

# PIREPS

## NEBRASKA

Good Life,  
Great  
Journey

NDOT Division of Aeronautics

### PIREPS

Aug. - Sept. 2017

Volume 68, Issue 4

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##### Commission

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Dorothy Anderson

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##### Editor

#### David Moll

Email: David.Moll@nebraska.gov

Telephone: 402-471-7951

#### Editorial Staff

Kandi Bremer	Associate
Robin Edwards	Associate
Deb Hernandez	Associate
Jan Keller	Associate
Dave Lehnert	Associate
Barry Scheinost	Associate

#### Aviation Education Coordinator

##### David Morris

Official Publication of the  
NDOT Division of Aeronautics,  
PO Box 82088 Lincoln, NE 68501  
Phone 402-471-2371  
or www.aero.nebraska.gov

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Circulation: 3320

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## 2017 NE State Fly-In/NE Airfest

By Jake Daniels

The Karl Stefan Memorial Airport in Norfolk hosted the 2017 Nebraska Airfest and State Fly-In on June 24th, with a bevy of aerobatic performances as well as 50 aircraft on display. In addition to the spectacle of high-g maneuvers and formation flights, attendees also got the chance to explore the American Flight Museum's AC-47 "Spooky" gunship from Topeka. Chris Amundson placed attendance around 2,750, a much higher one-day turnout than the last time the airshow was in Norfolk in 2012 which was divided into two days. Audience members and performers arrived Saturday to find clear skies, temperatures in the mid-70's, and high winds. While comfortable for those on the ground, some of the performers found themselves compensating for the gusty weather.

This year, the festivities started on Friday afternoon with paid backseat rides in "Gunfighter," a North American P51 Mustang, and tandem jumps with the Crete Skydiving Team at 10,000 feet. The "Spooky" gunship and other aircraft also arrived throughout Friday in anticipation of Saturday's crowd and the main event. The airshow was kicked off by a trio of skydivers who spiraled down above the crowd, with the last jumper to touch down trailing the colors while the national anthem was performed. The high winds caught one jumper off guard as he landed, pulling him back off his feet, but he recovered without injury. A P51 Mustang flew over the crowd, opening the aerobatics portion of the event with a strong show of American muscle.

A Hyperpipe was in the air next, with the bi-plane trailing smoke as it performed rolls and inverted passes of the crowd. The plane also raced a Nissan 370Z down the runway, flying upside down and simultaneously fighting the high winds. The race was followed up by the Red Star Fighters from Columbus, Nebraska. The three CJ-6 Nanchang trainer aircraft made multiple passes of the crowd in different flight formations. After the Red Star pilots, Doug Roth took his red, white and blue Staudacher up for a set of high-g maneuvers and aerobatics.

The day's winds stymied the next act. Longtime pilot and instructor Harry Barr attempted to land a custom Piper J-3 Cub on top of the "Midwest's Smallest Airport" – a modified Suburban. While the team made two passes at the landing, with the lightweight aircraft's wheels touching the vehicle each time, the performance was called off due to safety concerns. The remainder of the event showcased several historical aircraft. A B-25 Mitchell bomber from the Fagen Fighters WWII Museum in Minnesota made several passes over the field, and the "Gunfighter" Mustang held a mock dogfight with an A6M Zero replica before they both joined with the bomber for a formation flight.

Meret Howard, who said he's been to airshows "halfway around the country," called the performance great. The Meadow Grove resident also worked on vintage aircraft in years past. Younger audience members also enjoyed the event. Brandon Thomsen, an 8-year-old from Pierce, called the show "awesome" and his sister Sara, 11, admitted to a small scare during the airshow – the dogfight's simulated gunshots caught her off-guard and made her jump.

Chris Amundson said the event brought together many different facets of Nebraska aviation, and that he hoped it would help build a stronger community. A big part of the area's investment in aviation was apparent in the event's sponsors, including Silverhawk Aviation, who brought a team of people to the show as well as two aircraft. Having sponsors like this at the events is a good sign for Nebraska's future, according to Amundson.

"Nebraska has the potential to grow pockets of aviation industry," he said.



