

# 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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## 23rd Annual State Fly-in, Hebron

Activities started on Friday, June 5th with a prime rib sandwich dinner and entertainment provided by the Thayer County Community Theater players performing a USO style show. We saw impersonations of celebrities Bob Hope, Bing Crosby, Abbott and Costello, Judy Garland, George Burns and Gracie Al-



"Thayer County Community Players"

L to R: Jeff Freizen as Frank Sinatra, Drew & Amy Harris as George Burns and Gracie Allen, Maggie Harris as Judy Garland, Sam Zitterhoff as Bing Crosby, Darcy Heitmann and John Lang as Bud Abbott and Lou Costello, John also played Dean Martin and finally Kirk Wiedel as Bob Hope.

len, and Dean Martin and Frank Sinatra. This year's fly-in was to commemorate the 71st anniversary of the Normandy invasion, which took place on June 6, 1944. A USO-style show was a great start with over 300 people attending the dinner and show.

Copious amounts of rain had been the norm leading up to Friday's activities while everyone was wondering what Mother Nature would have in store for a mostly outdoor event. Friday the weather couldn't have been better with moderate temperatures and a light breeze. Rain came and went during the early morning hours Saturday but when it was time for the day's events, it was mostly sunny with favorable winds and no rain for the remainder of the day!

Saturday began with a fly-in breakfast, followed by Roger Zimmerman presenting a Wright Brothers Master Pilot Award for 50 years of flying without an accident to Dan Peterson of Omaha. Dan is a member of the Civil Air Patrol and also their Line Check Airman/Instructor pilot, as well as a former Wing Commander of the "Fighting Fifty-Fifth" at Offutt, AFB. A panel consisting of AOPA's Regional Representative Yasmina Platt and Congressman Sam Graves, moderated by NE Aeronautics Director Ronnie Mitchell, held very informative discussions on FAA funding and reauthorization, Third class medical reform, FAA Next Gen, and UAS (drones). This was followed by FAA operations Safety Manager Dan



L to R: Roger Zimmerman, Lincoln FSDO Manager and Dan Peterson



L to R: AOPA Rep. Yasmina Platt, Lincoln FSDO FAASTeam Manager Dan Petersen, Lincoln FSDO Manager Roger Zimmerman, NE Aeronautics Director Ronnie Mitchell and Congressman Sam Graves

Continued on Page 7



## Money!!

Recently I was reading the ARBTA news and found the following information: "The House of Representatives approved legislation that would continue funding the federal highway and public transportation programs at nearly current levels of investment despite the fact the Highway Trust Fund will not be able to support any new spending beginning October 1." The measure would maintain federal highway investment at \$40.3 billion in FY 2015. Both the House and Senate agree on the \$40.3B and hopefully it will be approved, but it may be done by a short term Continuing Resolution (CR).



**Ronnie Mitchell**  
Director, NE Dept. of  
Aeronautics

Why is that important for airports? Perhaps you recall we went through a number of CRs (I believe it was 17) before legislation was passed for a previous Airport Improvement Program (AIP). Ninety percent of an airport improvement project is funded by the AIP and today the present authorization expires on September 31st. Will the AIP legislation be passed before authorization expires on September 30th? That is a really good question! If Congress allows a CR for funding, then long range planning for AIP goes "out the window" as the season for construction is limited and it is difficult to do airport projects when funding is uncertain. Today the House (\$3.38B) and Senate (\$3.48B) versions of funding for the AIP are in close agreement and hopefully this can all be worked out before authorization expires on September 30.

On another subject, I've attended several fly-in breakfasts this summer renewing friendships and looking at the aircraft. If you haven't been to one this summer, please do so before they're over for the summer season. You will have a great time.

## Take Off and Landing!

Lee Svoboda

Wow the hot weather is upon us again. Not only is it uncomfortable for us, but think of that engine up front gasping for air, the reduced thrust from the propeller, and the struggle of the wing to provide lift for that extra golf bag you placed in the back.

Of course during practical tests, applicants are asked to demonstrate their knowledge of aircraft performance. My favorite question is, "What are



**Lee Svoboda**

the elements that affect the takeoff performance of an aircraft?" Of course, as alluded to above, density altitude (DA) is one of those elements. It is expected that the applicant will understand and be able to explain why the engine makes less power; the propeller produces less thrust, and the wing makes less lift. Something about less molecules of air in a square foot of air could be an answer.

