

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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Director

Stuart MacTaggart

Aeronautics

Commission Chair

Barry Colacurci

Aeronautics

Commission

Members

Doyle Hulme

Ken Risk

Doug Vap

Steve Wooden

Editor

Ronnie Mitchell

Email: Ronnie.Mitchell@aero.ne.gov

Telephone: 402-471-7945

Editorial Staff

David Morris	Contributor
Terry Auer	Assoc
Dianne Nuttelmann	Assoc
Barry Scheinost	Assoc
Soni Stone	Assoc
John Wick	Assoc

Official Publication of the
Nebraska Department of Aeronautics,
PO Box 82088 Lincoln, NE 68501
Phone 402-471-2371
or www.aero.state.ne.us

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International Aviation Art Contest

By David Morris

The beauty of the earth is never clearer than when seen from the air. Air transportation provides countless numbers of people an opportunity to view the earth's hills, valleys, mountains and rivers with a new perspective from above. With these thoughts in mind, we launch into the International Aviation Art Contest 2006. This year's theme, "Air Sports and Nature in Harmony," gives our youth the opportunity to share their perspective of how aviators must be good neighbors to all people, animals and the environment. This special edition of PIREPS highlights these very talented youngsters, their parents, teachers and mentors. Page six has the 1st, 2nd and 3rd place winners in each category.

The Nebraska Air Guard, located at the Lincoln Municipal Airport, is again hosting the awards ceremony on Saturday, April 15, at 1:30 p.m. when the coveted, engraved trophies and honorable mention certificates will be presented. The program promises a very enjoyable keynote speaker.

This year the Messiah Lutheran School of Lincoln made a clean-sweep by capturing the top three winning spots in the Category I (Age 6-9) group. Winning the top honor is Leah Guenther with her colorful picture of paragliding activity mixing with the environment of cold water fish. Makaria Kirianov of Messiah Lutheran took second place with her mixture of balloons and birds sharing airspace aloft. Emma Louise Waechter, Messiah Lutheran, captured third place with her interpretation of mixing hot air balloons and hang gliding.

In Category II (Age 10-13), Collin McCann, representing the Debie Plog Art Studio of Omaha earned first place with his version of an ultra light aircraft leading transient geese. And, proudly enough, Collin's entry won him 3rd place at the national level in Washington D.C. It will be judged at the international level in Lausanne, Switzerland on April 28th. Joanna Rainforth, Knickrehm Elementary of Grand Island, captured second place with her unique "Snapshot of Harmony." And finishing up the Category II group with a third place win is Sara Schnackel, also representing the Debie Plog Art Studio, with her rendition of mixing hot air balloons with eagles.



1st Place NE, 3rd Place US, Artist: Collin McCann, Omaha

Completing the art contest is the Category III (Age 14-17) winners. Savanna Gibson of Wallace Public School received the first place trophy with her take of combining paragliding and the environment indicating just how unlimited the imagination can be. Yvonne Lin of Lux Middle School, Lincoln, won the second place trophy with her beautiful Sparrow Split Tail Kite evolving into a hang glider. She has participated in the contest six years in a row. And to complete the Category III group is Whitney Hochstetler of Wallace Public School with a demonstration of hot air balloons and the country side.

We, at the Department of Aeronautics, want to send a special "congratulations" to all the contestants. Your work was outstanding and this made for some tough decisions for the judging committee. To the teachers, parents and mentors, the Department wants to say "thank you" for all the time and hard work you have put into this program. And, to our friends at the Air National Guard, the Ninety-Nines, the UNO Aviation Institute and all the private donors, we want to again send a special "thanks so very much." Without your continual generous support, this program simply would not exist.



“Bogey Six O’clock”

By Stuart MacTaggart

Are you up to speed on aviation happenings? Sure, you’ve read of the new, very light jets and you’ve heard of the recent recreational flying craze. You probably know the current, corporate pilot salaries; and all your AD’s are up to speed. But, check six.

Aviation’s alphabet soup is looking more like oil and water over an issue called “user-fees.” With a need to shore up the Airport and Airway Trust Fund and help streamline FAA, the user-fee concept is being proposed. While details are far from defined, the general concept endorsed by the ATA, representing the major airlines, is to charge fees for the use of various FAA/ATC services.

Opposite the table from ATA (figuratively speaking) are numerous, general aviation groups—AOPA; NBAA; GAMA, among others. The potential impact on Nebraska’s corporate/general aviation community is enormous.

