

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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Aviation Art Contest

By David Morris

Aviation has launched thousands of students from around the world on their own voyage of discovery and adventure. As another year flies by, the passion for aviation continues to sweep throughout our youth by way of the International Aviation Art contest. With no surprise, the 2005 Aviation Art contest brought out some superb imagination. The theme this year was "Create an Air Show Poster: More Than 100 Years of Human flight". As the artwork suggests, one will see what can be accomplished in the lifetime of a human being. This special edition of PIREPS highlights these very talented youngsters, their parents, teachers and mentors. See page 6 for the remainder of 1st, 2nd and 3rd place winning posters.

The Nebraska Air Guard is again hosting the awards ceremony on Saturday, April 16, at 1:30 p.m. when the esteemed, engraved trophies and honorable mention certificates will be presented. Brig. General Mark Musick will be the keynote speaker.

Representing Apple Academy Home School of Scottsbluff, and winning top honors in Category I (Age 6-9) is Kylie Carlson with her blue water painting of aircraft in flight creating the ever-so-popular smoke trails seen at air shows. Kylie also won 3rd place at the National Contest Feb. 10th and will go on to the International competition this summer. Natasha Bomberger of



Kylie Carlson, 1st Place State, 3rd Place National, Age 6-9

Wallace Public School took second place with her presentation of hot-air balloons, ascending up, up and away. Abigail Swanson of Lincoln captured third place with her rendition of military jets over Florida. In Category II (age 10-13), Yvonne Lin of Lux Middle School, Lincoln, earned first place with her version of the popular Blue Angels aircraft. Annika Wickizer of Wallace Public School captured second place with her unique "Aviation Is Creation" air show poster. Finishing up the category II group with a third place win was Collin McCann of the Debie Plog Art Studio, Omaha, with a poster including some very colorful balloons. Completing the art contest is the Category III (Age 14-17) winners. This year the Verdigre Public School made a clean-sweep by capturing the top three winning spots. Megan Hansen earned the coveted first place trophy with a very colorful poster indicating just how unlimited the imagination can be. The second place trophy has been seized by Cody Barta with his beautiful flames departing a jet engine. To complete the clean sweep is Ashley Vesely, with a colorful poster depicting a fighter jet as it ascends.

The Nebraska Department of Aeronautics congratulates all the contestants. Their work was outstanding and it made for some tough decisions by the judging committee. To the teachers, parents and mentors, "thank you" for all the time and hard work you put into the event. To our friends at the Air National Guard, the Ninety-Nines, the UNO Aviation Institute and all the private donors, "thanks so very much". Without their generous support, this program simply would not exist.

Director Comments

By Stuart MacTaggart

The FAA has advised us that our network of Automated Flight Service Stations (AFSS) will be restructured. The yearlong "Performance Study", mandated by the Office of Management and Budget, is complete and the contract has been awarded to the Lockheed Martin company. The purpose of the study, administered by FAA's Acquisition and Management System, was to find a solution which reduced costs and modernized the AFSS service. The scope of the study involved 58 sites and 2,500 employees. In the FAA's Central Region, this means consolidating the services of four facilities (Wichita, St. Louis, Fort Dodge and Columbus) leaving Columbia, MO to service all four areas. The contract calls for three hub facilities (Leesburg, VA; Fort Worth, TX; and Prescott, AZ) and 20 other AFSS sites throughout the continental US, Puerto Rico, and Hawaii. The projected 10 year cost savings is \$2.2 billion.

What does this mean to you and me when the consolidation begins in April 2006? The FAA has expressed confidence in Lockheed's ability to deliver high quality services and technical excellence and AOPA's President, Phil Boyer, has been quoted as endorsing the plan largely because of the contractual guarantees granted by Lockheed Martin. I, personally, will miss the dedicated voices of those that have supported me for years. I wish them well.



**Director, NE Dept. of
Aeronautics
Stuart MacTaggart**

GRI, commuting every week between Hastings and Kimball, via his Cessna T210. Ken sold Platte Valley Sales and Service in July 1996, and moved to Kimball to focus solely on the growth of GRI which in 1989 employed 75 people. Today, the company employs approximately 270 people at two facilities (Kimball and Gering) with annual revenue exceeding 13 million dollars. GRI, under Ken's leadership, has been awarded many honors, including: 1991 State of Nebraska Special Award from Gov. Ben Nelson for "exemplary and unique" employment practices and the 1997 Outstanding Nebraska Industry award. Ken also served as Delegate from the Third Congressional District for the first annual Small Business Summit in Washington, D.C., in 1998. In 2003, he was awarded the Eagle Award from First Tier Bank in Kimball for recognition of his service to the community.