## “The Eclipse”

August 21 will be one of the most interesting days of the summer. A total solar eclipse will occur on that date from NW to SE Nebraska and many of our airports will have an excellent view of it. A CNN television crew will be at Beatrice Municipal Airport for the event and many aircraft are expected to be landing at our airports for viewing of the eclipse. Beatrice is considering closing runway 13/31 just so they will have enough concrete to park aircraft. Alliance is expecting 222 aircraft and they also are considering closing one of their runways in order to accommodate the volume of aircraft. Fairmont State Airfield is expecting a large number of viewers with an aircraft coming in with 20 people who will observe the eclipse. The NE Emergency Management Agency is meeting to determine what security measures may need to be taken with the large influx of people. Getting a hotel room along the eclipse route is almost impossible even as I write this. So what do you need to do to see the eclipse? First and foremost remember it is never safe to look at the sun without eye protection, when any part of the sun's disk is visible. Find solar viewing glasses for sale at your local store or favorite online retailer and be sure to wear them for the event. Next, go online and see exactly where the best viewing area for the eclipse is located near you. Then, be safe watch the traffic, and enjoy.



Director Ronnie Mitchell

## AVIATION ART CONTEST 2018 FLIGHT INTO THE FUTURE

by David Morris

Since 1986, the Department of Transportation/Aeronautics Division has sponsored an annual 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. There are three age categories of contestants: 6-9, 10-13 and 14-17 for boys and girls.

If you have dreamed of flying or built a paper airplane, you have walked in the footsteps of the men and women who created the world of aviation as we know it today. Aircraft designers from all over the world work together, planning and testing ideas on computers. As the designs take shape, engineers and manufacturers build with the latest composites and other materials to make them lighter and more versatile than ever before. Today, aerobatic planes race across the skies at over 400 mph, balloons have gone from floating above cities to floating over the world and those toy gliders have turned into drones of all shapes and sizes. What new innovations and ideas will shape aviation of the future?

It's time to tap into your own imagination, grab your favorite set of crayons, markers, pencils or paints and create a poster for this year's theme, "Flight into the Future". This is an opportunity for our youth to share their vision of what can happen when people work together and follow their dreams for flight.

Entries for the contest need to be submitted to the Department of Transportation/Aeronautics Division and postmarked by January 19, 2018. An awards ceremony will be held during April 2018, recognizing state, national and international winning students for their accomplishments. The winning art will be displayed for everyone to enjoy as well as numerous aircraft on static display and refreshments. More information and an entry brochure, contact David Morris e-mail [david.morris@nebraska.gov](mailto:david.morris@nebraska.gov) or call 402-471-2371.

## Takeoffs / Landings

by Lee Svoboda

Wow, takeoffs and landings have been the reason for most of my recent disapproval notices. For takeoffs it has been configuration, speed, and control. For landings it has been where we landed on the runway, at what speed, and in what configuration.

The normal takeoff has not been the problem. However, when we got to the soft and short field operations the problems started to show up.



Lee Svoboda

For soft and short field takeoffs there is normally a flap setting recommended by the manufacturer which is different than recommended for a normal takeoff. Whatever is in the POH is what must be used. Then we get to speed. Soft field takeoffs shall be a rolling go and once airborne, if an obstacle is simulated, the aircraft accelerates to  $V_x$  in ground effect and  $V_x$  shall be maintained until the simulated obstacle is cleared. Then go to  $V_y$ . If no obstacle is assumed, then  $V_y$  shall be obtained in ground effect before starting a climb. If flaps and gear are in play, they shall be retracted as recommended. Short field takeoffs shall be lined up as close to the end of the runway as possible without running a wheel off the end. Brakes shall be held to get maximum power than released and aircraft accelerates to recommended rotation speed, than  $V_x$  shall be established and maintained till the obstacle is cleared. If flaps and gear are in play, they shall be retracted as recommended. Now control on the runway is a major item, especially on a soft field takeoff when the nose wheel is lifted off early. Proper rudder control is mandatory if center line is to be maintained.

