, if the aircraft manual does not cover an element, how to make a go/no-go decision. For example, if the runway is paved and 10,000 feet long, being wet will affect the roll, but is it a no-go? However, if the runway is 1500 feet long and the surface is wet grass, maybe it is a no-go. It is so important that the student/applicant knows the elements and if they are not addressed in the flight manual, that they realize they are a test pilot and apply some good aeronautical decision-making, i.e., good common sense.

By the way, when doing landing performance, do not forget to lower the aircraft weight by the amount of the fuel burned during the flight. **FLY SAFE.**



Midwest Aerobatic Championship

By David Moll, Contest Director

On June 20-22nd, the Midwest Aerobatic Club, IAC Chapter #80, known to us as MAC 80, held its annual aerobatic contest. This year, we not only had a retired Colonel as Chief Judge, but he was out ranked by an 84-year-old retired Brigadier General, flying his Christen Eagle in his very first contest as a Primary category pilot.

It's not often John Morrissey is outranked, but Richard (Dick) Ber-



David Moll



Dick Bertrand

trand outranked not only the Chief Judge, but out flew all but two of the other Primary competitors. Dick was the commander of the Nebraska Air Wing located in Lincoln until his retirement in 1990. I met him a couple of years ago at one of the MAC 80 parties, and then earlier this year I gave him his BFR. At one of our monthly get-togethers when the practice box was opened, Dick decided to try the Primary sequence and he did very well. Turn the clock ahead a couple of months, and he is competing in his first contest, ending up in 3rd place with a score of

82.13%. We at MAC 80 are extremely proud of Richard Bertrand.

The reason MAC 80's contest is so successful is the hospitality of Harry Barr who opens his hangar so we can have the contest. Plus our contest has the full support of the Seward Airport Authority, combined with the never ending work of FBO owners Greg and Teri Whisler. To the competitor, this means hangar space is always free and available (although donations are encouraged and passed on



UND pilots Jonathon Sepulveda and Alex Sachs taking a break for lunch

to the FBO). But the most important thing is MAC 80 feeds the competitors like they are king and queen which is included in the entry fee. Burgers and hot-dogs were grilled on Friday at noon during registration and practice. Full dinners of beef on Friday night and chicken on Saturday night, plus lunches on Saturday and before everybody leaves on Sunday. If you go away from our contest hungry, it's your own fault. Our aerobatic box is perfectly situated to parallel the section lines making orientation

quite easy, combined with the runway below you on the east side of the box in the event of an emergency.

Again this year we had two-time World Champion Betty Stewart as a line Judge along with Linda Meyers Morrissey, a Gold medal winner in World Competition and one of the longest serving USA competitors ever. While most judges struggle with following the higher-category sequences, these two feel right at home and are always happy to offer their help and expertise.

Our contest started off on a blue note. Late Friday night, a storm came up and blew over both of the port-a-potties on the judge's line. The rest of the contest, light winds were the norm. Dale Byrkit with his newly purchased Super "D"



U.S. National Sportsman Champion Paul Thomson (C), Mike Lents (R), and Dale Byrkit (L)

showed the way in Primary. Paul Thomson has proven year after year why his "point monster" freestyle makes him National Champion in Sportsman and again the winner here. John Owens led the Intermediate category and Doug Roth took the Advanced



Jessy Panzer, Lynn Bowes and Nancy Moll at the registration desk

category. Doug practices to fly Unlimited, but with no unlimited pilots in attendance, he steps down to Advanced, but is basically flying all unknowns.

Sunday started out with lower clouds, but the goal was to get in at least the third flights for Primary and Intermediate, which we did with a

couple of delays. We wanted to get a third flight for all categories, but also to get pilots home ahead of the storms that were building. As contest director, most decisions are loved by some and loathed by others, but my attitude is to get pilots home safely, so the contest was called as final around noon.

The Kansas State University pilots had to cancel due to a maintenance issue. The University of North Dakota came down in force and their top pilot was Amelia Gagnon who took home Highest First Time Sportsman.



