

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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The Drones Are Here!

It is estimated that over 2,000 drones or unmanned aerial systems (UAS) are used for agricultural purposes in the country of Japan. Some businesses in the U.S. want to use them for delivery of newspapers and pizzas. Real estate companies want to use drones to take neighborhood photos of homes for sale so prospective buyers can see an overhead view of their property and others that are nearby. Amazon wants to deliver packages using drones and Google hopes to someday use drones to broadcast the internet from the sky. Others want to drop medical supplies in remote regions of Africa. Police want to use them for finding the bad guys and farmers want the information they provide about where more fertilizer is needed or how the crops are doing. Amazon ships 15,000 of them each month to customers who think up new uses. Drones are currently monitoring our planet for climate change, wildfires, tornadoes and endangered wildlife. They are here and they're coming by the thousands. Drones aren't just changing the way we tell stories - they're changing the stories we tell.



Google Drone



Phantom FC 40 Quadcopter with GoPro Camera \$499

During September, 2015 the FAA will introduce rules to integrate UAS's that weigh 50 pounds or less into the National Airspace System (NAS). The FAA effectively bans almost all commercial use in the U.S., but that policy may change in the next few years. The FAA has stated that for the foreseeable future it will require pilots for drone flights, which would hurt the economics of delivery drones.

Drones need better navigation tools to avoid people, trees, power lines, birds, and other drones. And they need better batteries if they are to carry packages more than a



UDI U818A 2.4GHz 4 CH Ais Gyro RC Quadcopter with Camera RTF Mode 2

few miles. Drone-industry executives fear the U.S. is falling behind countries like Australia and Canada that already have more open regulations.

At present, drones or UAS are considered to be in the recreational category, fly no higher than 400 feet, are in line of sight control, and away from airports and populated areas. Additionally, right now they cannot fly for profit.



Phantom F4C Drone

Bring the profit motive into the equation and the issue becomes even more complicated. This is not intended to be an all-inclusive article but one to get you thinking about drones and the impact they will have on our society much as the internet has done. The truth is, we're witnessing a Kitty Hawk moment - the start of an era in which drones will change the world and the way we live in it. (Excerpts for this article taken from Popular Science, August 2014 issue.)



Fall is Here

By Ronnie Mitchell

Fall is officially here and I'm enjoying the change of temperature and the falling leaves, except when I have to rake and bag them. It's time for NU football games and approaching holidays and an end to the summer fly in breakfasts which have been a lot of fun.

Recently, I attended two conferences, the National Association of State Aviation Officials (NASAO) and the 4 States Airport Conference (NE, IA, MO and KS). Both had a great deal of information on what is taking place in the field of aviation: from a substitute fuel for 100LL, the FAA Airport Improvement Program (AIP) to Unmanned Aerial Systems (UAS) to name a few.



Ronnie Mitchell
Director, NE Dept. of
Aeronautics

The 100LL replacement program began Phase I this September. Four fuels have been submitted for testing from Shell, Swift Fuel and Total. Phase II testing begins Jan 2016 and in December 2018 the final fuels complete PAFI testing to support fleet wide approval. Fuel cost will probably stay about the same as 100LL today.

The AIP program was fully funded for FY14 but FY15 funding is still a bit of an unknown. The FAA AIP Continuing Resolution for funding ends December 2014 and we'll just have to wait and see where it goes.

Unmanned Aerial Systems are coming on strong as you may have read in the front page article of this issue of PIREPS. The Association for Unmanned Vehicle Systems International (AUVSI) has some startling information about what is taking place with UAS right now. It's an \$11.3 billion industry worldwide and projected to reach \$140 billion during the next 10 years. If you want to pull in a six-figure salary right out of school, you might want to start studying unmanned aircraft systems, more commonly and controversially known as drones.

New Pilots

PRIVATE

Gregory J Kjeldgaard – Fremont
Devin J Alt – Lincoln
Michael D Koch – Eustis

Brian J Degen – Grand Island
Douglas R Fiedler – Lincoln
Adam R Kropp – Omaha

COMMERCIAL

Mallory R Huntimer SE – OMA
Mark R Wunderlich SE – OMA

Jonathan E Fuller ME – OMA

INSTRUMENT

Carl B Bottolfson – Bellevue
Brian R Kenwood – Lincoln
Nathan R Agner – Papillion

Christopher D Weaver – Hallam
Frank E Dalphews III – Omaha

ATP

Mark A Bova – Papillion

FLIGHT INSTRUCTOR

Benjamin W Reher – Omaha

PTS !

by Lee Svoboda

Lately I have observed a couple of items listed in the Practical Test Standard (PTS) not being performed. One item should be performed after engine start and during taxi and the other item should be accomplished after shut down and exiting the airplane.



