

# PIREPS

## NEBRASKA

Good Life,  
Great  
Destinations

DEPARTMENT OF AERONAUTICS

**PIREPS**  
**June - July 2017**

Volume 68, Issue 3\_\_

**Governor**

Pete Ricketts

**Director**

Ronnie Mitchell

**Aeronautics Commission  
Chair**

Michael Cook

**Commission  
Members**

Dorothy Anderson

Diana Smith

Dick Trail

Terri Wachter

**Editor**

**Jess Banks**

Email: ronnie.mitchell@nebraska.gov

Telephone: 402-471-2371

**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  
Nebraska Department of Aeronautics,  
PO Box 82088 Lincoln, NE 68501  
Phone 402-471-2371  
or www.aero.nebraska.gov

Passages appearing in quotation marks or otherwise credited to specific sources are presented as the viewpoints of the respective writers and do not necessarily reflect the opinion of the Nebraska Department of Aeronautics.

Permission is granted to use or reprint any material appearing in this issue.

When no byline is listed for an article, the editor is the author. Please give writing credit to the editor/author. Photos may have been digitally altered.

To get a free subscription to PIREPS call 402-471-7951 or email:

[aero.pireps@nebraska.gov](mailto:aero.pireps@nebraska.gov)

Circulation: 3320

*PIREPS is now available online & e-mail. You may sign up by simply providing your e-mail address to [aero.pireps@Nebraska.gov](mailto:aero.pireps@Nebraska.gov). Please indicate your preference: to receive only e-mail copy of PIREPS, or to receive both e-mail and paper copy.*

## 2017 Int'l Art Awards Program

by David Morris

The art contest theme this year was "Beyond the Clouds." We look up and see them stand stationary or speed across the sky. We see them reflect the bright colors of the sunrise or sunset. Above the clouds is a space known only to those who dare to break the bounds of earth. Some soar in hot air balloons, gliders, and hang gliders, floating across the sky with the clouds. Others fly in planes, as pilots or passengers, watching the clouds and earth race by below.

Host for the April 8th awards ceremony was the Nebraska Air National Guard at the Lincoln Airport. At the top of the program was Kandi Bremer from the Department of Aeronautics, along with her husband Cliff, who are members of a dog rescue group called "All Hounds On Deck." Accompanying them were two rescue puppies: Watson, a black and tan purebred Coonhound, and Storz, a tri-color Harrier. They had everyone's full attention as we learned interesting facts about the puppy rescue program.

A special guest, "Air Bear," helped pass out awards to the winners, along with Master of Ceremonies, David Morris. Third place winner in Category I, (Age 6-9), was Luigi Forgione, Lincoln. Isaac Pavlik of



**Kandi and Cliff with Watson and Storz**



**"Air Bear" and David Morris**

Verdigre, captured 2nd place, and 1st place was Joseph Timperley of Omaha.

Winning in Category II (Age 10-13) was Cole Copper-smith of Omaha, 3rd place; followed by Justin Hollister of Grand Island, 2nd place, and 1st was Madison Peterson of Gretna.

Category III (Age 14-17) winners were, 3rd place, Rachel Lange of Raymond; 2nd place, Anthony Zaner of Gretna; and 1st place, Felicity Ramsey of Waverly.

We are extremely pleased to congratulate the following individuals who deservedly won Honorable Mention: Kieran Bear, Wensi Cui, Olivia Cupp-Whiteman, Bailey Lauritsen, Lauren Gieselman, Sadie Maderak, Cody Vosler, Beth Wegner, Kathryn Wegner, Lucy Zabuodil, Ashlyn Alberti, Alex Buescher, Alyssa Frey, Austin Herr, Sofia Perez, Jakob Richey, D'Andray Rocha, Jackson Timperley, Olivia Villotta, Sydney Cook, Brandi Gansebom, Summer Key, Alyssa Hoyt, McKinley Matlock, Mikayla Shultz, Isaac White, and Claire Wilson.

The Department of Aeronautics wants to send a special "congratulations" to all the contestants. Their work was outstanding and made for tough decisions by the judging committee. To the parents, teachers and mentors, we wish to say a special "Thank You" for all the time, hard work, and support you have put into this program. And to our friends at the Nebraska Air National Guard, along with all our sponsors, we want again to send a special "Thank You So Very Much."