Landings have also caused me to get a few more gray hairs. All certification flights have touchdown criteria. The criteria are beyond and within a specified footage. In my case, I allow the applicant to tell me where they intend to touch down. That touchdown selection must be done no later than on the downwind leg, not on final. Personally, I determine if the applicant meets the criteria by using the center line stripes. If the center lines are painted in accordance with the current direction, the stripe is 120 feet long and the gap is 80 feet. So from the beginning of one stripe to the beginning of the next stripe is 200 feet. Easy to determine, 400 feet, 200 feet, and 100 feet. Well for the 100 feet, on the stripe will probably result in a satisfactory. As for speed, the manufacturer has developed the best speeds to be used in each type of landing operation. The ACS lists specific tolerances depending on certificate being sought. Those tolerances must be met, not "what the instructor said". And as for configuration, again the manufacturer has developed, through testing, the best configuration for each landing operation. Why would we want to deviate from their tested procedures?

Takeoffs and landings are sometimes referred to as the most critical and high risk operations in flying. If we expect to produce safe pilots and improve the safety record of GA, we cannot afford to inject our untested personal procedures. We must comply with the aircraft manufacturer's tested and proven speeds and configurations.

My hairs are few and mostly gray. Please help me maintain the few remaining black ones by sending me applicants that are trying to fly in accordance with the manufacturer's recommended procedures.

FLY SAFE



## The “P-Factor”

by Jerry Tobias

P-factor is the term for asymmetric propeller loading that occurs at high angles of attack. There is another “P-factor,” however, that is also important in aviation: the People-factor!

I have met many extraordinary people through aviation. Some of those meetings were just unexpected encounters with memorable individuals. Yes, I have met my share of celebrities. But, I have also met many special people whose names I don't now recall, such as hard-working line employees, notable airport van drivers, and Make-a-Wish Foundation kids whom the flight attendants would bring to our MD-80 cockpit on stopovers enroute to Disneyland. These were the real VIPs whom I always felt humbled to meet...and who always changed my day.

Many of my aviation-related encounters also eventually led to life-long friendships. Though now decades ago, for example, I still communicate regularly with colleagues from my Air Force days. And Dave, my roommate during my C-123 tour in Vietnam, will always be one of my best friends (you get pretty close to the guy who shares your “foxhole” during a hard and ugly war.) My airline days are also far behind me, but many of my former airline peers are still close friends. The same is true with some of my more recent corporate flight department coworkers. And I now have the privilege of getting to know new general aviation friends as I journey into Light Sport flying.

Camaraderie, acceptance and affinity seem to uniquely define the worldwide aviation community. I have had the privilege of meeting pilots and crew members all over the world, and have found that there is something very positive about how our mutual fascination allows us to forget our differences when we enter a cockpit, crew lounge or hangar, or as we collectively gasp, “Wow, look at that!” at an air show or a fly-in. Airplanes just seem to “bring out the kid” in all of us. And that's a good thing!

What's my point? Aviation and airplanes are a great “common denominator” that creates an opportunity for us to come together – even if just briefly – to pursue a shared interest. It wouldn't happen without the airplanes, of course. But, it is also much more meaningful because of the people.

Speaking of people, I hope you will plan to attend as many Nebraska fly-ins, airport open houses, air shows and other aviation activities as possible this summer. And, people (the “P-factor”) are certainly one reason these events are so enjoyable. But then, aren't Nebraska's people also why aviation in our state is so consistently safe, successful and fun?



Jerry Tobias

## Aviation Edsels

by David Moll

For the youth who don't know what the Edsel is, it was a car designed by Ford that was supposed to be everything American car buyers wanted. It was over-hyped, not the car Americans wanted and became a historic loss for Ford, not only in the \$350 million it lost on the campaign, but as the butt of many jokes. Now comes the same over-hyped changes to the third class medical certification with one of its advantages is it “saves pilots significant time and expense.” Those are the words of Jack Pelton in an EAA newsletter July 24, 2016. With all the expenses of aviation, is this really something to concentrate on? I just finished my second class medical at a cost of \$120 and it took all of 45 minutes at the doctor's office just as I have done for the last 40 years. In my sole opinion, you'll have to convince me a \$120 medical savings is worth all the time and effort put into this.