Another element alluded to above, the golf bag or weight. This element is pretty simple for the applicant to explain. It just takes more distance to accelerate more weight to lift-off speed. Another element is the wind. Again this element is easy for the applicant to explain. The more head wind you have, the less distance it takes to accelerate to lift-off speed. However, no wind (seldom found in Nebraska) or even a tail wind could be encountered, which must be considered and figured into the takeoff distance. The newer aircraft performance charts consider up to a 10-knot tail wind factor. However, one of my favorite scenarios is to ask an applicant what the take off roll will be in an aircraft without a tail wind chart if they are departing from an airstrip in Colorado with a 10 knot tail wind. I really get some interesting answers here. Risk management sometimes takes a beating when this scenario is interjected into the oral exam.

Then of course the surface being used to accelerate the aircraft to lift off speed is an element that must be considered. If a hard surface is being used, the applicants do a pretty good job of figuring the take off roll. However, when a scenario includes other than a hard surface runway is when I get some very interesting answers. Some performance charts do consider dry grass, but what about wet grass? There is no performance chart that allows us to compensate for the length of the grass, dry or wet. I can remember making a take off with an applicant on a grass strip where the grass was at least six inches high. I did not think that old Cessna 150 was ever going to get off the ground. Risky? Not in this case, because the grass strip was 4000 feet long and it avoided a risky 25 knot crosswind, had the hard-surfaced runway been used. A smart aeronautical decision made by the applicant. However, we were test pilots in this scenario because there were no performance figures available for a take off in six-inch-tall grass.

There they are, the big four elements, density altitude, weight, wind, and runway surface, which affect takeoff performance. And hey, you know what, they also affect landing performance. Applicants are expected to know these elements and how to use the performance charts to compensate for them. But applicants must also know that when a factor, such as wet grass, which is not in performance charts, is encountered, some good risk mitigation must be accomplished.

And oh yes, there is a fifth element, PA (Pilot's Ability). I do not know how to quantify that element.

**FLY SAFE!**



# IAC West Open

By: David Moll

The Midwest Aerobatic Club, IAC Chapter 80, sponsored the West Open which is a nationally sanctioned aerobatic contest, over the June 26th-28th weekend. The list of attendees as competitors or judges was a powerhouse of who's who in aerobatics. Betty Stewart, the two time Female World Aerobatic Champion; Linda Meyers Morrissey, an eight time World Team member with three gold medals; Gerry Molitor, the United States Advanced National Champion in years 1995, 1996 and 1997; and John Morrissey the 1994 United States Advanced National Champion and a member of the Advanced World Team in 1995 and 1997.

The Midwest Aerobatic Club, IAC Chapter 80 does something different than most contests. Included in the entry fees of \$125, we feed all the competitors every meal once they arrive. Compliments go to Harry Barr and Whisler Aviation, who supply enough cars or vans so that nobody has to rent a car. The collegiate pilots love to drive the Chevy Suburban with the runway on its top, called the "Midwest's Smallest Airport."

Thirty five competitors flew in from Texas, Colorado, Kansas, Iowa, Wisconsin, Minnesota, Illinois, and Tennessee, and as they do every year, the University of North Dakota (UND) aerobatic team came down in force.

Saturday's weather was absolutely perfect for a contest. Light winds on both the surface and in the box allowed for every pilot to fly their knowns and freestyles without compensating for the typical Nebraska wind.



Bill Denton's Mudry CAP 232

Sunday's weather was also clear, but a very typical Nebraska day with wind at 35 knots blowing diagonally across the box. The corner judges were extremely busy calling competitors "out of the box", creating 10 penalty points for every out. At the end of the day, Christiaan Schrimpf won Primary (UND), Cory Johnson won Sportsman (WI), Jim Piros, a member of the Midwest Aerobatic Club won Intermediate (IA), Gerry Molitor won Advanced (TN),



Gerry Molitor's Sukhoi SU-29



Some of Nebraska aviation's finest!

and Craig Gifford took home the first place trophy for both Unlimited and the "4 Minute Freestyle" (MN). Other members of the Midwest Aerobatic Club did well. Jessie Panzer finished second in Advanced and Doug Roth finished second in Unlimited and the 4 Minute.

This contest is hugely successful because of our sponsors: Duncan Aviation, Seward Airport Authority, Whisler Aviation, Ronnie Mitchell, RO's Bar and Grill, EAA Chapter 569 and Jeanette MacArthur.