Lee Svoboda

Item one, a brake check. It is in the PTS under the task of taxi. It states that a brake check should be accomplished immediately after initial taxi roll. This does not mean that the check can be delayed until

on the taxi way or in the run up area. Immediately means letting the aircraft roll a few feet and then check the brakes right there. If the brakes work normally, continue the taxi. If they do not work normally, reach over and pull the red knob and shut the aircraft down. It is better to find out that you have a brake problem on the parking ramp than to come whistling into the run up area heading for a \$15 million jet and discover that the brakes are not working. Could ruin your whole day and part of the evening as well.

Item two, a post flight. Again this is in the PTS under the task of parking and securing. Now we are not looking to see the applicant accomplish a post flight check as extensive as a preflight, however, he/she should at least check to see that ALL the aircraft came back with them. I know I landed one day missing a piece of the aircraft that had been there before the flight. Another item might be tires. On that last short field landing when you heard that loud tire squeal, did you grind a tire tread to the cord? Or maybe you only made a flat spot, it was kind of thumping as you taxied in. Really, on a post flight, you are checking to see if there are any obvious problems with the aircraft that would render it unairworthy. Of course, if any malfunction occurred during the flight, those should have been noted and reported to maintenance for repair.

Now failure to accomplish either of these items COULD get an applicant an unsatisfactory on the practical test. WOULD not performing one these items get an applicant an unsatisfactory on a practical test? Why take the chance? It is a required item that could be the straw that breaks the examiner's back and gets the applicant an unsatisfactory. These are not high skill items, they are easy to do, and it makes the examiner happy.

Winter is coming. Now is the time to make sure that applicants are ready to discuss and demonstrate winter flying skills to avoid the hazards associated with cold and snowy weather.

FLY SAFE



Jessy Panzer – NOS Racing

by David Moll

So what is NOS? To the drag racer, NOS is Nitrous Oxide which gives the engine lots of extra horsepower. To the youth of our nation, NOS is a sports energy drink made by the Coca Cola Company. To the residents of the country of Portugal, NOS is a Portuguese media holding company whose main assets include a satellite, cable operator and ISP, a mobile phone operator, a movie distributor (ZON Lusomundo) and a virtual carrier of mobile phone services. To Lincoln resident Jessy Panzer, NOS is just another reason to go fly another airplane, in another country halfway around the world in July of this year.



David Moll

NOS Air Race Championship was the idea of Nuno Molarinho and Sergio Teixeira who wanted air racing in Portugal patterned after the Reno National Championship races. Since they had never organized such an event, they enlisted the help of Lee Behel the President of the Sport Class division at the Reno races, along with Rick Vandam who was instrumental in starting the Jet Class at Reno.

How did Jessy get involved with these folks? Behel and Vandam first asked Vicky Benzing to race since she is an accomplished Sport Class racer. Since her schedule was full, she recommended Jessy take her place because these two know each other from aerobatic competition, and a new partnership was formed.

NOS racing has two classes of aircraft: Vintage and Extreme.



Jessy and a Pitts S2B

The Vintage class has three different types of airplane racing. Russian built Yak 50 and Yak 52's plus one lone S-2B Pitts built in the United States that Jessy flew. The Extreme class pilots were all

flying different variations of the German built Extra 300 aircraft.

Cascais, Portugal was chosen as the race course located in the district of Lisbon, with about 35,400 inhabitants. It is located about 30 minutes from Lisbon, along the seafront on the famous Estoril Coast. Since the late nineteenth century, it is one of the most appreciated tourist destinations, thanks to its mild climate, beaches, landscapes, history and varied hotel and culinary menus.