Ken married his wife Bonnie, in January 1972. They are the parents of three children. Their daughter Stephanie lives in Kimball and is CFO of GRI. Their daughter Allison is a teacher and lives in Syracuse, NE with her husband, Drew, and their two children: Sage, 5 and Zach, 4. Their son, Schuyler, is a senior Political Science major at the University of Nebraska - Lincoln.

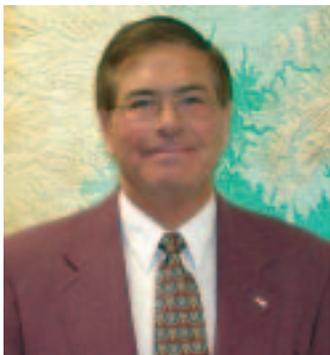
Risk has always held aviation in the highest regard. He earned his private pilot certificate in 1969, later adding multi-engine and instrument ratings. He earned his commercial pilot certificate in 1971 and flew FAR Part 135 charter operations for Nebraska Aviation in Columbus for three years. Over the past 36 years, he has flown nearly the entire line of Cessna and Piper singles, Beechcraft Bonanzas, and a range of Cessna twins, amassing over 7200 hours of flight time. Ken is also the corporate pilot for the company's Piper Malibu Mirage.

He was appointed to his first term on the Aeronautics Commission in 1999, and served as Commission Chairman from 2002 to 2003. He is an active member of the Republican Party and participates in most political campaigns. He also serves the community and the state through his work on the Kimball Airport Authority, activities with his church, and as a member of the Board of Directors of the Teammates Mentoring Program founded by Congressman Tom Osborne and his wife Nancy.

Meet The Commissioners

By Stephanie Risk

Aeronautics Commission member Ken Risk was born and educated in Omaha, NE. Ken served in the United States Navy during the Vietnam Conflict from 1969 to 1971. From 1973 to 1980, he followed his entrepreneurial drive, working various jobs which included a position with George Risk Industries, Inc. (GRI) in Kimball, NE. In January 1981, Ken founded Platte Valley Sales and Service, Inc. in Hastings, a retail/wholesale company dealing in residential and commercial lighting and various other home-related products. Following the death of his father George Risk, Ken assumed the duties of President and CEO of GRI. He strengthened the company against a rumored hostile takeover, mitigated pressing legal matters and directed the company toward increased sales.



Ken Risk

From 1989 to 1996, Ken managed both Platte Valley Sales and

Service, Inc. in Hastings, a retail/wholesale company dealing in residential and commercial lighting and various other home-related products.

Puzzled??

By Scott Stuart

Every Sunday Jane and I take a look see at the word puzzles in the USA section of the Lincoln paper. Some are "easy" to figure out, others not so. The "hard" ones generally are not hard at all once you know the answer, but, when viewing them "solo", it is all too easy to get into a mindset and not see the forest for the trees.

It is always good to have the gear



Scott Stuart

Continued on Page 7

Lose the Engine – Gain the Skill

By Bob Moser



Bob Moser

As pilots we've always heard, it's only a license to learn. Ain't it the truth!

I have to giggle at myself now for seeing a "BIG SHOT" in the pilot mirror after getting my Commercial-Multiengine ratings.

Those lowly Private SEL dudes should cringe with respect as I saunter through. What nonsense! I was about to learn that I didn't know how to "fly".

Reality set in when my love for history drew me to the nostalgic tail draggers. Hopping into a Piper Pacer I thought "How tough can this little thing be"? Well, it was tough, and after humbling myself by not really knowing how to flare, I started looking differently in the mirror. My instructor's airplane got roughed up, but she signed me off smiling, knowing valuable lessons had been learned. Today, I own a Cub to humiliate myself in private.

The disgrace continued by finding something even simpler to mess up ... gliders. Not much to learn here. Ten flights and a new ticket! Wrong again Mr Big! I heard things like ... "Ever learned about adverse yaw?" "Pitch controls airspeed, Bob!" "No go-arounds in this bird. Manage your energy!"