Jessy Panzer's Pink Pitts



Ercoupe National Fly-In at Wayne

By Jerry Tobias

When Ken Michael of Omaha called and asked me if I'd like to go to Wayne with him in his Cessna 150 to "see some Ercoupes" during their fly-in there, I immediately said yes! Ken knew of my interest in Ercoupes, but I also found out that his father had once owned one.

You don't have to poll many aviators to find one who is fascinated by or has had a past connection with the "Coupe." That phenomenon will probably not end anytime soon. This enduring airplane is as popular and fun to fly now as it was when Fred Weick, the "father" of the type, first designed it at ERCO, the Engineering and Research Corporation (hence, the "ERCOupe" name) in 1939.



Jerry Tobias

Although sometimes-maligned, the innovative Ercoupe design was well ahead of its time. For example, Weick incorporated many revolutionary, safety-enhancing features into the Ercoupe, such as the limited up-elevator travel, which made the airplane "incapable of stalling or spinning;" the steerable "tricycle landing gear," a term even coined by Weick; and the split vertical fins, which – since they were outside the influence of prop wash, and since their accompanying rudders were interconnected with the full-span ailerons – eliminated the need for rudder pedals.

The 38th Annual Ercoupe Owners Club Convention/Fly-In at Wayne's Stan Morris Field this past June, hosted by Nebraska "Coupers" Scott and Jean Morgan, was an opportunity for some 80 people from 18 states to gather to discuss and celebrate their affection for this great airplane. Unfortunately, because the weather forecast for the week included the possibility of more severe weather (this event was only four days after and 17 miles north of the Pilger tornado devastation), only 13 Ercoupe owners were able to fly to Wayne – although one made it all the way from Florida!

However, the weather certainly did not dampen the enthusiasm of those attending this Ercoupe "family reunion." The three-day event included a group flight/drive to Barnstormer's Restaurant at the Norfolk airport, bus trips to sites of interest in the area, an Ercoupe maintenance seminar, and a banquet on the last evening that closed with a spirited auction of items donated by aircraft supply vendors and others that raised close to \$2000 for the Fred Weick Scholarship Fund at Embry Riddle University.

The 2014 Ercoupe Convention was a significant and well-planned event. Wayne was a superb host town, the airplanes were special, and the Ercoupe family even more so. I am already making plans to attend next year's Ercoupe National Fly-In in Sheboygan, Wisconsin. That event will then be followed by a

group flight to Oshkosh, where Fred Weick's unique Ercoupe will be specially honored on its 75th anniversary. See you there?



Stacked Hangar with Ercoupe

Communication

By Dick Trail

Pilots fly and talk. When you meet a person face-to-face we automatically size them up: friend or foe, pleasant or grouchy, fun to be with or a pain? Sometimes first impressions turn out to be totally wrong, but most often hit the nail on the head.

When we fly, the first impression we make with those with whom we interact tends to brand us as a professional or not so much.

This old guy is privileged to experience the gambit. I get to operate in the high-altitude flight levels, and everything in between, down to the two to three hundred feet that my Champ prefers. The Champ has no electrical system, so most communication is done with a handheld or just plain nordo like the day it was born.



Dick Trail

In the high-altitude world, the really professional pilot checks in with a crisp "Denver Center Delta One Two Flight Level three six zero." No more, no less. None of the "with you" or "level at thirty six thousand." Below the flight levels the call is "Delta Three Four (slight pause) one five thousand." Crisp no excess words, just a professional contact. The professional controller at Center then gives the pro at altitude the best of service. Now if you want really bad service just act condescending or, worse yet, put the controller down. Those gents and ladies really know how to get even!

First impressions! In my experience, it is the pro that gets the best service. It is painful to listen to a not-so-pro stumble through his communication check-in and then listen and wait while he gets shuffled to the end of the line in priority. Hint. Hint. Listen, practice and correspond as a professional and (Voila!) you, too, will get the priority service.