David Moll

Another Edsel is the FAA lawyers giving up on General Aviation for not protecting the full length of the Santa Monica runway. This abdication of the FAA to the demands of a very determined local government leaves questions in the minds of most pilots of which airport will be next. But then Mayor Daley bulldozed the Meigs runway in the middle of the night in total surprise after he made promises to keep it open. I'd have to imagine his thoughts were that in Chicago only he makes the rules and the FAA's sole job is to provide grant money for O'Hare's expansion.

President Trump says he supports the privatization of the ATC system. Because ATC is a monopoly it will be interesting to see how the government could divest itself, much less find a truly independent board for operational control or determine equality on how it is funded. NBAA, EAA and virtually every aviation organization has voiced support for modernization and against privatization because the possibility of too much airline control is a tremendous threat to general aviation. There are far too many questions to answer after Trump's announcement. For example, could the gas tax be replaced with User Fees or will both be assessed? If User Fees are the revenue tools, would they be applicable for the weekend warriors flying to York or Beatrice for pancakes or burgers? If that's the case I can just hear the new taxi clearance: you are cleared to runway 17 via taxiways Echo and Alpha provided you first read off your credit card number and expiration date. General aviation is barely surviving the \$5 to \$6 per gallon 100LL, and now we have \$400,000 single engine Cessna's partly because of product liability reserves. I really hope whatever changes are made to ATC is a success because this industry already has a lot of Edsels and we don't need another one.



## Rudder Skills

by Dan Petersen

In the last issue of PIREPS I touched on the proper use of rudder under normal operating conditions with a single engine propeller driven airplane. I would like to continue the rudder discussion with reference to using the rudder under non-normal situations, plus ways to practice to improve our skills.

If we improperly use the rudder by skidding or slipping the aircraft and then allow the wing to stall, we will likely find ourselves in a spin if not corrected immediately. This can be fatal if it occurs at a low altitude, such as turning from base to final. This usually happens when a pilot overshoots base to final turn because he hasn't accounted for a tailwind on the base leg. When the pilot turns to final he has to bank the aircraft more steeply to line up on the runway. He then lessens the bank angle to a more comfortable angle but misuses the rudder by applying more rudder to increase his rate of turn. This causes a skidding turn. If the pilot allows the aircraft to stall, the aircraft will spin in the direction of the skid. In a spin, it is vitally important to reduce the power to idle while simultaneously applying full opposite rudder from the rotation to stop the spin. In an upright spin, after the rotation has stopped apply positive forward elevator pressure to break the stall and then carefully pull out of the dive. It is very important to stop the rotation first with rudder before you reduce the angle of attack with the elevator. If you put forward elevator pressure first before stopping the rotation with the rudder, the rate of rotation will increase dramatically. It is best to not get into this situation in the first place by mastering proper coordination of the flight controls. If things aren't going well, go-around.

A great way to practice our rudder coordination is to pick two points, one to the left of the nose and one to the right. Make the points either 30 to 45 degrees off the nose of the aircraft. Then practice turns to both points. As you roll into the turn, apply enough rudder into the turn to correct for adverse yaw and observe the nose of your aircraft. Your nose should not move opposite of your turn. When you get to the next point, roll the wings to turn in the opposite direction and turn to the opposite point. The nose should stay put on the first point as you roll the wings the opposite direction. Do this several times back and forth to each point. At first, scan the ball to watch your coordination. Also, practice at different airspeeds and just above minimum maneuvering speed. You can also practice using different roll rates to observe how much aileron is deflected so that you can counteract the different amounts of adverse yaw with the rudder.

Commit to practice and with every flight commit to perfection and you'll become a pro with the rudder in no time.



Dan Petersen

## Flying to the Opera!

by Tom Winter

Tours of small-town Nebraska, via Cessna 150 and Origami Bicycle, have led to the discovery of many a historic treasure. One such adventure was memorable for both flying lesson and history lesson. One recent morning, I served the Boss breakfast in bed, then ran off to the airport. Decided that since I'd never been in David City, even though I'd landed at the DC airport many a time. I would do the airplane/bicycle tour of David City!