GEEZ!!! I was being humbled by a lousy glider! But oh, was I ever learning.

29th Air Race Classic Coming to Beatrice

The Air Race Classic (ARC) has established a Collegiate Challenge Trophy for the high placing college or university team which competes in the ARC each year.



Heidi Wullschleger and Bobbie Harders

This year you have an opportunity to either sponsor or make a contribution to University of NE at Kearney aviation students, Heidi Wullschleger and Bobbie Harders. Heidi has a private license and instrument rating. Bobbie has a commercial license and instrument rating. They will be making an ARC stop in Beatrice, NE, on June 21 or 22.

To be a sponsor or make a donation to help defray their expenses, contact Terry Gibbs, Director, Airway Science Program at U of NE at Kearney, gibbst@unk.edu or 308-865-8309.

Check Airman's Corner

By Lee Svoboda

I cannot believe practical test applicants are still showing up for a test with outdated charts and information documents! I have seen sectional charts with lines drawn all over them, torn due to use, and so old that the chart is starting to turn yellow. With lines running in all directions on the sectional chart, it is tough to determine which flight path we will be following on the test flight. Also, have you ever tried to draw a line over a torn area? And concerning currency, a pilot cannot afford to operate with an outdated sectional chart. The landscape is changing daily with new obstacles appearing every time the sectional is updated.



Lee Svoboda

Concerning FARs and the AIM. Again, I have had applicants show up this year carrying a FAR/AIM book with a big 2003 on the outside cover. WOW, have there been changes in the FARs and the AIM since 2003?? You bet there have, a lot of important changes that each and every pilot must know and understand.

Concerning airport information. I know there are several commercially available airport directories, including AOPA and the Nebraska Airport Directory. However, how current are these documents? Are they kept current over the one or two years between updates? In most cases, the answer to that question is NO! However, a document like the FAA's Airport/Facility Directory is updated every eight weeks. A much more current document!

In addition to all the above reasons for an applicant to have current charts and information documents, there is 100% probability that if an applicant shows up with outdated ones; he/she will not pass the practical test!

The quilt raffle for "*Flying Trip Around the World*" is a fundraising project for the Nebraska 99s, a charitable organization whose members are women student pilots or pilots. Raffle tickets are available for this double-sized quilt from any Nebraska 99 or you may contact Susan Biba at 402-759-3010 (or sbiba@msn.com) for information or ticket purchases. Tickets are \$1 each or six for \$5. The winning ticket will be drawn on May 1, 2005. The winner will be notified by phone or mail and does not need to be present to win.



"Flying Trip Around the World Quilt"

“Oops!”

By Thomas Gribble

It has been more than six weeks since I last flew, so Monday I spent some time doing airwork: steep turns, stalls, turns about a point, etc, before returning to the field for some stop and goes. Mine's a taildragger, so touch and goes don't count for currency.

The ancient handheld radio which came with my otherwise NORDO (NO RaDiO) Champ is quite limited in range even when the battery is freshly charged, and now it has been sitting on the shelf since returning from the Antique Aircraft Association fly-in at Minden in August. Knowing it would be a futile effort using it today, I have left it home.

I'm heading towards Heilig Field from the southeast. The dust rising vertically over the disc being pulled by the big green and yellow John Deere a mile and a half northeast of the airport tells me the wind is calm. The smokestack at the sugar plant about three miles west of the threshold seems to indicate runway 30 should be the choice. This is generally considered to be the calm wind runway.

After entering what I intend to be an upwind leg for runway 30, I see a Beech 1900 taxiing toward runway 12. With that, I change my upwind runway 30 to a downwind runway 12, and extend so as to allow the airliner to depart.

While making the stop and go on runway 12, I noticed the main wind sock aligned with runway 23. So, on departure I turn onto a left downwind to that runway. Turns out to be a bad choice. It is late afternoon, and the sun is also aligned with that runway. Squinting into that blazing fireball, I make a bounce and a stop and a go. So much for Aeronca's no bounce landing gear.

On the go, I'm still shielding my eyes from the glowing orb and approaching the intersection of runway 12/30 at a couple hundred feet AGL. For the first time I now see a Pilatus PC-12. After landing on runway 12, it is coming out from under my Aeronca's nose while on its roll out.