The same holds true when working approach control or the tower. My long time experience tends to confirm that the stumble-bum gets shuffled to the end of the line.

Most of my recent flying is conducted in and out of non-towered airfields. Contrary to the guidance found in the AIM, I all too often hear "XXXX traffic this is Corporate Six Seven X-ray, fifteen east for landing straight in on Runway Three Zero. Any other traffic please advise"! Well at least he said please. Proper practice is to tune up the CTAF early and listen for traffic ahead of you at a non-controlled field. The "please advise" thing tends to brand the incoming pilot as arrogant! "I don't have to fly the pattern! Just you little guys get out of my way!" Not a good way to make a good impression. Most of us "little guys" are more than happy to give the fast movers the right of way to come and go expeditiously, but we sure don't give a good grade to the arrogant! Then there is the clown who uses 10-4 or some other trucker slang. You are not making a good impression, and I like pilots.

Another of my pet peeves is the pilot that gives a position report about every fifty feet forward in the pattern. All that is required is the call on downwind and "clear of runway three zero." Now, in the event that there is more than just you in the pattern, it is important to state your position, "left base three two" "short final three two" short succinct and clearly stated! We tend to share a common CTAF with several other fields in the area and constant extraneous yack on the radio is beyond irritating. Maybe it is just me! It is easy--speak like a pro and you will be treated like the pro you truly are!



Eagle Flying

By Tom Winter

Harry Barr called. Did I want to get up in the Eagle and make some noise? At our EAA Chapter 569 Christmas party, I had won the prize of prizes: a flight with Harry Barr in his aerobatic biplane Christen Eagle. Unsure how my bod could deal with aerobatics, it was nonetheless an opportunity NOT to be missed. So my answer to Harry was "I'm out the door!"

When I got there, the Eagle was out of the hangar and ready to roll. Jim Debus was there, wrenching on the club Yankee, and so was Jessy Panzer, who asked "Going to go for a ride?" Yup. And here comes Harry, walking toward me holding up a parachute pack. He strapped me into it, assured me it would work as it was freshly packed by Larry Bartlett. "We're not going to use it, but if we do, I'll put the plane upside down, pull the canopy. You unhook the harness and fall out. Grab this ring, pull it, and throw it away."

The front seat is even blinder than I expected, because in the front seat, the panel is very close. The S-turns to see ahead help the pilot in back more than the pax in front. No fan of roller-coaster rides, I had some hesitation about aerobatics, but we got a gentle start. At altitude, he invited me to get my feet off the floor and onto the pedals, and my hand on the stick. For a lot of the flight, I was not sure if I was flying the plane or following. If I was following, Harry's touch on stick and pedal is very light.

En route, he asked me what experience I had with aerobatic flight. I answered that I'd had two tailwheel lessons with Jeff Clausen, with lots of landings, and with one roll. Well, we would do anything I liked and nothing I didn't want to do. Out in the west practice area, he had me do the clearing turns. Stick in my right hand, just like in a sailplane!

"Do you know what a hammerhead is?" Oh, yes, I knew. Hammerhead is the one where you go straight up till you stop, and then go straight down. Did not appeal to me at all, so I replied "Yes, and I'm not going there!" "I thought you were going with me!" (laughter) "What about an aileron roll?" Hesitant again, but then "Yes." We did one. I watched the sky and the land roll past the canopy, recovered myself, thought for a minute, and realized my body can deal with this, and then said "Okay, let's do another. Yes!" We did. Then Harry: "You want to try it? Up at about 20°, then hard left aileron." That's what I did. Hey, this isn't so bad. Then another, this time to the left. Hey, this is a bit of all right.

I noticed that when Harry got us right side up again, we were level; when I got right side up again, we were pointed down a tad. (On the ground after, he told me to ease off on the back pressure when starting the roll, because when you go around, up is down!) I think I did three aileron rolls. A loop? Okay. "When I tell you to grunt, grunt." Grunt. And again. What I mostly noticed about the loop was the unpleasantness of the G's. No, I don't need to do loops. (Afterthought, in my living-room easy chair: "Yet.")