The race course was actually set up as both slalom and an oval circuit as different events. The slalom was an exciting crowd

continued on Pg 5

Yogi

by Scott Stuart

Mrs. and I recently took a dandy trip to the west coast in our Bonanza. We got a nice ride to Buffalo, WY where we stopped for \$4.90 gas!!! Kalispell, MT was next, home of Glacier Nat'l Park. It was along this leg that I was reminded about mountain waves! Not ten minutes out of Buffalo, the plane began to slow, IAS declined from 137 to 112 as the plane pitched up to maintain altitude while in a wave. Shortly thereafter; IAS went up to 150 in an updraft, and then repeat as before! I suggest some training before you embark on such a trip.



The AOPA Air Safety Foundation has a great online course that would be of great value. A big part of mountain flying is just recognizing what is happening to your plane and thus being able to manage the situation. A normally aspirated airplane can stall in a moment, and a wave can come just that quickly! Sometimes our normally aspirated planes just can't handle moderate to severe waves, or departures from Laramie when the OAT is 88F!

#8...Yogi's number. It was Yogi who said: it ain't over 'til it's over. Well, we lost one here in Longville yesterday. A Cirrus SR22 lost directional control upon landing, ended up in the ditch and caught fire. Luckily, the pilot and passenger got out before the fire engulfed the plane. It was a new plane to the pilot, less than one year after flying several years in a Cherokee 180. Next time you have a chance, take a look at the wing of the Cherokee vs. the wing of the SR22. So, as Yogi said, "Stick with it!" Landing is not the end of the flight, but maintaining directional control and coming to a nice stop is! Yogi will be 90 in the spring; he must be onto something, his longevity says volumes. Fly right, fly safe, train regularly, and maybe you and I will live to see a healthy 90!

Gear down and locked???

Flying Conestoga Fun Day

It was held September 7th at the Fairbury Airport. Five pilots flew in the contest of a flour bomb drop, balloon bust, nerf ball drop and spot landing.

First place for the flour bomb drop was Nate Prellwitz at 5 feet from the target, with Don Osborne 2nd place at 9 feet. All three nerf ball drops were caught from Don Osborne's fly bys. Winner of the balloon bust was Don Osborne, breaking all three sets of 2 balloons. Spot landing was won by Jeff Engels coming in 1st place, at 1 foot from the line and Randy Prellwitz in 2nd place at 6 foot.



Kids and adults on the ground had a great time trying to catch the nerf balls. It was a beautiful day for flying!!



Chain of Errors

by Jerry Tobias

Aircraft accidents are seldom caused by just one error or event. Normally, a "chain" of incidents leads to the final catastrophe. The last leg of my Air Force T-38 student pilot dual cross-country was a "text book" example of a chain of errors, and nearly ended in disaster.

This nonstop flight was from San Diego back to Del Rio, Texas, which really stretched the range limits of the T-38. It was marginally possible, though, because of exceptionally strong tailwinds. So, our plan was to fly conservatively, check our fuel status approaching El Paso, Texas, and stop there if necessary to refuel.

However, as we taxied out for takeoff, the Tower controller asked, "Can you take it straight up for us?" The instructor pilot (IP) in the rear seat immediately keyed his mic and replied, "Of course we can!" So, after being cleared for an unrestricted climb, the IP made the takeoff, leveled off at about 15 feet, accelerated until well past the end of the runway, then pulled us up to nearly vertical (initially climbing around 25,000 feet per minute) until reaching FL310. It was a great show, but the full afterburner climb guzzled a lot of additional fuel. Subsequently, we were well below our planned fuel curve as we neared El Paso. But, the IP elected not to stop.

Then, as we approached Del Rio, the radar and visual traffic patterns were both saturated with Air Force T-37s. As a result, and since the IP would not declare an emergency (as our fuel status dictated), we were vectored around half of Texas before we got the airplane on the ground. Consequently, when we finally landed, we literally did not have enough fuel remaining for a go-around and second pattern. Any reason for not landing at that point would have cost an airplane!

You cannot always undo bad decisions, but you must consider each previous decision's impact upon your present status and, if necessary, take appropriate actions to correct or improve your situation. Our initial maximum performance climb was unwise, after which we absolutely should have stopped at El Paso to refuel. We also should have declared an emergency upon reaching Del Rio. Instead, my IP followed each bad decision with another bad decision. However, the one very good thing about this flight was that I learned a valuable, career-long lesson about error chains, noting that our failure to correct nearly forced us to eject!