# "Pie R Square"

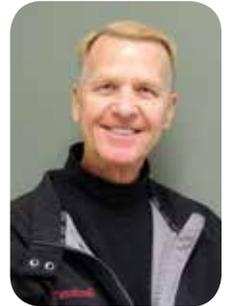
By: Scott Stuart

I love a good pie! And Mrs. Stuart can bake one with the best of them! After 28 years, she knows just how to make my taste buds stand up with the happy dance! And my arteries, too, as she bakes only a 1/2 pie, using a bread loaf pan to do it...that way I only "have to eat" a 1/2 pie, and not the whole thing as she is not a pie person! Back to the point...

Pi times the radius squared equals the area of a circle, Algebra 101. In my Bonanza I have a glide ratio of 1.7 nautical miles per 1000' for WHEN the engine quits. That assumes I use perfect technique. Good luck with that!

So, now let's attempt some Mathematics, shall we? Assume you are cruising along at 6000' AGL and the engine quits. With a 1.7 glide ratio you now have 10 miles in any direction to find a suitable place to survive. Another way to put it: 314 square miles are at your disposal. Try again? Ok, now you are at 10,000' AGL...then silence. You now have 17 miles in any direction and 534 square miles from which to choose. Plus, at the higher altitude you buy 4 more minutes to troubleshoot, and get a restart when you remember to just switch the tanks!! (NTSB will prove to you just how many planes go down with plenty of gas in the OTHER tank!) More math? The higher altitude allows about 70% more land on which to make the landing of your LIFE.

It is said that altitude and airspeed are the pilot's best friends. I subscribe to that. 99% of the time you can track me flying at 9-11,000' in my normally aspirated Beech...it is cooler up there, the engine is more efficient, it is more quiet, bumping into a Piper Cub less likely, the air is generally smooth, no puking in the back! It is just safer. Sure, if you are just heading to Crete for the fly-in, 10,000' makes no sense, but when heading off to see your in-laws, your first best friend is altitude, and it is free. Sure, you pay to get up there, but the speed gained on the descent is good for the soul and you get all the climb time back in spades.



Scott Stuart



## No Harm, No Fowl

by Jerry Tobias

"Watch for seagulls on the runway," the FBO announced as I began to taxi at Fremont. That was good advice! About 30 gulls, were all over the runway at mid-field. Since I was the only traffic, I taxied down the runway to encourage them to depart. Fortunately, they did, as did the gulls gathered at the runway's far end. After watching both groups leave the area and head west, I taxied back down the runway to the approach end, waited several minutes to make certain that the birds did not return, and then took off. My departure was uneventful...until about 400' AGL. That's when I flew right into the middle of another unseen flock of gulls. The sky looked like the bumper car rink at a carnival as the numerous gulls darted and dove all around me. Amazingly, even in all the chaos, their avoidance techniques worked well and I didn't hit any of them.

I was fortunate to land safely that day with no dents, and only bugs to clean off of my Ercoupe. I had experienced several bird strikes during my Air Force and airline days, and this Fremont incident certainly reminded me of the hazard.

According to the 2014 FAA/USDA Wildlife Strike Report (see [wildlife.faa.gov](http://wildlife.faa.gov)), there were over 138,000 civilian aircraft bird strikes (including 16,000 strikes to general aviation aircraft) between 1990 and 2013. It is also estimated that bird strikes go 80% unreported (FAA Form 5200-7 for ALL strikes is available online).

Unfortunately, the incidents recorded in the FAA strike report include 36 destroyed aircraft and 26 fatalities. Other statistics of note: 35% of the bird strikes occurred during takeoff and initial climb, 58% during approach and landing, and 74% of all strikes occurred at 500' AGL or less. Windshields were most often stuck, but engines and wings were the components most often damaged.

Statistics also indicate that the bird population in North America is steadily increasing. The Canada goose population, for example, has more than tripled during the past 20 years resulting in over 1400 reported strikes. So, the problem that began with Orville Wright's bird strike in 1905 is not going away.

What, then, can you do? First, fly the airplane! Birds are unpredictable, so don't lose aircraft control in an attempt to out-guess or out-maneuver your feathered opponents. Second, see and avoid! If birds are reported or predicted to be near your route or area, be alert and be watchful! Third, increase your knowledge. Both the FAA and AOPA are good resources for bird avoidance information.