Then he was able to talk me into the hammerhead. Oh, I'm so glad! It was like a cat-person discovering that dogs are lovable! I love a hammerhead!

Harry: "Enter about 150, look out at the wings. They'll tell you all you need to know. Back stick until straight up, wait, then hard left rudder." We did it! Huge surprise: my body had no trouble with this at all!

Then my turn. I looked out at the wings, I pulled back until we were headed straight up, then when the 'up' stopped, hard left rudder and, no effort at all, you're looking straight down!

Okay, now, why wasn't I in a panic? It was a big contrast with prior experience: back in my sailplane training, when I over-recovered from a deep stall, and had the Schweizer 2-33 aiming straight down, I was screaming like a kid! Odd, but the G's that I found bothersome in the loop, I didn't even notice in the recovery from going straight down. I did another! Who'd a thunk it? Tom Winter, who regrets ever going down Space Mountain, who thinks roller-coasters are an invention of the devil, LOVES HAMMERHEADS.

All too soon, back to the airport. Harry let me fly back. We did the Pawnee Lake approach, and past midfield, Harry took over with a steep turn to downwind, and a steep turn to final. I was an approving audience as Harry dealt with the significant crosswind.

At the hangar, unbuckled from harness and from parachute, I thanked Harry for an unforgettable afternoon. Jim Debus asked me "Well you got to get you one?" Hmmm. Do I need to buy an Eagle? That would be a yes. I need to get me an Eagle. Well, maybe a Cessna Aerobat. Retired Latin teacher and all, you know.

Nero

By Scott Stuart

I recently flew as safety pilot for a newer instrument pilot. It was my first time as a safety pilot, and I enjoyed it. I was able to sit back, enjoy the ride and provide assistance for the air traffic control at the same time!

In an attempt to make this training mission as real as possible, we flew a triangular trip with one approach at each airport. This allowed the en route portion of the trip to set up in advance rather than pile one approach on top of another at the same airport. It worked out well for the pilot. It is only fair to wander off course or altitude when under the hood and hand flying, as long as one is correcting. I say well done. What went wrong with this flight? Too many distractions!



Scott Stuart

It is said that Nero fiddled while Rome burned. Well, Paul did not allow a full fledged fire, but he did allow himself to become distracted by technology. With an I-phone and I-pad, he was always having to catch up to the approaches. All the info he really needed to make the approach work was to keep an eye on the prize: the 6-pack right in front of him. My instructor taught me a mere 38 years ago to keep my head still and eyes moving while teaching me instrument flight. Technology is very good and advanced. I am all-in on the values, especially with the G-1000 system, I am now flying. The bottom line is still the same; fly the plane first and always.

My counsel is simple: Prepare! Prepare the planes avionics, I-pad or I-phone and then leave it alone! Prepare yourself for the task to come, and then do it, and do it well. Sure, it is OK to review your avionics. It can be a distraction if you are constantly pinching, changing or fixating on the tech. Trying to fiddle around with technology when in the murk on the way down is a recipe for disaster. This was one of the lessons that I learned in the simulator at Flight Safety. Neat new stuff is just that, but Rome can burn in a moment at low altitudes. Best to read about it in the NTSB monthly reports than find out about it firsthand.

Gear down and Locked?

Millard Airport Closure for Construction

The Millard Airport (MLE) in Omaha will be closing on or about August 18, 2014 to begin a project that will resurface the airport's sole runway. The closure of the airport is expected to last three to four weeks while contractors perform a runway overlay. The newly resurfaced runway and the airport should open sometime mid-September. Please check NOTAM's for the official status of Millard Airport.



"Independence Day 2014"

One of the most astounding performers, Brian Corral, did an amazing aerobatic routine with his Pitts biplane. Part of the routine was a low-level cutting of a ribbon, ably held by some courageous volunteers.