Editors Note: Jerry is presently searching for a flyable Ercoupe which is not weight restricted. The last one would accept 2 170# people and TWO GALLONS OF USABLE FUEL !! So back to square one and his ninth Ercoupe candidate. Stay tuned for more information in the next few issues of PIREPS.



Jerry Tobias

Licensed to Teach

by Dick Trail

This year, 2014, marks 50 years of flight instruction given. I have learned that each student meets the challenge of conquering the concept of solving the three dimensions of motions of flight in different ways. On the day when my student becomes totally frustrated, can't find his ascent with either hand (we have all experienced those days!) in the debrief after the flight, I relate a story of years past.

The school that I attended attracted lecturers who were true pioneers of flight. One evening a gent named Igor Sikorsky came to speak of his

experience in developing the helicopter. The old white-haired gentleman, in his enchanting Russian accent, told of demonstrating his first successful two place machine to a long-time friend named Charles Lindbergh. Sikorsky's viable helicopter, the VS300, first flew in 1939. Sikorsky had called Lindbergh many times to come sample the joys of rotary wing flight but Lindbergh had always been too involved in other things to take the time. So, it was after WWII that he finally arrived at Stratford, Connecticut.

Instructor Sikorsky and student Lindbergh examined the machine at the pad on his estate. Sikorsky cranked it up, did the pre-takeoff checks and demonstrated a hover, transitioned to horizontal flight and then back to a hover to touch down. Then it was Lindbergh's turn. Typically Lindbergh could fly the machine in normal flight, but when it came to the hover, things went completely awry. The more he tried the more frustrated he became. Finally, Sikorsky took back the controls and landed the thing.

Lindbergh stayed the night in the guest villa on the Sikorsky estate. Shortly after the evening meal the subdued Lindbergh begged off and retired to his cottage.

The next morning they cranked up the only dual control helicopter in the world for lesson number two. Sikorsky never touched the controls. Lindbergh did the preflight, started the engine, performed all the pre-takeoff checks with nary a prompt from his mentor. Then student Lindbergh pulled the machine into a completely stable hover. From there they transitioned to forward flight. He flew it around for a short time, then came back to the pad and slowed again to a perfect hover. He then set the machine gently to earth and shut everything down. It was a perfect demonstration of how to fly a helicopter. Then I suggest that my aspiring aviator go home and go over in his mind the step by step what he/she sees during the maneuver and what control inputs are required to achieve the desired results just as Charles Lindbergh did to master the helicopter. Over the years, after relating this story, I have noted a glimmer of hope in the eyes of my frustrated student. Most times the next flight goes well. Problem solved and confidence returned.



Dick Trail



Pawnee City Fly-in

by 'peflyincowboy'

Pawnee City (50K) annual fly-in breakfast was held September 20. Despite the cloudy and rainy weather it was a success, serving one-hundred-fifty people. The breakfast is put on every year by the airport board members Brandon Willey, Jim Schultheiss, Tammy Stephens, Walker Miller, Joe Davis and airport manager Matthew Christen. The rainy weather brought about a lot of hangar flying, good fellowship, and a great breakfast of pancakes and sausage.

Despite the weather four aircraft flew in, including, and a special THANKS to the crew of Star Care from Crete with the Life-Net helicopter. Events at this years fly-in included a grandfather clock raffle,



Life Net Helicopter

classic car poker run and a flour bombing competition. The flour bombing was a crowd pleaser with three contestants consisting of Mark Novak (North American AT-6), Bruce Bernadt (Cessna 182 Skylane), and Brian Bernadt (Taylorcraft BC-12D). The winner

of the competition was Bruce Bernadt at a distance from the target of twenty-four feet.

Pawnee City Municipal is one of the few public airports that still has a well maintained turf main runway which is 3300

feet long by 125 feet wide. Recent additions to the airport are a paved ramp area with tie down tees, and Christen Aviation providing aircraft repair and inspection and 100LL fuel. Pawnee City welcomes visitors with a nice facility, friendly service, and a nostalgic turf runway.

1982 Piper Cheyenne IIXL for Sale

The NE Dept. of Aeronautics is selling its 1982 Piper Cheyenne IIXL. Aircraft bidding and specifications at www.aero.nebraska.gov.



gov. Starting bid for the aircraft is \$485,000. The aircraft is maintained under FAR Part 135. More info: David Morris (david.morris@nebraska.gov or 402-471-2371).