It was windier than the forecast. (Remember, when we die and go to heaven, we get to fly the forecast!) Oh-oh, crosswind! I decided, incorrectly, to land on 32. Too high! Full flaps. Still too high. Go around. (With carb heat still on and with all 40° of flaps hanging out! Oh, my! Note to self: put review of the go-around procedure on the pre-landing checklist!) Eased the flaps up, flew around the town and lined up for a better-planned base leg for 14. The crosswind still made for an interesting landing. I mean, it got my attention. Parked, chocked, pulled out the origami bike, aired up the tires to 55 psi, and pedaled away. Oops! Camera. Pedaled back and got the camera and biked into town.

Biked past some trees still down from the recent windstorm. And among the camera-worthy sights was a tall building with THORPE OPERA HOUSE 1889 still visible on the side. The first floor of the opera house building was the Chamber of Commerce.

I walked in and explained my mission to the receptionist: fly to small towns and tour them by bicycle. Now I've no idea whether it's Nebraska nice, or if it's that people take more notice when they realize you got there by airplane! A warm welcome! I asked what uses they had for the old opera house building. They directed me down the hall, where my questions were answered by Keith Marvin, City Planner. Would I like to see the opera house? Oh yes, please. Opera houses are on the second floor so the first floor can be used for a more dependable revenue. He warned me the stairs were quite steep. And they were! He gave me the tour upstairs, where I photographed a painting of the old proscenium arch: the huge floor space was still set up as if for dinner theater. He took me backstage, where I photographed the set that was still there from the last drama.

"We own the building next door, and the plan is to replace it with a new building with matched floor levels and put in an elevator. This will make it ADA accessible without tearing into this historic building for it." And later on: "We need all the help we can get."

And there was the beginning of a big new reason to fly. To cut to the chase, I'm now chasing down old Nebraska opera houses. Such history!

Next was Tecumseh, so I called the Docent at the Johnson County Museum there. She will call the owner of the Opera House to see if we can get in. Charged the camera battery, mapped out how to get from the airport to the museum, and so to bed.

Next morning:

I took off early to fly to Tecumseh where the airport is across the two-lane highway from the big prison. Hilly bike-ride with minimal shoulder. Girls playing softball at the park. Finally, the Johnson County Museum, where Sarah Williamson greeted me and introduced me to Densel Fankhauser, owner of the Opera House building at 123 N. 3rd. He's 91, was in the Army Air Corps, and stands up straighter than I can! The building still has a drug store on the first floor. Mr. Fankhauser, retired pharmacist, gave us the tour: upstairs, there had been water damage but the roof is currently waterproof. The audience area is full of old stuff from earlier times because whenever the ground floor drugstore needed to renovate, the old equipment got stored up in the Opera House. The next step is to remove it and auction it off. Sarah Williamson wants first dibs, for the Johnson County Museum! The stage curtain is still flexible, though it has been hanging untouched since Mr. Fankhauser bought the building in 1961.

continued on page 8 right column



Tom Winter



# BFF Family Fun Day

by Jess Banks

On June 3, over 30 aircraft descended on the airport at Scottsbluff creating a lot of fun for the sight seeing crowd who wanted to be up close to a real airplane.

One of the first people I met on the ramp was Tom Gribble,



Harry Barr and Tom Gribble

pictured here with Harry Barr from Lincoln who flew in his North American P51 Mustang, "Barbara Jean". Many of you will remember Tom as he was a long time writer for PIREPS having his own column for over 10 years.

Taxiing in about 8:15am was a KC135 refueling tanker from the Nebraska Air National Guard based in Lincoln. It was a very popular item as people almost immediately lined up to get a close up view of the inside of



KC-135R

the aircraft. With its four CFM turbofan engines each putting out 22,234 pounds of thrust it can achieve a speed of 610mph (Mach .93) at 30,000' and

has a service ceiling of 50,000'. Maximum gross weight at takeoff is 322,500 pounds and it can carry 31,275 gallons (203,288 pounds) of jet fuel for its use or to off load to other aircraft inflight. There are 406 KC135R aircraft in the Air Force inventory.

The ramp was pretty full with general aviation aircraft some of which were providing EAA Young Eagle first rides to an excited group of first time passengers in a light aircraft. Of note was a beautiful Beechcraft



Beechcraft T-34

T34 which

Dean Andersen had flown in from Greeley, CO.