This year, cash awards of \$150 were given to first place winners, second place winners received \$100, and third place winners \$75, all of which was donated by the NE Aviation Council. The NE Aviation Trades Assoc. donated funding to pay for photo art postcards for 1st, 2nd, and 3rd categories, which is a tremendous benefit for the artists, parents and grandparents. See photos of the artwork on pages 6 & 7.



# It's All About Aviation

by Ronnie Mitchell

I really hope you read Jerry Tobias' article on page 3 about the student RV12 project. This could be one of the most important means of educating a new generation about the thrill of aviation. How often have you wanted to build your own aircraft? You could be a mentor or perhaps a donor, as there are seven kits needed to build an RV12. The first kit has been anonymously donated. Perhaps you and some friends could donate the next one?



Director Ronnie Mitchell

What's this I keep hearing about a pilot shortage? According to an Air Force magazine I recently read, the Air Force is now estimating a shortage of 700 pilots, and by 2022 if a fix isn't found, the overall shortage is expected to reach 1,000. Airlines continue a hiring surge that is predicted to continue through 2025. First year pay at a major airline is around \$70,000/year so airline flying is a major attraction to pilots with 1,500 hours and an ATP.

Where does the state of Nebraska stand with regards to the FAA Airport Improvement Program (AIP)? Congress continues to have a difficult time passing a full-year budget, with a continuing resolution followed by a budget bill being passed with a bit over four months left in the fiscal year. Several of our airport programs have been slowed due to grants not being issued in a timely manner. Programs needing a full-year budget are slowed by budget inaction, especially funding for the FAA, AIP program and NextGen.

NextGen requires you to have ADS-B Out installed in your aircraft by January 1, 2020, if you fly in controlled airspace. The deadline is only a short 30 months away. According to an article in Duncan Debrief, "The math doesn't favor general aviation operators who wait. Estimates put the number of aircraft that need modification in the many thousands." So what are you waiting for?

The FAA reported more than 770,000 unmanned aircraft systems have been registered in the US in approximately 15 months; with 100,000 in the past four months alone. Do you want to be a remote pilot with an sUAS rating? It seems rather easy to do if you are a part 61 certificated pilot with a current flight review. You would need to go online at [faasafety.gov](http://faasafety.gov) and take the initial training course, and after passing that, go to the FSDO and get your rating. Then every two years, you would need to do either a recurrent training course or a recurrent knowledge test. The best source of information would be FAA Advisory Circular 107-2, which outlines what you need to do to get the certificate.

As I write this, we're having a revenue shortfall in our state government due to lowered farm income caused by low commodity prices. Yes, Nebraska is an agricultural state, which feeds many people throughout the world; however, our farmers are efficient while the market dictates price based on supply and demand. We are fortunate to have productive farmers who feed us and the world.

## Airman Certification Standards (ACS)

by Lee Svoboda

The FAA replaced its familiar practical test standards (PTS) for the private certificate in the airplane category and the instrument airplane rating with ACS in June 2016.

According to the FAA, the "ACS improves the PTS by adding task-specific knowledge and risk management elements to each PTS Area of Operation and Task. By integrating knowledge and risk management requirements with skill tasks, the ACS offers a comprehensive presentation of the standards for what an applicant needs to know, consider, and do in order to pass both the knowledge and practical tests for a certificate or rating. This format helps everyone understand how knowledge, risk management, and skill work together for safe operation in the National Airspace System."



Lee Svoboda

From my perspective as an examiner, it appears the FAA seems to be communicating and cooperating as the new standards have been implemented. I also know it's too early to determine whether the ACS will make a difference and what that difference will be.

ACS has changed my ground portion of the practical test; I have to insure my oral testing includes the areas missed on the knowledge test. And instructors, in accordance with FAR 61.39 you must certify that your applicant has demonstrated satisfactory knowledge of the areas found deficient on the knowledge test. The flight portion of the practical test has changed very little, maybe a bit more scenario driven, but still the scenario must be interrupted for the required events/tasks. Most examiners are trying to develop and apply more scenario-based situations during both the ground and flight portions of the practical test. This effort gives us examiners a platform to evaluate the risk assessment and mitigation techniques of the applicant. We are trying to determine if the applicant can identify, organize, and mitigate the various risks that pilots may encounter. In my short time with an applicant I'm trying to apply objective measurements to subjective information. This can be and is a very tough job.