"Jessy Panzer - NOS Racing"

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pleaser leading up to the circuit course. Jessy said she was being very cautious during the circuit qualifying race, finishing last. Being in last place caused her to start the final race at the rear of the pack, but she pushed the power up and passed everybody except the leader, finishing in second place. Even finishing in second, she had the top speed at 175.33 mph, where the leader's top speed was only 172.20 mph. Being the leader also means you can pick your lines around the circuit making it harder for faster airplanes to pass you. Nevertheless, Jessy's second place in the first inaugural NOS race is one she can be extremely proud of.

The combination of Lee Behel and Rick Vandam providing the technical racing aspects, plus Nuno Molarinho and Sergio Teixeira providing their marketing expertise, resulted in an overwhelm-

ing success for this first annual NOS Air Race Championship. Jessy estimated there were 200,000 people standing on the oceans' shore-



L to R: Nuno Molarinho - Mike Major the President of the Reno Air Race Association - Patti Major - Lee Behel - Jessy Panzer - Rick Vandam - Bob Mills

line watching the race. I don't know where Jessy finds the time to have a job as a corporate pilot flying a Lear 45, because after she left Portugal, she flew a P-51 in an aerobatic contest at Spencer, Iowa, and finished off the year flying in the Reno Air Races. She was scheduled to fly a Glasair III, which in years past had qualified in the 289 mph range and had placed quite well in the Silver race. Engine problems in the Glasair were never resolved in time preventing that ride. She eventually found a Zlin 50Z aircraft to race, although knowing it was probably the slowest aircraft in the Sport category.



Winners -- L to R: Jessy Panzer 2nd place, Kenneth Tomsett 1st Place, Fernando Marinho Pereira 3rd place.

Undeterred, Jessy sees every opportunity in aviation as something she will excel at with more practice, and one last-place finish is just another learning experience.



Life as a Spray Pilot

By Alan J. Bartels, Assistant Editor of Nebraska Life Magazine

Nebraska's ocean of crops grows strong each year thanks in large part to those guardians from the sky, the agricultural pilots.

Hollywood created the image of the crazed crop duster diving from the clouds, but the men flying in this state's aerial application industry are skilled and professional pilots. One of the long-time leaders of Nebraska's agricultural flying industry is Rick Boardman, whose aerial spraying business is located in York County on a 50-acre



Rick Boardman and family

farm and private airstrip outside of Henderson, where he lives with his wife, Mary, and their two daughters, Andrea, 21, and Samantha, 19. Raised in Fullerton, Boardman celebrates two milestones this year: his 50th birthday and three decades in the aerial application industry.

Join us in the height of the spraying season as Boardman, in his own words, takes us along for the sky ride of an ag pilot. Spray season really takes off when July and August land. This is my 30th year of flying with Boardman Aerial Spraying, the company I've owned for 25 years, which was started by my dad, Larry, in 1980. I guess, for years I've realized that the more hectic things become, the more relaxed I am.

Amazingly, I feel way better in these super busy summer months than during my supposed winter hibernation. I get headaches all winter and am a bundle of nerves, but that all goes away in the summer when I'm ready to roll. The only thing that lasts longer than these 18-hour days is the smile on my face.

I've been around planes for most of my life, but I never dreamed I'd be flying for a living. I took lessons when I was 15, but I wasn't real serious about it. I bet I had over 100 hours of flying before I finally got around to getting my pilot's license. Shortly after I graduated high school in Superior, it suddenly dawned on me that I wasn't getting anywhere working at the gas station, and I better kick it in gear.

A couple years later I was flying for my dad, and then my younger brother and I bought the company from him in 1989. Bob was much happier as a pilot than worrying about the hassles of being a boss, so my brother sold his share to me in early 2007 and focused on the aerial spraying. Then, just a few months later, on May 19, Bob was gone. He was helping out a friend, spraying northwest of Yankton, South Dakota, and got caught

in a thunderstorm. He couldn't get out of it.

It's been tough. Bob was just three years younger than me and lived near us in Henderson with his wife, Sarah, and their 11-year-old twins, Brandon and Megan. The hardest part for me was calling my parents in Fullerton that night and telling them he was gone. I think about my brother all the time, and he's always close to my heart. I guess it was comforting to know that he had brought his family up with him for the trip, so Bob did get to enjoy some of his final hours with Sarah and their children. I do know he died doing what he loved.