Brian Corral- Cutting the Ribbon

The show continued with a comedy routine performed by Ed Bowes who appeared as "Farmer Fred Smuze." Ed inadvertently takes off in a Piper Cub, apparently having never flown before. Rob Ator attempts to talk him into a landing which eventually occurs after several harrowing attempts. It was all in good fun.



Doug Roth

Doug Roth was up next in his Staudacher aircraft and he is one of the best. Doug starting flying at the age of seven, standing between his Dad's legs while controlling the aircraft with the stick. I had a nice conversation with Doug's mother, father, wife, son and daughter who, like the rest of the crowd, were all avidly watching Doug's performance.

his beautiful North American P-51 Mustang, "Barbara Jean." There just isn't a sound like the Mustang's V-12 engine as Harry puts it through its maneuvers.



Harry Barr and Barbara Jean

During lulls in the show, which were hardly at all, some pilots were taxiing F-22 fighters on the ramp. They were being cautious though and no one was injured by the jet blast.



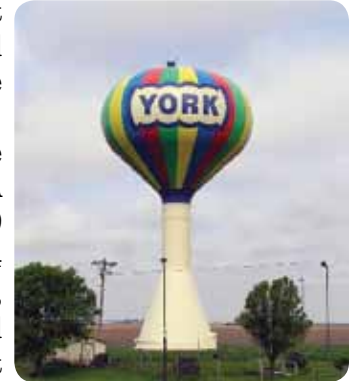
F22 Pilot Ed Bowes

This was an outstanding show; the airport was immaculate and the food provided by St. John's Lutheran Church was wonderful. Another great event!

State Fly-In York

By Doug Volkmer

Despite cooler weather, it was estimated that 3,000 people were in attendance in York on Saturday, June 7th. This was the 22nd State Fly-In. The York airport first played host in 2003 – and this return to York was a huge success.



The day began with a pancake breakfast put on by York's EAA Chapter 1055. EAA Chapter 569 provided Young Eagle rides to 44 kids. Thanks to Tom Trumble, Gary Bartels, Jerry Clinch and Christi Higgins for making that happen. Youngsters were able to walk around the airplane where experts explained how the aircraft works – then they were given rides in the airplane. That in itself was a huge success – often met with sayings such as "That was awesome!" when they landed. For many of the kids, this was their first-ever ride in an airplane.

The scheduled 90 minute afternoon airshow was cut short to about 70 minutes due to a low ceiling. Harry Barr, Jessie Panzer and Doug Roth were still able to wow the crowd with their poetry in the sky aerobatics. The show brought a lot of applause from the crowd at the airport, as well as



**Harry Barr and his Hyperbype
Photo Courtesy of Gary Schenaman**

those parked along nearby roads.

Along with the airshow, there were several static displays to round out the show. Visitors were also able to see helicopters used by the Huskers Midwest Medical and the Nebraska State patrol. The York Police Department and the York Fire Department were also on hand throughout the day to provide assistance.





Wayne & Creighton Airports Rebuild

By Barry Scheinost

Sprinklers watered new sod. The flag was gently waving in the breeze. Wayne Municipal Airport/Stam Morris Field (KLCG) was looking like a newly established airport in northeast Nebraska. Actually, it was regenerated after an October 4, 2013 tornado registering EF-4 wind gusts of 166-200 mph wreaked havoc on the industrial area east of town and the municipal airport. There wasn't much left. The nice new terminal building & hangar were blown away. The AWOS & NDB departed the facility also. Hangar doors were ripped away, roofs lowered or removed and vehicles destroyed. Only one building remained standing; however, it had to be completely re-skinned. It was a real disaster scene.