Becky Avila

A helicopter air ambulance was also on the ramp and I had the opportunity to visit with UNMC Nursing school graduate Becky Avila who had been on the air ambulance job for three months and loved every minute of it. Many of the visitors enjoyed the fly-in breakfast and had a lot of fun seeing all the aircraft. This was a great event for Western

Nebraska Regional Airport and the community of Scottsbluff.

# Alma Terminal Dedication

On October 1972, the city of Alma wrote to the FAA requesting funding for a new airport site. Fifteen years later land was purchased for the new airport and in 1992, the airport was opened to the public with a turf runway. Since then there have been numerous improvements: hangars have been built, a fueling system installed and an apron for aircraft parking was constructed. Then in 2012, a federal grant was received to construct a concrete runway with completion during August, 2013. The end result was a 3,200' X 60' wide concrete runway with a turn around at each end, medium intensity runway lights and a rotating beacon. Quite an accomplishment for the town of Alma and certainly one to be proud of.

June 8, 2017, the city of Alma dedicated their new terminal building with a number of dignitaries on hand to talk about the



L to R: Mayor Hal Haeker, Emma Smolik, Lt. Gov. Foley and State Senator Dan Hughes

great progress Alma has made. Lt. Governor Foley spoke about the economic benefit to Alma and the surrounding area of having a great airport. The Harlan County Health System operates a modern 19-bed Critical Access Hospital in Alma which now has air ambulance access thanks to their modern, all-weather airport which also serves adjacent

counties in Nebraska and Kansas. Businesses and tourists can fly into and out of Alma creating even more economic opportunities. Mayor Hal Hacker, State Senator Dan Hughes, and Director Ronnie Mitchell all had kind words for the superb accomplishments of the city of Alma and the Airport Advisory Board in the making of this wonderful facility.

Anna Lannin, Aeronautics Planning and Programming Engineer, was instrumental in making this all happen. She coordinated with other Nebraska airports to transfer their federal Non-Primary Entitlement funds to Alma so these projects could be undertaken. Another of the Department engineers assisting Alma was Barry Scheinost and engineering firm Olsson Associates with onsite engineer Curt Christianson. And of course Airport Advisory Board member Ron Hawley who worked arduously to make it all happen.

American Legion Post 118 presented the colors with Harry Barr's P51 in the background while Emma Smolik (who MC'd the event) sang our National Anthem.



American Legion Post 118 Presents the Colors



## Central City Fly-in Bkfst

Central City Airport's fly-in breakfast and lunch traditionally takes place the first weekend in June and sometimes the weather just doesn't cooperate. One year fog came in and no airplanes could fly in but over 400 people drove in! Another year it was so cold you needed your winter coat to survive! Then one June was unbelievably "hot". It is Nebraska you know but this year on June 4, it was a perfect day for a fly in breakfast/lunch with over 400 in atten-



**Paul and Duayne Muhle at Breakfast. Their Planes Are a Pitts Special and a Christen Eagle II**

dance. Skies were blue and a light wind with pleasant temperatures. There were 35 aircraft which flew in for the breakfast including Paul and Duayne Muhle, Doug Roth and Harry Barr in his P51, "Barbara Jean". Additionally, there were three helicopters which included the NE State Patrol flown by Troopers Brian Petersen and Jeremy Strack.

The Lincoln Sport Parachute club was there to open the breakfast with a



**Parachutist Chris Hollard**

skydive at 8am with our flag flying from one of the jumpers and American Legion Lone Tree Post 6 standing at attention. I arrived late



**L to R: Brian Petersen and Jeremy Strack**



**Lincoln Sport Parachute Club L to R: Chris Hollard, Scott Dvorak, Lindsay Walton, pilot Merrill Mark and Ken Bader**

but did get to watch as they gracefully parachuted in shortly after 10am.

One of the best things about going to a fly-in breakfast is you get to meet some of the neatest people and this was certainly no exception. If you're in Central City and need some creative balloons go to Brandy's Balloon shop. If you need to visit with the Chamber of Commerce, look up Director Kiki Fasbender. Central City may not be the largest you'll ever visit but it has friendly people who will make you feel welcome. And of course at a fly-in you meet people who love aviation and apparently it's an illness there isn't any cure for except to get in an airplane and go have some fun. That's what it's all about, having fun and a great time.