The bottom line is that birds pose a significant threat to flying machines. Take that threat seriously. There is some encouraging data in the 2014 FAA/USDA Wildlife Strike Report: Not a single one of the 19 documented aircraft alligator strikes occurred in Nebraska!



Jerry Tobias

## The Tower Sez

by Dick Trail

Randolph AFB Tower: "Cable 52 the Command Post says for you to go to Kelly (AFB)"

Cable 52: "Roger. What is the frequency there?"

I had just finished Air Force pilot training in the T-33 and was at Randolph AFB learning to fly the KC-97 an offspring of the B-29. Four large recips and the biggest airplane that I'd ever set foot in!

The tower responded with a frequency for the Kelly tower; Cable 52 repeated it and signed off.

We looked up and there was a KC-97 about five miles on final, banking away across the town of San Antonio, TX. Minutes later we were cleared to takeoff and directed to search for Cable 52, which the tower informed us had just crashed. Shortly after takeoff we circled the scene where Cable 52, a Stratotanker like ours, had belly landed in a downsloping open field. It slid a considerable distance, turned about 45 degrees, but showed little damage and no fire. The crew exited with only minor injuries. Later we learned he had turned final with two inboard engines shut down, lost a third engine en route to Kelly, and was just unable to remain airborne with only one outboard to provide power.

Lesson learned; when on final with a sick bird, continue to land no matter what "good advice" (Kelly had wider longer runways than Randolph) you receive from someone on the ground who does not have the situational awareness a you do.

A second error by a controlling agency a few years later was being cleared on a downwind leg of a GCA instrument training pattern. The altitude assigned was a thousand feet too low and we wouldn't see the unlighted hilly terrain below. When I objected the controller apologized for his error and quickly cleared us to a correct safe altitude.

Not bad two errors by controlling agencies in my 16,000+ hours of logged flight time. No telling how many times I've been vectored to avoid conflicting traffic and other possible hazardous situations. In my experience the Air Traffic Controllers are the best.

Recently while flying a Cessna 182 westbound at 6500 ft. MSL, a controller called traffic at 12 o'clock, two mile co-altitude. "Looking but unable" was my response. A few seconds later the controller said "Strongly suggest you descend 500 feet." I promptly descended and watched a V-tail Bonanza pass overhead at our previous altitude. Saved and eternally grateful.

Our Air Traffic Control brothers are professional and very good. Nevertheless as PIC, we are the ultimate authority for safe conduct. Trust but verify. The life you save will be your own.



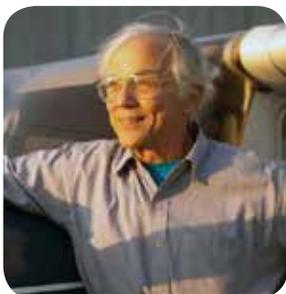
Dick Trail



# A Flying Tour of Catherland

by Tom Winter

This visit was in 2006, but I took notes. Here is a vicarious visit to the home town of Willa Cather: September 7, Flew to Red Cloud this morning. The ASI generally was saying 80, the LORAN said the groundspeed was 70. (Oh man, I miss LORAN!) The 108 miles took 1 hour, 33 minutes. En route, I played my "find the magic altitude" game by shopping around for best groundspeed; went up, went down, hoping the LORAN would tell me the magic slot. Down low, the groundspeed got into the 60s which surprised me. I expected greater headwinds aloft than at 1000 feet off the deck. The morning air, at least, was smooth no matter what the altitude.



Tom Winter

The Red Cloud airport was in great shape, smooth concrete, but unattended and locked up. Daryl Carroway was there working on a Weatherly Ag plane, and let me use his cell to close my flight plan. I don't know of a small town airport that's closer in than Red Cloud's. The edge of town shows up in the airport directory airport photo. Mr. Carroway offered a lift into town, and I accepted for the sake of the local chat.

The Cather foundation HQ is in the Opera House, which, as a community cementing project, shows a free movie once a month. The Opera House is, for Cather's sake, wonderfully maintained, and serves as a time machine to the late 1800s. The guided walking tour starts there. Since a walking tour was already underway they drove me to the Burlington Depot to catch up. The depot was moved, and now sits edge of prairie. The second house that Cather lived in is now a no-host bed and breakfast; you can rent it for retreats. This house, and her childhood house, and the one across the street from it, are owned by the Cather Foundation.