But today, the terminal & hangar are back. The two T-hangars that were completely destroyed are now insulated and one of the T-hangars will have heaters installed. The beacon is being replaced with a new tip down version. The new terminal smell is still in the air. Fuel service has returned. NDA NavAids Division has installed a new AWOS and NDB. Nancy Braden, Financial Director for the City of Wayne, said that it was a community effort in bringing the airport back from devastation. The structures passed an NDA final construction project inspection for the second (and hopefully, last) time.



L to R: Carl Rump, Nancy Braden, Keith Moje and Curtis Christianson

On the same day in October, an EF-2 tornado, with wind gusts from 111-135 mph came from the southeast of Creighton (rather than the expected southwest) and damaged the Creighton Municipal Airport (K6K3). Several buildings and aircraft were either destroyed or damaged. "We are lucky no one was hurt," said airport manager, Bob Borgmann, who is also the secretary of the Creighton Airport Authority. The airport's rotating beacon and tower were destroyed, as well as the large shop hangar and an older T-hangar. Borgmann said another older 4-place T-hangar, located on the upper level of the airport property, was heavily damaged and the office building received minor damage. Debris was scattered as far as a mile from the airport.



L to R: Milan Jensen, Robert Borgmann

Mr. Borgmann and fellow airport authority member, Milan Jensen, were checking out the airport runway lighting when I arrived. It was the first time that all of the lights were working since the tornado, according to Mr. Borgmann. The airport has a new rotating beacon on a tip-down pole, so no one has to climb a tower anymore.

Air show returns to Offutt

By Rob Markise

It was a great outdoor adventure for air show enthusiasts of all ages. The smell of jet fuel and aircraft demonstrations always make a great afternoon. The roar of jets streaking across the



Flight Line at Offutt
Photo Courtesy of Gary Schenaman

sky to the tune of more than 100,000 people returned to Offutt Air Force Base July 19th and 20th. The 2014 Defenders of Freedom Open House and Air Show took to

the grounds and skies after a one-year absence, due to budget cutbacks; that was the first time it had not been held since 1972.

This year featured performers included the Blue Angels, the U.S. Navy's flight demonstration team. This was the Blue Angels' first visit to Offutt since 2009. The show also featured the US Navy "Leap Frogs" parachute team. Other highlights of the show



Blue Angels
Photo Courtesy of Gary Schenaman

included demonstrations of various planes like the F-22 Raptor, a MiG-17, a P-51 "Gunfighter" and many more. Several more planes and helicopters were on exhibit at the fairgrounds.

A shuttle service was available to pick up show-goers and take them to the flight line. To encourage physical fitness, bikers were provided with parking 250 feet from the flight line.

AVIATION ART CONTEST 2015

By David Morris

Since 1986, the Nebraska Department of Aeronautics has participated in the sponsorship of an aviation art contest for the benefit of our youth. The program goal is to motivate and encourage young people to become more familiar with and participate in aeronautics, engineering, math and science. The aviation art contest also provides the opportunity to develop an awareness of the role of aviation in our society. Throughout Nebraska we continue to receive generous support from both private and corporate citizens which allows for the success of this program. With participation continuing to increase, the State of Nebraska is committed to continuing the aviation art contest. As a reminder, Aviation Art Contest 2015 will kick off during the month of September. For further information on our Aviation Art Contest call the Nebraska Department of Aeronautics at 402-471-2371 or e-mail David.Morris@nebraska.gov.