## Columbus Fly-in Bkfst

June 4th was a great day for fly-in breakfasts/lunches and this was no exception. There were some great airplanes on the ramp which included a Staggerwing Beech D17S



**StaggerWing Beech D17S**

and a UC78 dubbed the "Bamboo Bomber" by the pilots who flew them. It was one of the aircraft featured in the popular television series "Sky King" of the early-to-mid 1950s. The aircraft was replaced in later episodes by UC78's successor, the all-metal Cessna 310. Both of these aircraft are owned by



**UC78 "Bamboo Bomber"**

Donna and Gene Overturf of Columbus.

Also on display was Kurt Muhle's restored 1954 Jeep with



**Kurt Muhle in Pale Yellow Shirt and a New .30 caliber Gunner at Work!**

a mounted .30 caliber machine gun which all the kids had a great time imagining they were shooting.

Meals were provided by the CAP and they did a superb job. Avcraft, the local pilots and CAP did a great job on this fly-in breakfast.

## New Pilot /Editor

If you noticed that PIREPS has a new Editor, that's because it also has a new pilot on staff. David Moll began his job as Sr. Aviation Specialist on July 7th. David is very familiar with Nebraska working for Duncan Aviation as a pilot in the late 1970's. He brings to the department qualifications of 11,000+ hours total time, CFI, CFII, MEI, ATP plus type ratings in the Learjet, Hawker, Falcon 10, Citations 500, 650 and 750, plus a Drone license. David and his wife Nancy (also a licensed pilot) have been very active in the Midwest Aerobatic Club activities and the Midwest Aerobatic Championships.



## June is GA Month

On June 7th a "General Aviation Appreciation Month" proclamation was signed by Governor Ricketts and presented by Lt. Gov. Foley to a group of aviation minded individuals in the Nebraska state capitol, Werner Chambers.

Governor Ricketts stated in the proclamation that "The state of Nebraska has a significant interest in the continued vitality of general aviation, aerospace, aircraft manufacturing, educational institutions, aviation organizations, community airports and airport operators. General aviation in Nebraska has an economic output of \$1.2 billion annually and supports 7,000 jobs".

Attending the ceremony were, right to left: Jon Large (head engineer, Lincoln Airport), Diane Bartels (representing the 99's, the Air Force Association and the NE Aviation Council), Will Zimdars



(Silverhawk Aviation), Lt. Gov. Foley, Jacki Newman (Silverhawk Aviation), Ronnie Mitchell (Director NDA), Larry Bartlett (Duncan Aviation and Lincoln Sport Parachute Club), Doug and Chris Roth (Duncan Aviation and Midwest Aerobatic Club), Harry Barr (Duncan Aviation and Midwest Aerobatic Club), Roger Zimmerman (Lincoln FAA FSDO), and David Morris (pilot NDA).

Here is the link to a YouTube video of the event, copy and paste to your browser: <http://www.youtube.com/watch?v=PROu0y-mgwo>

## Girl's State at Lincoln

June 8th, NDA Engineer Barry Scheinost and Engineering Technician Kandi Bremer (in costume as the "Air Bear") hosted



the contingent from the American Legion Auxiliary 2017 Girls State. Barry & Kandi met the girls at the state capital and whisked them away in a big red state van while listening to Beach Boys "Endless Summer". The Air Bear was waving at fellow travelers on the Lincoln streets & highways. Arriv-

ing at the Lincoln office, they were greeted by Deputy Director Andre Aman, who gave them an overview of the Department of Aeronautics mission and her duties as Deputy Director. Then we went around the office to see what others do to promote aviation in Nebraska.

"Continued on next column"

Girls State is an opportunity for future high school senior girls to learn & participate in state government. The American Legion Auxiliary provides this opportunity for girls from most cities, towns & villages in the state of Nebraska.

Participating this year were: Staff member/Junior Counselor: Corina Burkhart, Director: Peyton Alder, Deputy Director: Caitlynn Beddoe, Commissioners: Sarah Burwell, Breanna Fahrenholz, Erica Helms, Cassandra Peace, Hannah Schmeckpeper Pena, Shayna Lijewski and Chyenne Eden.