I've seen more scenario-based training, along with risk assessment, but not a whole lot. You instructors really play the main part in this ACS effort by the FAA. You and your student spend the most time together during training and you have the best opportunity to influence their risk identification and mitigation practices. ACS is here to stay as the Commercial Pilot ACS is coming out in June 2017, with other ACSs to follow.

Yes, we have improved on the horrible general aviation accident rates seen in the 1960s and 1970s, but we are still having accidents for the same reasons. We, who are involved in training and testing of future pilots, have the best opportunity to instill risk identification and mitigation culture in our students. ACS is a tool to help us. FLY SAFE AND TEACH SAFETY.



## Omaha Student RV-12 Project

by Jerry Tobias

Recently, I had the opportunity to attend the first work day of the Aviation Nation - Omaha Van's RV-12 building project at the Millard Airport. What an amazing group of mentors and students...and what a great concept!

Aviation Nation is a national organization that exists "to mentor students into well-rounded, creative, motivated and skilled young adults through the discipline of aircraft building." Working with students primarily from Omaha Burke High School's Air & Space



Jerry Tobias



Academy, this is really about building students, not airplanes. A completed RV-12 kit is just an exciting byproduct of the process.

The RV-12 kit was selected because all of the welding is completed at the factory and all rivet and bolt holes are pre-punched. This makes it an ideal kit for first-time builders. This is also why over 70 RV-12 kits have been delivered to other student teams.

Jim Beyer is Aviation Nation's passionate Chief Mentor. He has assigned the students to individual teams, which will meet on one of two different evenings each week. Students will also occasionally gather on Saturdays to work together as an entire group. Since an RV-12 typically takes around 800 man-hours to build, Jim's estimated completion time is 1½ to 2 years. Follow their weekly photo updates at <https://facebook.com/aviation.nation.omaha>.

The Omaha project's empennage kit (the first of seven kits) was funded by an anonymous donor, while funding for the remaining kits has yet to be determined. Sometimes an individual has funded all of the kits and then taken ownership of the airplane once it was finished. Corporate donors sometimes pay for the whole project. Jim's desire is to see the program perpetuate itself, so that the end of this project can facilitate the beginning of another project with another group of students...and then another group, etc.

If this purposeful, life-building program works this well in Omaha, why couldn't it work all across Nebraska? These projects just need leaders and mentors with commitment, perseverance and a passion to help students grow. Maybe someone like you?

## "Upset Again"

By David Moll

It's time to revisit the upset training discussion. I asked a couple of friends flying in the corporate world how much they are exposed to upset training during their annual simulator check rides.

First, I heard from a friend who flies a Gulfstream 650. His comment was the upset course offered for his airplane was "nearly \$10,000" and was meeting approval resistance. The only addition to the curriculum he has seen over the years is a deep stall at high altitude with the engines at idle and another recovery with power. The wake turbulence training he described was simply another version of the unusual attitudes that has been a part of pilot training for years.

The best upset training story was a near upset from wake turbulence going into LAX. The Chief Pilot decided to manage the problem with a solution, and recommended to the owner that his entire crew go to the Stallion 51 course in Kissimmee, Florida for upset training. Afterwards, he showed videos of his upset training to the boss and immediately got approval for annual upset training. Obviously this boss understood what safety looks like.

Aviation International News reported a Challenger 604 at 34,000 feet encountered possible wake turbulence from an Airbus 380 flying 1000 feet above it. The aircraft rolled several times, lost 10,000 ft and had accelerations beyond the certified flight envelope. The airplane was reportedly "written off" after it landed successfully and was inspected.

My point is this: Over the last several years we've seen all the alphabet aviation organizations (FAA, NBAA, EAA and so on) have great articles and seminars on upset training, but it is still up to each pilot, and each flight department, to make the decision to stop reading and get upside down. I really like the concept of Stallion 51 using an L-39 jet with a partial glass cockpit to teach IFR upset recovery, but I also believe the basics of being comfortable upside-down should come first. When that comfort level comes first, then relating proper recovery inputs based on your instruments is considerably easier without the distraction of feeling queasy. The International Aerobatics Club (IAC) has over 60 aerobatic schools that can do a great job in upset training and can be found at [IAC.org](http://IAC.org).