Cather went to Grace Episcopal Church, and funded the stained glass windows there in memory of her parents. Inspired by the church interior, two tourists broke into a chorus of the hymn "For All the Saints." Memorable.

The house of Cather's childhood is small, or even tiny. We walked up the stairs to Cather's childhood garret bedroom. The wallpaper was little Willa's choice, and it is still there! The train station there is neat. The concierge at the Depot, Mrs. Sherwood, gave me a lift to the airport in the afternoon. It was especially neat to take off to the south, then circle over Red Cloud to see the station, houses, churches and the Opera House from overhead.

The return was BUMPY. Tailwinds made the GS over 100 most of the way, giving 4.4 gallons/Hobbs hour. Sometimes, doing arithmetic at flight's end, I imagine I really can afford to fly my 150.

# Central City Fly-in

Sunday, June 7, following the State Fly-in, my wife and I traveled to Central City for their fly-in breakfast and lunch. The weather couldn't have been better, with clear skies, light winds, and lots of folks flying in and driving in.

The Knights of Columbus provided the manpower for the breakfast meal for over 400 folks while the Central City Girl Scout Troop provided lunch to over 60 others. What a great turnout!

Deryl Hilligas MC'd the event with interludes of music to keep things from getting dull. We arrived just in time to watch four parachutists from the Lincoln Sport Parachute Club drop in with Kenneth Bader displaying our flag. Kenneth is a 27 year veteran of the US Army with over



Kenneth Bader With Flag

6,000 jumps to his credit. While he was repacking his chute there was a young boy intently watching to make certain he did it right! Ryan Fosler was piloting the Cessna 182 for the complement of skydivers, which included Jerry Eddens, Chris Holland, and Mark Lolesok.

Three helicopters came in, from the Life Team at Grand Island, State Patrol, and a private one. Shortly thereafter, Harry Barr arrived with "Barbara Jean", a P-51 Mustang.



"Hey Mister, Whaca Doin'?"  
William Brondel of  
Central City



State Patrol Helicopter and  
Sergeant Jeremy Strack



Life Team Helicopter Near  
Wilfred Medinger's Ercoupe

What a great sound it has.

Over 30 aircraft flew in for the breakfast/lunch while the ramp and area beside the parallel taxiway was full. There were beautiful aircraft flying in with a lot of nice people. Congratulations to the staff at Central City for a great event.



Harry Barr Flying P51 "Barbara Jean"



L to R: Paul and Duayne Muhle's Award Winning,  
One Design and Christian Eagle



# Scottsbluff Fly-In

By Gary Schmidt

EAA Chapter 608 held their annual fly-in on June 13 at the Scottsbluff airport. A fly-in breakfast started the day, but fog nearby limited the number of planes until after 9 am. At 9:30 am a KC135 air tanker from the Nebraska Air National Guard arrived from Lincoln. A line soon formed to go inside the big plane and lasted until 1 pm.



NE ANG KC-135

At 10:30 am a P-51 Mustang WWII fighter plane also arrived from Lincoln. The Air Link medical helicopter soon arrived and people swarmed around it, as it was "on-call" and did not know when it would leave. An Eagle spray plane towed banners around Scottsbluff on four occasions with pick-ups right in front of the display area.



North American P-51 and Six Mustangs

Later in the day, six Ford Mustang cars from a car club showed up and had a 'Mustang & Mustang' photo shoot. Lots of people took pictures. Pilots from EAA Chapter 608 gave Young Eagle

rides until noon under bright sunny skies.

# Seward 4th of July

By Jess Banks

The crowd was enjoying the perfect weather while Larry Bartlett parachuted in with the US flag streaming below him while Ali Ator sung our national anthem. A great way to start a 4th of July airshow! While Larry was "dropping in," Doug Roth in his Staudacher and Jessy Panzer in a One Design circled Larry with smoke trailing from their hot exhaust.



Parachutist Larry Bartlett



Howard Nitzel

Announcer Howard Nitzel kept all apprised of what was taking place and getting us ready for the next event. Howard announces at all the local airshows where Barr's Aerial Circus performs and he does an amazing job of giving us facts and stories about the performers and their aircraft.