When I'm up in the air, I feel Bob there with me. A few years ago, I know he was my guardian angel when I faced a crisis of my own. I was spraying crops in Minnesota for a friend. While 800 feet in the air, the connecting rod on the elevator that raises and lowers the tail broke. My control stick wasn't hooked in anymore, so I had no way to go up or down. But then I instantly went totally calm and I could feel Bob's presence with me. I somehow figured out how to fly the plane back to the airport by just using the throttle and trim lever to balance the nose and tail, but I had no control of the airplane when I hit the runway. I ruined a \$750,000 airplane because of a faulty \$50 part, but I came home with just a bruise on my leg.

I've come to the conclusion that our time is already chosen, so I choose to fly with the time I have. During the summer, I am up in the air by 6 in the morning, taking off with my four ag pilots, and we spray crops until darkness sets in. Although there are rare jobs when fields are 100 miles away, I usually can make 10 round trips and cover about 260 acres during one flight.



A spraying session takes my Thrush aircraft from an altitude of 500 feet down to 15 feet above the crops. Once the chemicals are applied, it's back home to Henderson for a quick pit

stop. I load up another batch into the tank behind the engine and hit the runway. We use insecticides, fungicides and the occasional weed-killing herbicides during the off-season. All the chemicals are mixed with a correct ratio of chemical to gallons of water.

For each of my flights I add a payload of about 4,500 pounds of chemical spray, and I'm also weighed down by the engine fuel. You go from an airplane that weighs 6,000 pounds to one that's carrying 12,000 pounds. They fly kind of sluggish when they're full, but when our planes lighten about half their loads, we can reach speeds of 160 mph.

The other pilots live with us throughout the summer months in a bunkhouse, and my wife, Mary, and our two daughters do all the

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Continued from Page 6

cooking for them. They'll have a lunch spread out for two hours, and when the guys land they'll grab something from the table and literally eat on the fly. Those guys spend maybe seven minutes on the ground, but for me, no fly-thru lunch break is needed. I have a stash of Mountain Dew, water bottles and maybe a granola bar. That's my fuel for the day.

We avoid flying when the winds are above 15 mph, but you're always working around obstacles up there. There are power lines that can be hard to see when the sun is going up or down. If you hit a power line, you might hardly notice the impact, but other times it



could put you into the ground. We have to be bird-watchers too. A flock flushed out of the crops might dent a wing, but the ducks are the scary ones, because they're so

heavy and dense. I hit a hawk one time, and that's also a heavy bird, especially when you're travelling 150 mph.

It feels like we fly by the seat of our pants at times while working the planes to their limit. It takes balance working the planes to their maximum while still flying safe. The safety of my pilots is what worries me the most. They're all good pilots, but I just want them to always be careful. I just want to make sure they come home.

We take this job very seriously, but humor is always a good navigator for a pilot. There are stories about guys flying when nature calls, so they'll land somewhere on a road to take care of business. And I'll never forget a heavier pilot we used to fly with. I'm 6-foot-1 and no lightweight, but there's plenty of room for me in our one-seaters. This guy was probably 6-foot-3 and had to have been 320 pounds. He would always shoehorn himself in the cockpit and away he would go. He hauled a full load all time. It was fun to see him in an airplane.

It's always fun for me to be in an airplane, even more so when I'm off the job. I've got a Baron twin engine airplane, and it's sure fun to fly to our vacation home in the Black Hills, which turns an eight-hour drive into a trip of less than two hours. Some evenings, there's nothing better than before the sun goes down to go out and fly around for 10 minutes. But the best time of all is when the heat is on for spray season. I can't wait for it to begin.



Fremont Fly-In

By Rob Markise

The Fremont Rotary Club hosted a Fly-in breakfast and airport open house on Sunday, August 24th. Approximately 20 aircraft were on display including local owners and transient traffic. The big surprise was the large turn-out of folks from the community that supported the event. The line for breakfast was moving fast, but it was consistently 50-75 people deep.

I was told over 1,000 plates of food, including pancakes, sausage, coffee and juice were served. The breakfast was all you can eat, so new plates were delivered to the table by the local Boy Scout Troop 104. The Boy Scouts also entertained the crowd by singing and having skits in front of the large audience.