IAC tried for several years to have the EAA insurance group allow introductory aerobatic rides as a chapter activity with no success. While writing the first draft of this proposal I got a phone call from Paul Poberenzy supporting it 100% even though he told me that he had no more say in EAA activities. I had a feeling he knew my proposal would get absolutely nowhere with the folks at EAA, and it didn't. I wonder why?



David Moll



# Rudder Skills

by Dan Petersen

The rudder is probably the most misunderstood and misused flight control on the airplane. Misuse of the rudder has contributed to many accidents in the NTSB database with loss of control on landing accidents to loss of control in flight, such as a stall-spin accident. What purpose does the rudder serve? We all know the textbook answer about what the rudder controls.



Dan Petersen

It controls yaw around the vertical axis of the aircraft, but that doesn't explain the purpose of it.

Let's discuss normal operations in a single engine, propeller driven aircraft, with the propeller rotating clockwise from the pilot's perspective. The purpose of the rudder, under normal operations, is to correct for adverse yaw and to correct for left turning tendencies. The rudder is also used during crosswind landings and takeoffs to align the nose of the aircraft with the runway while we control drift with the ailerons.

Adverse yaw occurs when we move the ailerons to roll the aircraft. As we roll the aircraft, one aileron moves downward creating lift to raise the wing. One of the products of lift is drag causing the aircraft to yaw opposite of the turn. We use rudder to counteract this adverse yaw. Once we have established the desired bank angle we neutralize the ailerons or at least reduce the amount of aileron we need depending on the bank angle. Once the ailerons are neutralized we do not need the rudder for adverse yaw and thus can neutralize the rudder unless other factors such as left turning tendencies are involved. We use the rudder to roll into the turn and when we roll out of the turn.

The four left turning tendencies are torque, p-factor, spiraling slipstream, and gyroscopic precession; the Handbook of Aeronautical Knowledge describes each. Rudder is used to counteract left turning tendencies. When power is first applied on takeoff, torque is the first left turning tendency. Then as airspeed increases, the spiraling slipstream contacting the left side of the vertical stabilizer further causes the nose to yaw left. Upon aircraft rotation, p-factor causes the aircraft to want to turn yaw left. Gyroscopic precession is more of a factor in tailwheel aircraft, so when the pilot raises the tail on takeoff, gyroscopic precession causes it to yaw left and the pilot must counteract this with right rudder.

Watch someone's takeoff and climb out. If they're holding right wing low, they're not using enough right rudder to compensate for left turning tendencies and are using aileron instead. This is a sideslip and an inefficient way to climb the aircraft. So when should we use the rudder under normal operations? Whenever you move the ailerons or the throttle. Fly safe and wishing you tailwinds except on landing!

# "Young Eagles"

by Tom Winter

Cristi Higgins, Tom Trumble, and Harry Barr came together to make an aviation education event happen Friday, April 8, as 28 middle school children got a flight in small planes at the Seward Airport. Tom Trumble lined up the students, Harry Barr hosted the event at his SWT hangar, Cristi Higgins, EAA Young Eagles



Tom Winter

Coordinator, lined up the pilots and handled the EAA paperwork.

The pilots were John Berggren, Tom Dalton, Tom Trumble, Jerry Clinch, and Jerry Mulliken. Ground volunteers were Don Ostrander, Doug Volkmer, Tom Winter, John and Nataly Foreman, and Natalie Regan, teacher at St. John's School. The EAA has recently begun an "Eagles" program, aimed at getting not just youth, but grown-ups into aviation, and Tom Dalton started the day early, first thing, by giving the Foremans an Eagle flight!

An unexpected highlight was the visit of two aerobatic pilots who dropped in to use the SWT aerobatic box to practice. We took a break and admired the aerial art! Doug Roth explained all the maneuvers to the middle schoolers, almost like an MC, and then gave everyone a tour of his Staudacher aircraft. The students wanted in particular to know how fast, and how many Gs! Then Tom Trumble "emceed" the practice routine of Doug Roth. We all gathered round Harry Barr's Christen Eagle while he gave us the tour and fielded our questions.

When the Eagle and Staudacher were put away, our YE flights resumed, and with all those volunteer pilots, it was done quickly. An interesting sidelight was watching a Blackhawk helicopter practicing touch and goes, and fitting into the pattern with our pilots. The pilots gave it a wide berth!