So, stay current on this issue; get involved; use the many resources at your disposal. And, don’t let this one sneak up from behind!



Stuart MacTaggart
Director, NE Dept of
Aeronautics

missioner on the Nebraska Labor Relations Board. They have one son Chris, and two daughters, Michelle and Jennifer. They also have three grandchildren.

Barry has a commercial license with instrument and multi engine ratings and a Cessna 500 type rating with over 3400 hours flying time. He has called Nebraska home for the last 39 years.

“Fly The Plane”

By Scott Stuart

Greetings readers!! We have all heard about things that go bump in the night, sort of like the engine going into “auto rough” when over water or hostile terrain, but things can go bump in the day, too, as I recently found out!!

As usual, there I was, minding my own business at 5000’ enroute to OMA. Smooooooth and cool it was, one of those dream flights. BUMP! Okay, what was that? All the gauges looked just right, the EDM was showing nothing out of the ordinary. I chalked it up to some water finding it’s way to the TSIO-520 up front. I chalked it up wrong!

After landing in OMA the plane got a visual inspection and this writer found that the aft latch on the left side of the cowling had popped open. That is/was the bump I felt as the cooling air pressured the latch and the cowling moved. I spoke with the Beech salesman in OMA, and he told me he actually had the whole cowling, on one side, pop open on a flight when he was delivering a new Bonanza. No damage was done and he landed uneventfully. Ah, now the writer gets to the point: FLY THE PLANE.

It is not an uncommon occurrence for a door to pop open in flight or more likely at take-off. I/we have read about too many of our brethren who have cashed in their chips while trying to trouble-shoot the problem rather than fly the plane and make a safe landing. No open door will cause you to crash!! (Sure will make it loud and cold, though!) It was not too long ago I recall reading about a perfectly fine Navajo that landed upside down as the pilot failed to fly the plane while distracted by a wing locker coming open. I read also in recent years about another twin that had real trouble when the nose baggage came open, a bag came out and caused the right engine to fail due to the strike. That plane also was lost needlessly. FLY THE PLANE!

How about a leaking fuel cap?? Imagine how you would feel seeing \$3.89 per gallon pouring off the wing! What if one of the passengers was becoming airsick while on approach. Sure enough, there you are and not wanting the smell of vomit in the plane, you forget to fly the plane first, and then help the passenger. Perhaps you spend too much time trouble shooting a landing gear or rough engine problem and fail to fly the plane?? There must be more, but the bottom line always remains the same: FLY THE PLANE, FLY THE PLANE, FLY THE PLANE!



Scott Stuart

New Chairman for Aeronautics Commission

Barry Colacurci was selected by his fellow commissioners to chair the Nebraska Department of Aeronautics Commission on December 16, 2005. He was appointed to the Commission by Governor Johanns on June 4, 2002 for a five year term which expires in 2007.



Barry Colacurci

Born on the 4th of July, Barry joined the Air Force in 1963 right out of his hometown New Jersey high school. Spending the next four years in Arizona, he was honorably discharged in January 1967 and started college at the University of Nebraska the same month. Obtaining his pilots license in October 1968, he graduated from college in May 1969 with a BS degree in Animal

Science and a minor in Business. In 1975, he went to work for Duncan Aviation and was Vice President of Aircraft Sales in 1986 when he left to work in the securities industry as a broker. Barry is currently employed by Morgan Stanley in Lincoln.

Barry’s wife, Mary, is a native Nebraskan from the town of Eagle. She is Director of Development for the Nebraska Children and Families Foundation and is also a Governor appointed Com-



“The Long Walk”

By Tom Gribble



Thomas Gribble

I had my wits about me from the time the engine quit until the airplane came to a complete stop on my impromptu air field. There was never a moment of panic. It all seemed so routine, so normal. In fact, it was a rather pleasing and satisfying experience. I had been rewarded for my diligent and frequent practicing of landing with a failed engine and I would now be allowed to join the old timers by

having completed some revered rite of passage.

Yes, the event had been flown flawlessly, proving that practice does indeed make perfect. BUT! Unfortunately, my regular regimen had not included any thoughts concerning the aftermath.

My model 7CCM has no electrical system, hence no radio. My handheld's battery was dead this morning, but I normally only carry it on cross countries, anyway. So, when Honey suggested I go “Aerocavorting”, I grabbed the cell phone which we carry just for such emergencies when traveling out of town by car. Its battery, too, was dead. I left both plugged into their chargers at home!