The Civil Air Patrol had many cadets assisting aircraft to a parking spot. They were also there as a safety net to prevent injury from moving aircraft parts and the crowd. The cadets also had 2 aircraft on display for the public.



Packed hangar for breakfast



Joshua Markise sitting in RV-6A

Brian Fischer from Shelby flew his beautiful RV-6A to the event. He was generous to let interested ones to sit in it and offered advice to RV builders. The beautiful sun-filled day brought aviation enthusiasts and the local community together for another successful aviation-themed day.

Safety Seminar

By Yasmina Platt of AOPA

AOPA is conducting a free safety seminar addressing "Real World Weather" on Wednesday October 8th from 7:00pm till 9:00pm. The seminar will be conducted at Bellevue West High School, Main Cafeteria, 1501 Thurston Avenue, Bellevue, NE.

Weather is the single biggest variable in flying. It can turn a long-awaited vacation into a long wait at the FBO, a quick two-hour flight into a tedious four-hour slog, or a stress-free jaunt into a skill-testing ordeal. The variations are infinite, but for pilots it all boils down to two questions:

What's really going on out there, and what does it mean for me? The day-to-day challenge of answering those questions is the focus of our new seminar. We'll take a no-nonsense look at how you can get better, more complete weather information—and make better, more informed decisions as a result. We'll talk about: 1) The best weather resources, and when to use them; 2) Situations that tempt smart pilots to make dumb choices; 3) Weather-related accidents and the factors that led to them; and 4) Knowing what's safe and what isn't when things get "complicated"

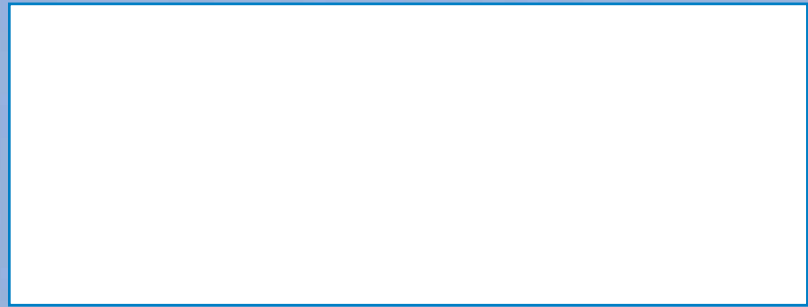
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Events Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 8:00am to 10:00am .
- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 8:00am to 10:00am.
- **October 8-** Bellevue, Safety Seminar provided by AOPA from 7:00pm to 9:00pm at Bellevue West High School. See page 7 for details and information.
- **October 18** Sidney (SNY) Fly-In breakfast 7am-noon. Free airplane rides ages 8–18 by EAA. Adults \$8, children under 12 \$4. PIC eats FREE. More info: 308-254-7448.

Aviation Art Contest 2015

By David Morris

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

Heads Up

By Dick Trail

Recently I came out of Lincoln flying a Cessna 182 westbound. Day VFR and using “Flight Following” as usual. Flying at 6500 Ft MSL around Grand Island the lady controller for Minneapolis Center alerted me to possibly conflicting traffic about ten miles at 12 o’clock. “No Joy!” A short time later she called “N182MK I strongly advise you to descend at least 500 feet” First time I have ever heard that instruction! Descend we did and then, voila, there at 12 o’clock high appeared a shiny aluminum skin colored V-tail Bonanza headed east at exactly our former altitude. Thankfully he was squawking 1200 with ALT selected but no contact with Center.

Great call by the controller! She likely saved my life. But come on guys. Hemispherical separation of altitude is the rule for a reason. It is a requirement, not just a recommendation.

2014 Airport of the Year

It is that time of the year to nominate your favorite airport for the Nebraska Airport of the Year.

There will be two airports awarded this year, Part 139 airports and General Aviation airports. Part 139 airports include: Alliance Municipal, Chadron Municipal, Grand Island Central Nebraska Regional, Kearney Regional, Lincoln Municipal, Omaha Eppley Airfield and Scottsbluff Western Nebraska Regional. The second category includes all other airports.

Remember, Albion and Grand Island airports will not be eligible this year, since they were awarded for 2013. Nomination forms can be found on NDA’s website: www.aero.nebraska.gov under the title “Airport of the Year form.” Return forms by January 7th, to the editor.