Harry Barr then performed his hair-raising landing on the Midwest's Smallest Runway atop a Chevy Blazer, just an incredible feat. Then it was on to watching Doug Roth perform a low-level aerobatic routine. Doug is one of the best and usually wins the first place trophy at the Midwest Aerobatic competition held every July at

Seward. Gary Schnaman provided a Go Pro picture of Doug performing a vertical climb followed by a tail slide.



Doug Roth's "Slide"

Then it was Harry Barr racing a 1967 quad cam Maserati while upside down in his Hyperbype. The car won on the first try.



Jessy Panzer

Jessy Panzer flew a dazzling aerobatic display and afterwards shook hands with the crowd. Jessy has a way of encouraging the young boys and girls to consider becoming a pilot just like her.

Harry Barr then performed an aerobatic routine with his beautiful P51 Mustang, Barbara Jean. And finally, Larry Bartlett parachutes back in for a great ending to a wonderful show.

Airport Managers Greg and Terri Whisler had the airport sparkling with its freshly-painted apron and finely-mowed grassy areas. A great way to start the fourth of July in Nebraska!

# Wings of Freedom Tour

The skies above eastern Nebraska were filled with sounds not routinely heard in at least 70 years. Three World War II-era aircraft of the Collings Foundation's Wings of Freedom Tour made their Nebraska stops in Grand Island, Lincoln and Omaha in mid July. Aircraft showcased were comprised of a B-17G Flying Fortress, B-24 Liberator, and a TP-51C.

There was a good crowd turn out in front of Silverhawk Aviation in Lincoln on the morning of 16 July. A mix of generations came out in admirable numbers to see, hear, touch, and in some instances, fly these incredible aircraft.

Notable amongst the crowd were the World War II veterans who had direct connections with the types of aircraft parked in front of them. Among these warriors was Max Wilson, his wife, and their friend,



B-17G on its take off roll

who served with the WAVES. Mr. Wilson served as a B-17 pilot with the 355th Bomb Squadron and flew his first combat mission over Berlin. He shared stories of leaving with his crew from Grand Island, NE to Glasgow Scotland, and through his time participating in missions consisting of up to 1,000 planes.

Jim Harley of Akron, OH is the chief pilot in charge of the Wings of Freedom detachment. Jim started flying at an early



Collings Foundation TP-51C

age and now spends his time among all aircraft on the tour. This is an amazing feat as he makes the daily transition from high speed, nimble fighter to the large heavy bombers (which are not equipped with counter rotating props). He described

the P-51 as an "honest airplane that is spooky easy to fly" when compared to other warbirds. The key, he insisted, is that a pilot treats it with respect and "flies the numbers."

For more information on other tour stops, and more aircraft, see the Collings Foundation website at [www.collingsfoundation.org](http://www.collingsfoundation.org).

## KLNK Gets a Hood Ornament

Lincoln Airport (KLNK) now has a very unique "gate guard" to call its own. The Nebraska Air National Guard has four impressive aircraft



Preparing for take off

from its past mounted on pedestals, however they are not typically visible to the general public. In this same tradition a unique twist is on display at the entrance to

the Lincoln Airport property at the intersection of West Adams Street and NW 12th Street. Duncan Aviation was the generous organization

responsible for this celebration of how most pilots began their flying dreams. Stop by and take a look!



In flight!

### "NE State Fly in" Continued From Page 1

Petersen's presentation on Preventing Accidents. Now it was time for the airshow activities. Leading off the event was a Killed-in-Action Gold Star Family Flag presented to three sisters who had lost a brother in WWII while piloting a P-38 aircraft. They were Anna Belle, Mary, and Margaret Macke. Jamon Harus won a ride in the P51 "Gunfighter" and then 65 motorcyclists from the American Legion Riders led off with a parade down the runway.



Jessy Panzer, "High Fivin"

Jessy Panzer began the aerobatics in her pink Pitts biplane and after a dazzling routine worked the crowd giving the front row a high five.

Harry Barr was up next flying his Hyperbiplane. Harry's trademark snap roll almost immediately after takeoff is impressive! A few rolls and hammerhead stalls and he was ready to take on a 1976 Chevy Monte Carlo which turns the 1/4 mile at 116 mph. The first race was in Harry's favor but on the second one, the Monte Carlo turned loose the nitrous oxide and beat the Hyperbiplane by several car lengths!



Harry Races Monte Carlo



Doug Roth and His Staudacher

Next was Doug Roth flying his Staudacher and performing a low-level aerobatic routine that was just outstanding! Doug never fails to impress with his excellent series of rolls, tumbles, hanging on the prop and dropping straight down, tail first.