The ground volunteers gave tours of the hangar, which held two Bonanzas, a Cub, and a Wag-Aero version of the Cub, built by Paul Muhle, not to mention the Merlin engine under glass, license-built during the war by the Packard Automobile Company in Detroit. It is surprising how big the Merlin V-12 is when you see it in the flesh.

And it wasn't all over when it was all over: The 28 middle school students pitched in to erase the traces of their visit, stacking the chairs, putting away the folding tables, sweeping the hangar floor and spot-cleaning it with spray cleaner and paper towels. They were an inspiration, giving us hope for the future.



## Connections

by Dick (Dusty) Trail

A wonderful part of aviation are the connections we make with other pilots across this country. To illustrate, I recently taught Taylor Wilson, a young man from Imperial, how to fly. He achieved his private license and then earned a tailwheel endorsement in my old 7AC Champ. During the same timeframe, I also finished his dad Doug, who got his private license. Part of that training was a wonderful adventure as we ferried a C-182 that he had purchased back home in North Carolina.



Dick Trail

This past winter the father-son team bought a nice 7EC Champ located at a fly-in community north of Chicago and rode the airline to O'Hare. I had called a friend, John Shockey, a long time B-52 IP, Lt. Col. retired Air Force. Then in a second career retired from United as a Captain. John now does general aviation and lives in Roscoe, IL., which is in the vicinity of the 7EC's airstrip. He drove to O'Hare to meet the Wilsons then squired them to their "new" aircraft's home. At my request, Shockey had earlier test-hopped the aircraft and informed the Wilsons of its quality.

Financials complete, Taylor, with dad as 'copilot', departed for home. After about 60 miles they landed at an adequate airfield to top off fuel and check their aircraft over. Shutting down at the gas pump, here came four locals who abruptly asked "What are you doing flying Denny Fitch's airplane?" Not hard to explain even though one of the airport gents had wanted to buy that very airplane.

Denny Fitch sound familiar? He was the UAL instructor riding in the back of the DC-10 Flight 232 that crashed in 1989 At Sioux City, IA. (Google it) Denny was riding as a non-revenue passenger and came forward to help Captain Al Haynes fly the crippled airliner. The center engine had exploded and carried away all three hydraulic systems with no operable flight controls. Denny Fitch was able to maneuver the aircraft using differential thrust from the wing mounted engines, and descend to the Sioux City Airport. Using crew resource management, the crew was credited with saving the lives of 185 of the 296 souls on board that day.

The same Denny Fitch had later owned and lovingly maintained the Wilson's 7EC. When Denny passed away, another pilot had purchased the beautiful old Champ but sold it to the Wilsons in favor of his subsequently acquired new Husky.

It took two days of flying in so-so weather for the Wilsons to bring their gem of a plane to KBIE. There Diana Smith, Beatrice Airport Manager, hangared it until Taylor finished his freshman year at UNL.

Pilots helping fellow pilots. It is what we do in the wonderful world of aviation.

## "Drone Operators"

By National Agricultural Aviation Association

Spring, summer and early fall are for many the happiest time of the year. It's the growing season, and farmers and those that assist them are working hard nationwide.

While we're all enjoying affordable and abundant food, fiber and biofuel, don't forget that our nation's agricultural aviators are flying to help farmers produce it. If you're going to fly a UAV this summer, please be responsible and do everything you can to avoid agricultural aircraft.

Agricultural aviators fly as low as 10 feet off the ground, meaning they share airspace with UAVs that are limited to flying no more than 400 feet above ground level. That's why the National Agricultural Aviation Association (NAAA) is asking UAV operators to do everything they can to avoid ag aircraft doing important, low-level work.

"While flying at speeds that can reach 140+ mph, agricultural aviators are unlikely to see UAVs," NAAA Executive Director Andrew Moore said. "That's why it's so important for UAV operators to protect agricultural aviators in any way they can."

In a test conducted by the Colorado Agricultural Aviation Association, manned and unmanned aircraft organizations, and the state of Colorado, no pilot operating a manned aircraft could continually, visually track a 28-inch-wide drone when flying at regular speeds. While they may be spotted for a second, UAVs are not continually visible to pilots, meaning it's up to the drone operator to avoid a collision.

In addition to lobbying Congress and the Federal Aviation Administration for UAV regulations that protect agricultural aviators and other low-flying manned aircraft, NAAA has enlisted its members and state association partners to help educate farmers, crop consultants, ag retailers and the public about safe and responsible UAV operations in rural areas.