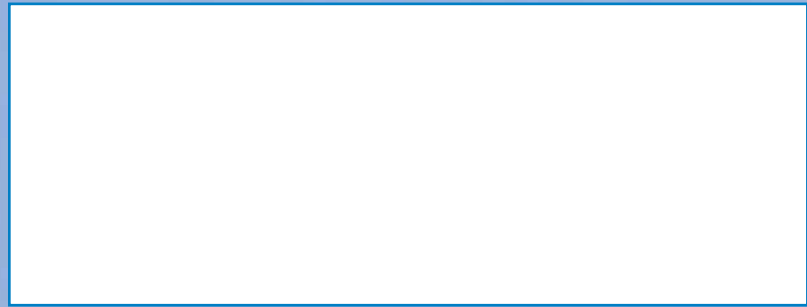
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Events Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 8:00am to 10:00am.
- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 8:00am to 10:00am.
- **Millard Airport (MLE)**, closed from August 18th for 3 to 4 weeks due to construction. Please check Notams for updates on its airport information.
- **Seward Airport (SWT)**, Midwest Aerobatic Club has a luncheon open to all pilots who are interested in aerobatics. Meeting on 3rd Saturday of the month until weather turns cold. For more information contact David Moll at Davidmoll66@gmail.com.
- **August 10**- Valentine (VTN), Cherry County Fair & Fly-in. Starts at 8:00am. Free breakfast. Flour-drop competition, landing competition and best in-show airplane. Cash prizes for competition winners. For more information contact A.J. Abbott at 308-458-9670.
- **August 22, 23 & 24**- Minden Airport (OV3), Nebraska Chapter Antique Aircraft Association at Pioneer Airport. Friday starts with noon meal and continues with evening "Cream Can" supper, Saturday morning breakfast (biscuits/gravy/eggs) and noon lunch(burgers/chips). Saturday evening, motel will host annual banquet/awards for fly-in. Sunday, informal gathering and departure for national fly-in at Blakesburg, IA. For more information contact Todd Harders at 308-380-5079 or e-mail flyingfield320@yahoo.com.
- **August 24**- Fremont (FET), Fly-in breakfast & airport open house from 7:30am to 11:30am sponsored by Fremont Rotary Club. Admission is free to pilots and advanced tickets are \$5.00. Tickets can be purchased at the event for \$6.00. Serving pancakes, sausage, juice and coffee.
- **August 31**- Genoa (97Y), Fly-in breakfast from 7:30am to 11:30am sponsored by Genoa Lions Club. Pilot and passengers eat free. For more information, contact Don Pearson at 402-948-0067.
- **September 6**- Council Bluffs (CBF), The Great Plains Wing of the CAF is holding our annual Fall Flight Breakfast/Pancake Feed. Breakfast served

from 8:00am-11:00am. PICs eat free. Military Museum will be open, numerous aircraft will be on display. For more info contact: Jeff Hutcheson (402) 981-4633 or email jeffhutcheson3@gmail.com.

-**September 20**- Pawnee City Airport (50K), 7:00am to 11:00am. Flour-drop contest at 10 a.m. Free breakfast to PIC's or free will donation. For more information contact Christen Aviation at 402-335-0256.

Our newest pilots

Private Pilot

Eli Perrett – Valentine
Michael Tewes – Lincoln
David Cook – Murray
Kourtnei Starkey – Bellevue
Kyle Finely – Hastings
Kathleen Prosser – Omaha
Lukus Wassom – Broken Bow
Patrick McCarthy III – Omaha
Daniel Wardyn – Omaha
James Callaway – Broken Bow
Thomas Christoffersen – Gretna
Wade Mayfield – Omaha

Jon Madsen – Lincoln
Lucas Halbur – Omaha
Kyle Nelson – Omaha
Jason Jagels – Davenport
Christian Barry – Hastings
Matthew Ellison – Lincoln
Derek Schroeder – Lincoln
Jerrett Cerise – Papillion
Frank Aerni – Lincoln
Abby Lankhorst – Omaha
Troy Gilmore – Omaha
Eric Andersen – Omaha

Commercial Pilot

Clinton Ostrander – Goehner

Joel Sysel – Lincoln

ATP Pilot

Allen Short – Omaha

Instrument Rating

Michael Mansisidor – Bellevue
Joshua Anderson – Grand Island

Brian Hilgenfeld – Blair
Matthew Willford – Elkhorn

Flight Instructor

Dalton Leu – Columbus (Instrument)
Steven Johnson – Papillion (Single)

Donald Cook – Bellevue (Instrument)
Donald Cook – Bellevue (Multi)