We had all been waiting for the two warbirds to do their routine and as they came over the field in a tight formation it reminded us of the aircover being flown over Normandy during the D-Day invasion in WWII. The P-40 was flown by Congressman Sam Graves from Tarkio, MO, and the P-51 by Larry Lumpkin from Council Bluffs, IA.

NE Secretary of State John



P40 and P51 Formation



Carol and John Gale

Gale and his wife Carol attended the Saturday events and were delighted with the airshow.

There was just too much going on to include everything that took place but if you weren't there you missed a tremendous State Fly-in!

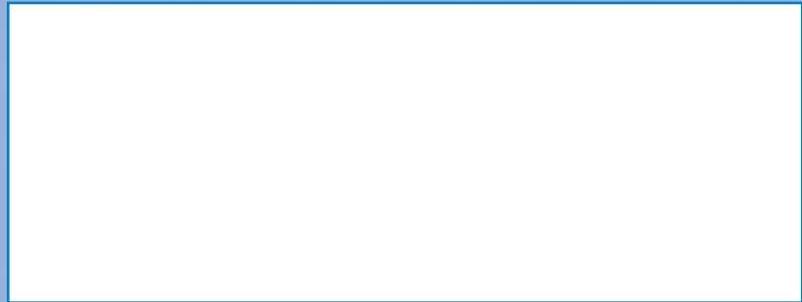
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## Events Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 8:00-10:00.

- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month, 8:00-10:00.

- **Seward Airport (SWT)**, Midwest Aerobatic Club regular meeting 3rd Saturday of the month at noon.

- **August 2 Red Cloud (7V7)** 21st annual Fly-in breakfast from 7-10am. Fly ins eat free. More info: Jim at 402-746-4132.

- **August 28-30 Seward (SWT)** NE Chapter Antique Airplane Association Annual Fly in. Noon meal Friday and evening supper. Saturday breakfast (biscuits/gravy/eggs) and noon lunch (burgers/chips). Saturday evening annual banquet/awards for fly-in. Sunday, informal gathering and departure. More info: Todd Harders 308-380-5079.

- **August 30 Genoa Municipal Airport (N7Y)** Annual airport breakfast 7:30-11:30. Pancakes & sausage with drinks served by the Genoa Lions Club and free to fly-ins. Drive-ins welcome. Sponsored by the Genoa Airport Authority. More information: Don 402-948-0067. Note: our runway is turf ( 11-29).

- **September 5 Council Bluffs (CBF)** Commemorative AF Fly-in breakfast 8-11am, PIC eats free, adults \$7, kids \$3.50, under three free. Military aircraft on display, museum will be open, Advanced Air selling introductory rides. More info: jeffhutcheson3@gmail.com or 402-981-4633.

- **September 19 Gothenburg Municipal Airport (GTE)** Fly-in breakfast 7:30 to 10:30am. Free for PIC. More info: Robert at 308-537-2384. GTE-Home of the finest turf runway in Nebraska.

- **September 19 Pawnee City (50K)** Annual Fly-in Breakfast, 7-11am. Flour drop contest at 10am. Classic cars and poker run. More info: Matthew Christen pcflyincowboy@hotmail.com.

Don Fitzwater served as the Beatrice Airport Manager 50 years and Chairman of the Airport Authority 15 years. With over 50 years of flight instruction, flying charters throughout the Midwest, and one of the founders of the Flying Conestogas (aviation booster club). Don passed away June 19, 2015 at the age of 83.



Donald B. Fitzwater

In 1993, Don was awarded the Nebraska and International Flying Farmers and Ranchers "Airport Operator the Year Award". He believed in efficient service, a neat and clean facility, and a friendly atmosphere at the Beatrice Municipal Airport, for which he received the first award given for "Nebraska Airport of the Year" Award. Don always stated, "The Beatrice Airport is the Front Door to Beatrice, Nebraska," making the airport what it is today. Don invented and patented the Evaring, a vegetation protector around runway lights.

Through the years, Don held all of the offices of the Nebraska Association of Airport Officials, and was inducted in the Nebraska Aviation Hall of Fame in 2001. Don leaves his wife of 60 years, Evalyn, and children Scott, Pamela, and Todd; three grandchildren, family, and a host of many friends.