Oops! My fault! I should have seen that River Running airliner when it was on final to runway 12! I make the next one a full stop, taxi to the hangar, push the Air Knocker inside, and hurry over to the terminal. I want to apologize to the crew. Too late. They've already left. I leave my name and number with the gal at the counter and ask her to have one of the crewmembers give me a call at home.

An hour or so later the phone rings. I'm sure it's one of the Westward Airways pilots. I answer, "Hello?" A voice returns with, "Is this Tom Gribble?" "Yes," I reply. "This is the guy who got a good look at the belly of your airplane," the voice says. Mustering all my



Thomas Gribble

usual brilliance, I come back with the snappy response, "Say again?" Obviously, the Captain is of quicker wit than I.

In spite of this rare conflict, I love the freedom of NORDO flying. Given my background, this is probably a paradoxical puzzlement. My five years in the military were mostly in air traffic control. Upon returning to civilian life, I went to work in the same capacity for what was then the Civil Aeronautics Administration (CAA). By the time I started flying, I had ten years experience using two-way radio to communicate with airplanes.

Fortunately, my main mentor was a Cessna 120, with no electrical system. Handhelds weren't available then, either. After my two years with the 120, the FBO replaced it with a pair of 150s. (Does it take two electrified tricycles to replace one simple taildragger?) That was not the end of NORDO flying for me, of course. I have enjoyed that great pleasure many hours since then.

The first was getting a Seaplane rating in a PA18-90 with no electrical system. The engine is started while standing on the right hand float and giving the prop a spin from behind. On floats, you don't need a radio to find out from which direction the wind is blowing. Weathercocking will do that for you. Other Cubs, Cessnas, and even an Ercoupe have also given me delightful NORDO flying. While a controller in the Cheyenne tower, I flew a **NORDO** Aeronca 7BCM Champion based there. Actually, it had an old high electrical draw radio and a heavy lead-acid battery installed. The receiver by itself would last for hours, but even with a fresh full charge, the battery was good for only three transmissions. If I required more than taxi, take off, and landing clearances, it was back to looking for lights from the tower. A dead battery always pleased me.

The greatest satisfaction of NORDO flying comes with long range navigation, "long range" being a relative term. At 80 knots, 400 miles can be a mighty distance. The seven hours spent bringing my Champ home from north central Montana, using only Sectional Charts, plotter, whiz wheel, clock, and compass, put a smile on my face at every check point.

A couple dozen years ago, two of us ferried a pair of Cessna 305s from Wyoming to Alabama. The Bird Dogs still had their electrical and vacuum systems, including gyros, but the radios had been removed. On one leg, a low overcast, with murky visibility beneath, spread across a hundred miles or so of our route. We dead reckoned over the top. Upon reaching the other side our L-19s were within two miles of the course and right on time. Dead reckoning really does work.

While nav legs are satisfying, true peaceful aeronautical serenity is realized in flying gliders -with no hand held radios. That realization came to me at 3,000 AGL over south central Arizona when I heard an airplane engine, loud and clear. Looking up, I saw a Bonanza, about 1,500 feet above me, headed toward Phoenix. Once that noise faded, only the slight swish of air passing the canopy broke the complete silence. This is flying at its most gratifying best.

If you have not yet experienced the joy of NORDO flying, I would urge you to fly it soon. You'll not be disappointed.

Nebraska Aviation Trades Assoc Convention



Aerial Applicator in Action

The 57th NE Aviation Trades Assoc (NATA) Convention and Agricultural Aviation Exposition took place Feb 21-23 at the Grand Island Midtown Holiday Inn.

Over 200 members attended with 29 exhibitors displaying

their wares for all to view and hopefully (on the vendors part) to purchase the latest and greatest in a very competitive business.

The event began on Monday the 21st with a Board of Directors meeting followed by the first presenter, Sam Thompson of Tulsa Aircraft Engines. Tulsa Aircraft Engines, in conjunction with the University of South Dakota, is developing an STC for Pratt & Whitney R-985 radial engines which will allow them to burn an ethonal blended fuel using fuel injection and electronic ignition. That afternoon, registration continued with an evening dinner.

Tuesday's activities started with a PAASS (Professional Aerial Applicator Support System) recertification session with topics ranging from Spray Drift Reduction, Agricultural Aviation's Airfield Watch Program, to Human Factors in Agricultural Aviation. The luncheon was a great meal and an awards presentation.