NAAA recommends that UAV operators:

- Become certified and well-trained in operating a UAV.
- Contact local agricultural aviation operators before flying by consulting [tiny.cc/findaerialapplicator](http://tiny.cc/findaerialapplicator).
- Equip your UAV with a tracking device, such as ADS-B Out, to send a signal to ag aircraft with similar tracking technology.
- Equip UAVs with strobe lights.
- Give the right-of-way to a manned aircraft. It's the law.
- Land your UAV immediately if a low-flying aircraft is nearby.
- Carry UAV liability insurance.
- Review NAAA's UAV safety video at [agaviation.org/uavsafety](http://agaviation.org/uavsafety).

When certain birds hit an ag aircraft, they can break through the windshield and down the aircraft. They can be lethal. A UAV is made of more than feathers, hollow bones and sinew and has the potential to be even more deadly.

So, enjoy everything agriculture provides us this growing season, but please remember to operate UAV's safely so ag aviators can keep working and enjoy their growing season, too.



## Nontowered Case Studies: What Went Wrong?

by Jeann'e Willreth



Jeann'e Willreth

AOPA in conjunction with the FAAST Safety Team provided an excellent briefer for "Case Studies at Nontowered Airports" on April 10, at Bellevue West High School. Jeann'e Willreth was the presenter, and she did an outstanding job explaining six case studies of "what went wrong."

There are 490 towered and contract towered airports in the US but only three towered airports in Nebraska. That leaves 77 public use airports in NE that do not have a tower.

Jeann'e mentioned six things to know at non-towered airports.

**Knowledge:** pattern direction and altitude, common advisory frequencies to monitor, weather, special procedures and NOTAMS review. **Anticipation:** expect the unexpected. **Communication:** sometimes the other aircraft doesn't monitor or announce intentions; keep a look outside and don't believe everything you hear.

**Awareness:** a mental map of the airport and terrain. **Airman-ship:** is it a busy pattern, how to enter the pattern, maintain safety margins, do you need to do a short field landing? **Avoidance:** see and avoid, look for problems, select your priorities and stick with them. <https://www.faasafety.gov/>.

The first case study dealt with "Blind Spots". There was a back country pilot group annual fly-in where both aircraft were self announcing but neither pilot monitored the position of the other aircraft. A contributing factor was frequency congestion as 10 aircraft were also giving 20 position reports. The end result was a Piper Arrow landing over and on top of a Piper Tripacer.

Case study two dealt with "Climb Gradient". A pilot in a Cessna 172 was taking off with a forested area at 3,000MSL. Instead of determining terrain elevations, he chose to fly a left departure pattern direct to destination instead of a right departure pattern which would have allowed a climb to clear high terrain.

Case study three involved a Mooney and a Luscombe, which was using a hand held radio that hadn't been reliable on range. They landed on the same runway but headon. The Mooney attempted a go around but failed to maintain adequate airspeed and crashed.

Case study four involved an A36 Bonanza and a twin Comanche with a 600' overcast and 10-mile visibility. The twin Comanche saw the runway, circled and canceled IFR. The Bonanza was on an IFR takeoff roll when it collided with the landing Comanche.

Case study five involved a fire fighting Aero Commander which landed with a 15knot tailwind component, going off the end of the runway. He failed to compensate for the tailwind and failed to maintain directional control during landing.

Case study six was about wake turbulence near a Blackhawk helicopter. A Cirrus aircraft was landing when noticing the helicopter nearby. He decided to land past the Blackhawk, the left wing went down and he cartwheeled.

So be alert at any airport even if it has a tower.

## International Art Contest State Winners



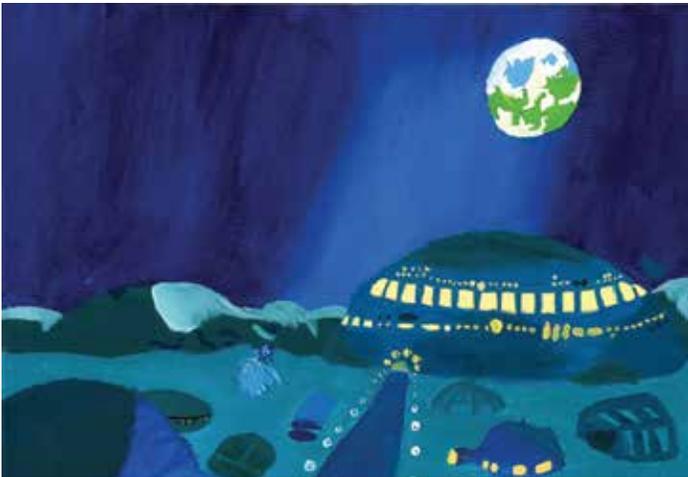
1st Place, Senior, Age 14-17  
Felicity Ramsey  
Raymond Central