## July 4th at Seward

By Jake Daniels

As part of the daylong festivities in Nebraska's Fourth of July City, the Seward Municipal Airport hosted a midday airshow with several acts.

Greg Whisler, airport manager, estimated the free event brought in about 2,000 audience members, pulling from area residents and out-of-town guests who had arrived for the festivities. This was the airshow's 23rd year.

Following presentation of the colors, the show, which was resplendent with red, white and blue, started with the star-spangled entrance of skydiver Larry Bartlett trailing an American flag.

After Bartlett's landing, Harry Barr smoothly landed his custom Piper J-3 Cub atop a moving Suburban dubbed the "Midwest's Smallest Airport." Barr's last attempt at the landing during an airshow on June 24th was cancelled due to high winds. The two vehicles made a pass of the applauding crowd before speeding down the runway to set the lightweight aircraft back into the skies.

Michael Lents performed aerobatic maneuvers in his Extra 300L, followed by another appearance of Harry Barr, this time in his Hyperbipe. The bi-plane raced inverted against Doug Hoag on a Harley Davidson Night Rod Special.

Hoag compared the build-up to the race to the moments before a first date: "It's fun ... it's a nervous excitement."

The next two performances were both Staudacher aerial performances. The first was by Craig Gifford, a pilot out of Minneapolis, and the second by Nebraska's own Doug Roth. While they "spread some smoke around" the skies above Seward, Roth said his equipment peaked at 8.5 gravities positive during the show.

"It's so much fun," Roth said. "But it's not for everybody."

The show wrapped up with a flyover by a pair of CJ-6 trainers, and a few passes and rolls by Harry Barr once again, this time in his North American P-51. The show ended with a second skydiving performance by Larry Bartlett and the opportunity for the crowd to get up closer to the cooled down aircraft.

Between the applause and the crowd on the tarmac after the show, the show was well received.

"This reminds me of the airshows I used to go to, 30 to 40 years ago," said Fred Chrastil, a Lincoln resident. "It was absolutely top notch."

## PIREPS

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# Events Calendar

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

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

**-Cozad Airport (KCZD)** Last Saturday of April, May, June, July, August & Sept. Fly-in breakfast 8-10am. Pilot info seminars starting at 9am. Check out our Facebook page: Mid State Aviation. More info: [allison@mid-stateaviation.com](mailto:allison@mid-stateaviation.com) or 308-784-3868.

**-Aug. 19: Loup City (OF4)** Fly-in breakfast 7-10am; pancakes/waffles/sausages, PIC eats free. More Info: Larry Reiter 308-383-0352.

**-Aug. 26: Seward (SWT)** NE Chapter Antique Airplane Association Annual Fly in. Saturday breakfast and noon lunch. More info: Todd Harders 308-380-5079.

**-Aug. 27: Falls City (FNB)** Fly-in breakfast 8:00 to 11:00, then join in the festivities of the Cobblestone Festival. Call 402-245-3715 for more info.



Jennifer Hervert and daughter Adah (2 years old) enjoying the State Fly-in at Norfolk. Photo by Jake Daniels

### “Flying to the Opera” continued from page 4

His daughter’s Monarch bicycle and wagon are there backstage!

In between flights, I began a new Facebook page “Old Nebraska Opera Houses.” These treasures need the publicity! People can’t help in preserving them if they don’t know of their existence: A former student said, about the Tecumseh Opera House: “It’s my home town; I lived there 18 years, and I never knew it was there!” To see more of the Nebraska history of the late 1800s, check out the new Facebook page at <https://www.facebook.com/OperahouseNE/>.

## Save the Date

Tuesday, September 19, 2017

The University of Nebraska at Omaha Aviation Institute will be holding their Annual Aviation EXPO and Career Fair.

The goal of the Aviation EXPO and Career fair is to connect students with:

- Employment opportunities, full and part time
- Meet with our approved flight training providers
- Meet with Internship providers
- Learn about our different student organizations and opportunities
- Network with industry representatives

There is no cost to participate in the EXPO and it will be open to all students on campus but promoted specifically to aviation students.

Additional information on location and time will be sent out soon. If you have questions please contact Scott Vlasek at: [svlasek@unomaha.edu](mailto:svlasek@unomaha.edu) or 402-554-3785.