Troy Thomas was awarded NATA's most distinguished award as Airman of the Year for 2004. Troy graduated from Doane College with a degree in business management and was selected Doane's Most Valuable Football Player in 1989. He completed his private, commercial and instructor's ratings in Lincoln and in 1998 became owner of Shickley Air Service in Shickley, NE. He has been a Board member and Past President of NATA and is active in the National Agricultural Aviation Assoc. Presenting the award is last year's award recipient, Jeff Steggs of Imperial, NE.



L to R: Troy Thomas and Jeff Steggs

PAASS Recertification continued into Tuesday afternoon with Spray Drift Reduction being the main topic. Aerial Applicators are dealing with droplet sizes ranging from 250-400 microns (100 microns is about the diameter of a human hair) which are affected dramatically by wind, temperature inversions, humidity and a variety of other considerations. Nozzle spray patterns can be determined by a variety of factors which include the inside diameter of the nozzle as well as where it is positioned on the aircraft.

A fine meal was provided Tuesday evening and all guests were well entertained by the "AVI8ORS", a five person vocal ensemble who performed WWII USO show style tunes in period uniforms. An interesting sidenote is that the tenor singer (Bob Moser) also writes articles for PIREPS and is a flight instructor at Offutt, AFB near Omaha.



The Avi8ors

Wednesday was the last and final day of the Convention but was also the best. Dr.



Dr. Larry Schulze and His Duct Tape

Larry Schulze of the Univ. of NE, a pesticide education specialist, combined his presentation with humorous analogies concerning "duct tape" and its "possible" applications to pesticides. Other presentations were by Keith Jarvi, UNL Extension Service; Jennifer Chaky, UNL Dept. of Plant Pathology and Tim Creger, NE Dept. of Agriculture.

During the event, tickets were sold for a beautiful model of the Gee Bee Racer and it was won by Steve Maurer, manager of Bosselman Energy. Over \$1400 was made in ticket sales and that money is presented to the Women's NATA. In



Gee Bee R-1 Racer

the hands of Jimmy Doolittle, the R-1 won the 1932 Thompson Trophy race. It was designed and built around a Pratt & Whitney R-1340 nine-cylinder, supercharged engine producing 800 hp.

A special thanks goes to Judy McDowell, Executive Secretary, Bob Boardman, President and Dahl Jungren, Vice President of NATA, and all the other officers for the planning and preparation that go into this type of activity.

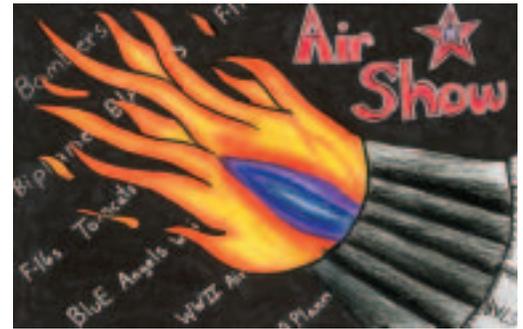


L to R: Judy McDowell, Bob Boardman and Dahl "Ace" Jungren

Aviation Art Contest Winning Posters



Megan Hansen - First Place Age 14-17



Cody Barta, 2nd Place, Age 14-17



Ashley Vesely, 3rd Place, Age 14-17



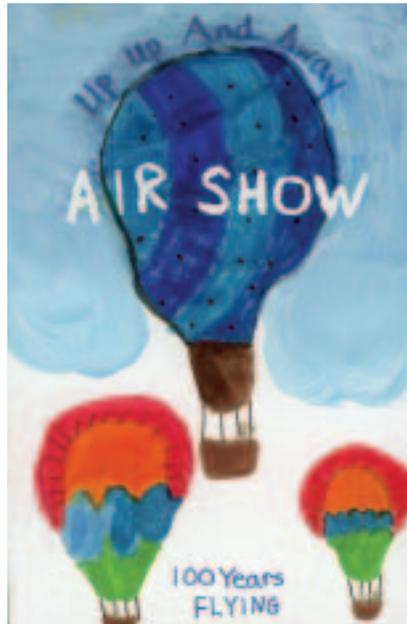
Annika Wickizer, 2nd Place, Age 10-13



Collin McCann, 3rd Place, Age 10-13



Yvonne Lin, 1st Place, Age 10-13



Natasha Bomberger, 2nd Place, Age 6-9



Abigail Swanson, 3rd Place, Age 6-9

Congratulations to all the teachers, parents and students who took their valuable time to complete and send in their posters for this statewide and international competition.