2nd Place, Senior, Age 14-17  
Anthony Zaner  
Jeanette's Art Studio



3rd Place, Senior, Age 14-17  
Rachel Lange  
Raymond Central  
Jeanette's Art Studio



**1st Place, Intermediate, Age 10 - 13**  
**Madison Peterson**  
**Jeanette's Art Studio**



**1st Place, Junior, Age 6 - 9**  
**Joseph Timperley**  
**Debie Plog Art Studio**



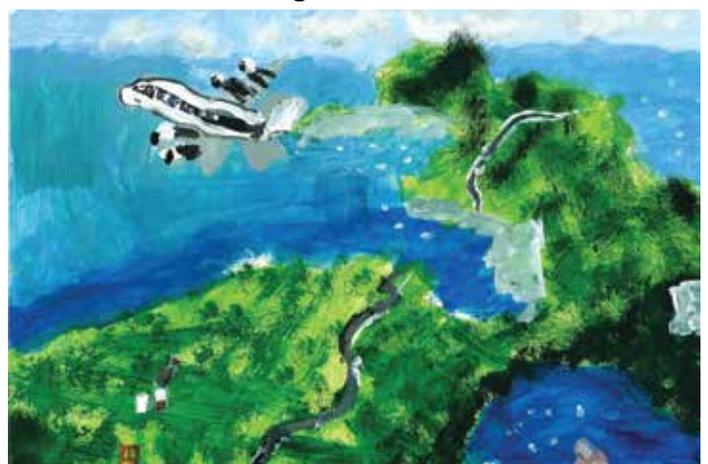
**2nd Place, Intermediate, Age 10 - 13**  
**Justin Hollister**  
**Knickrehm Elementary**



**2nd Place, Junior Age 6 - 9**  
**Isaac Pavlik**  
**Verdigre Public School**



**3rd Place, Intermediate, Age 10 - 13**  
**Cole Coppersmith**  
**Debie Plog Art Studio**



**3rd Place, Junior, Age 6-9**  
**Luigi Forgione**  
**Maxey Elementary**

## PIREPS

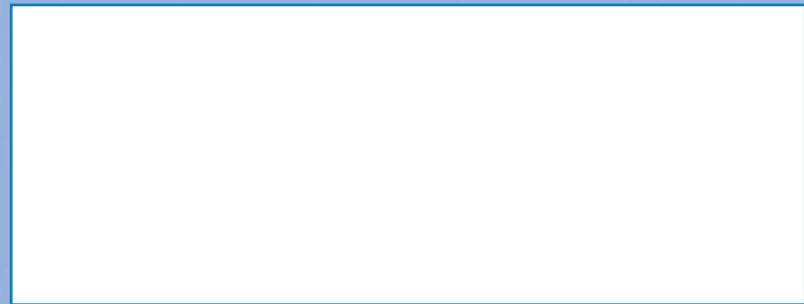
Department of Aeronautics  
PO Box 82088  
Lincoln, NE 68501

Address Service Requested

Member National Association  
of State Aviation Officials



PSRT STD  
US POSTAGE  
PAID  
PERMIT 293  
LINCOLN, NE



# Events Calendar

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

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

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

**June 3: Scottsbluff (KBFF)** EAA Chapter 608 Annual Fly-In and Airport Family Fun Day. Pancake breakfast 8-10am, lunch 10:30am-12pm. Young Eagle rides for youth 8-18. KC135, C130, P51, MedEvac Helicopter. More info: <http://eaa608.org>.

**June 4: Central City (07K)** 19th. Annual Fly-In breakfast and lunch, Sunday. Breakfast 7-11am by Knights of Columbus Council #10386, pilot and passenger eat free, courtesy of Ag. Services Inc. Lunch served from 11am-1:00pm proceeds to Girl Scouts. More info: Don 308-946-3450.