Once again it was an excellent competition with many children competing for the top awards in the three age groups.

Puzzled?

Continued from Page 2

down and “locked” when coming in for a landing, unless of course it is a water landing in a float plane! But not so great to have one’s head locked on during flight, approach, take-off, landing, you name it. In today’s aircraft there is a lot to manage, program, set, dial in and 14 other things I have already forgotten. If you peg the right number that was programmed incorrectly, well, you get the idea. Locking on is good, when you have double checked the inputs, and the plane is performing as it should.

In recent years, especially in the beginning days of GPS, more than one time, it took two to get it through my head, I was practicing an ILS, all looked just fine, but not so. My cross reference instruments said I was off course, but the HSI showed me smack on. Guess what? I had the Nav. mode set to GPS and not the VOR/LOC. Imagine going to decision height not even close to the centerline! And, I am embarrassed to say this, during a checkride missed approach, the plane just was not performing as I knew it should. It took me about 2 minutes to realize that while I had brought up the gear at the miss, I had failed to bring up the flaps. A small detail?? I think not because when all is not right in the left seat, the chain that begins an accident is beginning to form. Three links and you are out, the NTSB has shown. Locking on to one problem can lead to others than can lead to, well, you get the idea, and maybe a call from the NTSB, or worse, to your survivors.

Check, double check, and maybe triple check. And, then, use your entire panel to cross check the set-up. If it doesn’t seem right, it probably is not. It is this way, the only way, to insure many happy landings...with the gear being the only thing down and locked!!!

Climb, confirm and confess are the best alternates known to man! I know I have used them, and still no dingers!!! A good thing!

“The Tomboy”

By Jess Banks

Jonie was about the biggest tomboy you ever did see! Her dad managed the local airport where I worked and she could do everything I did but just a little bit better. She didn’t rub it in but seemed to take it for granted everyone had a job to do and we did it the best we could. That was the summer I turned 16 and Jonie did too. We were friendly to one another as fellow workers will be but it didn’t go much further. I didn’t think of her as a girl but more like another guy since she could do all the jobs around the airport. We worked hard; there was grass to be mowed, airplanes to be parked, refueled and cleaned. First thing of a morning take the airplanes out of the hangar and last thing at night put them away.

Her dad was a jack of all trades who could do anything with an airplane. He had a small charter operation which he ran with a very capable light twin. When he wasn’t on a trip he was also the local mechanic who did “annuals” and whatever else needed to be done to an aircraft. For a young guy like me it was paradise. I got to be around airplanes all day and once in a while I even went along with Jonie’s dad on a trip. Of course, I had to alternate those

trips with Jonie as she always wanted to be on as many as possible and someone needed to be at the airport to refuel aircraft.

Summer went by too quickly and before I hardly knew it I was back in school for my senior year. There were a lot of decisions I had to make as my teenage years were rapidly falling behind. I was not the best of students in my first three years but now I had a goal: I wanted to be an aircraft mechanic. It’s funny how things worked out but I really got serious about school and decided to study evenings and some on the weekends as well. My grades improved so much I was awarded “Student of the Year” and voted “Most Likely to Succeed” by my classmates.

I worked at the airport again the summer between my senior year and the start of Airframe and Power Plant school. Jonie was also working there and I slowly began to notice some changes. She didn’t look like a tomboy anymore but had discovered makeup and how to act more like a young lady. Her mother had enrolled her in one of those schools that teach you social graces, how to select clothes that will compliment you and how to wear makeup properly. It made a guy “sweat” some days just to see the difference. I didn’t think of Jonie as a fellow worker but more as a young lady I was interested in getting to know better. She began taking flying lessons several days a week while I was working more with her dad on airplanes.

Almost too soon, summer was over and it was time to go to school again. She went on to college and I went to A & P school to learn how to work on aircraft. I didn’t see her much except at Christmas but we did agree to write one another. I hadn’t written to a girl before but decided if I were going to get to know Jonie I would just have to learn. My letter writing got to be really good! When she graduated from college I had already been working with her dad as an aircraft mechanic for two years. Things really got serious after college and the upshot of it all is that Jonie and I got married. She didn’t look like a tomboy at all!

Jonie wanted to fly airplanes and I encouraged her as much as I could even though I knew we would have periods of separation that would be hard to take. We adjusted to it pretty well even though there were times which seemed harder than others. When Jonie got hired by an airline, her mother volunteered to help with the children so things have worked out. Oh, you didn’t know but we now have three of the prettiest little girls you ever saw.

I now manage the airport where I first met Jonie. I’m also the mechanic who does the aircraft “annuals” and whatever else needs to be done to an airplane. Her dad still does aircraft charter and occasionally helps me with some of the mechanic work. Jonie’s mother and I take care of our three girls when Jonie is out on her airline job.

Our two oldest girls are very proper and do all the things proper young ladies should do but the youngest is Jonie made all over again! A tomboy to the very core, she can do just about any job at the airport and we can’t keep her out of an airplane. It sure will be interesting to see what happens when that young boy from across the road starts working here next summer.

PIREPS

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Aviation Career Exploration (ACE) Camp

By David Morris

Each summer the Department of Aeronautics, in conjunction with the University of Nebraska (Omaha & Kearney), sponsors an Aviation Career Exploration camp for students, age 13-17. The students will spend their days exploring the many facets of aviation. Tours include an FAA Control Tower and Radar Approach Control Facility, the Strategic Air & Space Museum, the Air & Army National Guard and Duncan Aviation.

The students receive an orientation ride in an airplane and learn about aerodynamics, aviation weather, flight planning and rocket building. The camp is scheduled for July 10 thru July 15, 2005, with a cost of \$175.00 per student. For more information contact David Morris at the Nebraska Department of Aeronautics: dmorris@mail.state.ne.us or 402-471-7948.

Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800-1000. Free to PIC.

- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0730-1030.

May 22 - Ord (ODX) Evelyn Sharp Days at Sharp Field, Ord, NE. In connection with ExtraORDinary Days on May 21. Sponsored by the Ord Area Chamber of Commerce. More info: Ord Chamber of Commerce 308-728-7875 or Heloise Bresley 308-728-3000.

May 29 - Grand Island (GRI) Hanger K on the north ramp, serving a

pancake breakfast and sloppy joe lunch. 0730 all day. More info: Reggie at wingnuts@cccusa.net or 308-384-2587.

June 4 - Scottsbluff (BFF) Family Fun Day and Fly-in breakfast. 0700-1pm. Young Eagles rides. Static displays including a KC-135. More info: Stephen 408-631-5669.

June 5 - Central City (07K) Fly-in/Drive-in breakfast and lunch 0630-2pm. Free to fly-ins. Parachute jumps, static displays P-51 and P-40. More info: Don Shorney 308-946-3450.

June 12 - Tekamah (TQE) Fly-in breakfast with the Pancake Man. Free to all fly-ins. 0730-11am. More info: Jim 402-374-1700.

June 19 - Harlan, Iowa (HNR) 8-Ball Aviation Club Fly-in Breakfast, 0700-1100, free to all fly-ins. More info: Harlan 712-744-3366.

June 25-26 Kearney (EAR) Aviation Extravaganza II - EAA Chapter 1091 Fly-In. Also participating - HeartLand Flying Farmers/Ranchers, Nebraska Antique Aircraft Association, Husker Ultralight Club, Commemorative Air Force's **B-17 rides available both days**. Sat & Sun: Breakfast 0730-1030 (Free 2 Fly-ins), Lunch 11am-3pm. Sat. 6:30 p.m. dinner - 7:30ish USO Style "Big Band Reprise" Show & Dance 30s, 40s-50s Music. Public welcome, \$2.00 entrance fee (covers both days), under 16 free. EAA sponsored Young Eagle flights - free to ages 8-16, homebuilts, antiques, classics, helicopter, paraplanes, trikes, ultralights, R/C aircraft, kite Expo. Hot air balloons, military aircraft and antique autos also invited. More info: (Air Boss) Colin English 308-234-2318 cell 308-440-5014 or (Director) Cal Kelly 308-468-5189 cell 308-380-1690 email ckelly@nctc.net

June 26 - Pender (0C4) Fly-in breakfast, 0800-1200, PIC eats free. More info: Paul Peters 402-380-9882.

Aug 21 - Hartington (0B4) Fly-in breakfast, 0700-1200. More info: Bud Becker 402-254-3212.