**June 4: Columbus (KOLU)** CAP Fly-In breakfast, 8-11am. Hotdog & hamburger lunch 11am-2:30pm. Military, Midwest Medical Flight Operations, antiques, general aviation aircraft displays. More info: Keith 402-564-7884 or 402-910-5247.

**June 10: Hastings (KHSI)** Hastings Airport Association Fly-In Breakfast 7-11am. PICs eat free! Come help us show our community that aviation is alive and well in Nebraska! More info: Russ Specht: [hey.russ@yahoo.com](mailto:hey.russ@yahoo.com), 402-462-0122, [www.flyhastings.com](http://www.flyhastings.com).

**June 22-25: Millard (KMLE)** EAA sponsored Ford Tri-motor rides at Millard Airport. More info: Tom Ostlund 402-681-2305.

**June 24: Norfolk (KOFK)** Norfolk Regional Airport will host the 25th Nebraska State Fly-In. EAA to host Fly-In breakfast, food and other vendors on field, various exhibits. Event includes an Airshow. More info: [airportofk@cableone.net](mailto:airportofk@cableone.net) or 402-841-5130 or 402-371-7210.

**June 24: Aurora (KAUH)** Auroran Days and Fly-In breakfast, pilots eat free, 8-10:30am. Proceeds to Optimist Club. More info: Jerry Brown 402-694-3633.

**June 24-25: Seward (KSWT)** Midwest Aerobatic Championship contest, practice and registration on the 23rd. More info: Lynn.Bowes@hotmail.com.

**June 25: Pender (OC4)** Pender airport Fly-In breakfast, 8am-12pm, PIC eats free. More info: John Miller 816-210-2081.

**July 4: Seward (KSWT)** Midwest Aerobatic Club Airshow 11am-1pm. Lunch available on grounds with lots of fun and aerobatic flying. More info: Greg Whisler 402-643-2226.

**July 7-9: Tarkio, MO (K57)** 14th Annual WingNuts Flying Circus Air Show and Fly-In. Friday the 7th, dusk aerial demonstrations by Aeroshell Aerobatic Team, Matt Younkin and Gary Rower followed by a celebration that evening with plenty of food, beverage and music. Sat. 8th, Aviation town hall meeting to discuss issues facing general aviation today. High quality 4000 x 100 feet grass strip available next to the concrete runway if desired. More info: [wingnutsflyingcircus.com](http://wingnutsflyingcircus.com) or Sam Graves 816-262-8500 or the airshow coordinator/airport manager, Brookes Hurst, at 816-244-6927.

**July 8-9: Wayne, (KLCG)** Sat. 7-9am coffee and rolls. Free transport to/from Omelet Feed 7:30-9am Main Street downtown and Chicken Show. Free Young Eagle Airplane rides—8:30am-2pm. Sunday, food served 9am-1pm, Fly-Ins eat free. Crowing Motors Car Show, 9am-1pm, Poker Run—1pm, sign in at airport @ 11:30am, more info: Mick 402-369-0610. Discovery flights available on Sat. if interested in flying lessons. More info: Nancy 402-375-1733 ([nancy@cityofwayne.org](http://nancy@cityofwayne.org)) or Becker Flying Service 402-375-1984. See: [chickenshow.com](http://chickenshow.com).

**July 29: Ainsworth (KANW)** Seventy-fifth anniversary Fly-In breakfast by Vicki, 8-10am. Fly-Ins eat free. Lunch by Lions Club, 11am-1pm, \$3-5/person. Classic car show, Harry Barr's P51, Lincoln Sport Parachute Club with tandem parachute jumps and a hot air balloon. More info: Lance 402-387-1491.

**July 30: Genoa (97Y)** Annual Fly-In breakfast, 7-11am, Fly-Ins eat free. Just a short flight from everywhere so come join the fun, runway 11-29, 2500' turf. More info: Don Pearson, 402-948-0067. Sponsor; Genoa Airport Authority.

**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 (biscuits/gravy/eggs) and noon lunch (burgers and chips). More info: Todd Harders 308-380-5079.

## NE Air Trails

The great state of Nebraska was featured in an AOPA blog. See (<https://blog.aopa.org/aopa/2016/07/11/the-nebraska-air-trail/>) or <http://airtrails.weebly.com/nebraska>