I had also left my tie down gear, including ropes, stakes, and hammer, in my pick up back at the hangar. I'd only be flying locally within twenty five miles of the airport. Why would I need tie downs? With the same faulty reasoning I was without water and rations. On top of all this, my footwear was western boots with sloped heels. They slide so nicely on the rudder pedals.

To complicate matters, after landing I became fixated on going northeast. That's the way I had intended to turn. The airport lies in that direction. Scottsbluff and Gering and home are on the other side of those hills. I didn't consider or even look any other direction.

So, I started walking northeast. Up steep sided ridges and down the slopes of deep, narrow ravines. Finally, having trudged these ups and downs for much of the morning, I came upon a power line and realized it had to go either to a place of production or a point of consumption. I followed it until a pole mounted transformer came into view just beyond the next hill. Upon reaching it I discovered the wires went to a junction box on a post in an empty corral which lacked fresh sign of occupancy. The junction box had been emptied of its innards. A Jeep trail wandered from the corral in a northerly direction. The trail gradually widened into a one lane gravel road with a nearly continuous downhill grade.

It was nearly noon when I spotted a farm house straight east from where my primitive pathway joined a gravel county road. Civilization at last! As I approached I saw cut wires hanging loosely from the transformer atop a utility pole near the forlorn house. A tired late 1960's feedbox equipped Ford slumped wearily

Continued on Page 5 Left Column

Airworthiness and Aircraft Inspections

By Lee Svoboda

Airworthiness, a subject I have discussed in the past, specifically aircraft inspections, has again shown its ugly face! Lately, practical test applicants have had difficulty proving to me that all the required maintenance actions had been accomplished on the aircraft they intended to



Lee Svoboda

use for their practical test. Specifically, **applicants must be able to show the examiner documentation indicating that:**

1. If the aircraft is for hire, that a 100-hour inspection has been performed within the preceding 100 hours. Also, what time measuring device is used to determine aircraft hours, the tachometer or the hour meter?
2. An annual inspection has been accomplished within the preceding 12 calendar months.
3. If the aircraft is equipped with a transponder that it has been inspected within the preceding 24 calendar months.
4. If the aircraft is used for IFR operations that the pitot static system has been inspected within the preceding 24 calendar months.
5. The ELT operational inspection has been accomplished within the preceding 12 calendar months.
6. The ELT battery does not need to be replaced.
7. Required airworthiness directives (AD) have been accomplished.
8. If the aircraft is equipped with a panel mounted GPS certificated for enroute, terminal and approach operations, the data base update action has been recorded as required.
9. There could also be more!

In most cases the required documentation can be found in the aircraft logbook, the engine logbook, the avionics logbook or the propeller logbook. However, when it takes the applicant 30 minutes to find the required documentation it is evident that the logbooks had not been reviewed prior to appearing before me for the practical test.

Believe it or not, I personally take three to five flight and ground tests per year. For each of those tests, I must accomplish the same actions that are required for applicants appearing before me. When it comes to proving airworthiness, I have found that if I take some time a couple days before my test to review logbooks and tab the pages where required documentation is located, the test goes much smoother. The simple answer is: BE PREPARED, BE PREPARED, BE PREPARED!!!!



NE Aviation Trades Association Convention

Excerpts from articles by Judy McDowell



"Turbine Thrush"

Photo by Bob Boardman

The Nebraska Aviation Trades Association (NATA) held its 2006 annual convention in Grand Island February 13-15. There were over 200 aerial applicators, exhibitors and industry representatives in attendance. The primary agenda for the convention was to recertify aerial applicators using the Professional Aerial Applicator Support System (PAASS).

The primary PAASS Program goals are to reduce the number of aviation accidents and drift incidents associated with the aerial application of fertilizers

and crop protection products. The National Agricultural Aviation Research & Education Foundation (NAAREF) Board members believe that these goals will be best achieved by providing advanced educational opportunities for all pilots and pilot-operators active in the industry.

The conscious decision to educate rather than regulate inspired PAASS. This educational program enhances the aerial applicator's profession by improving critical aeronautical decision-making skills, resulting in fewer drift incidents and aircraft accidents.

During the course of the convention, specialists from the University of Nebraska Lincoln gave presentations on Pesticides and Labels, Pesticides Exposure & Safety, Personal Protective Equipment, Pest Identification & Biology, Seed Corn Diseases, a Soybean Rust update, EPA and NE Regulatory Information and Training of Mixers/Loaders.

Of course, not all the convention consisted of sitting in on these

"Aerial Applicator in Action"



Weatherly Aircraft Flown by Chip Cosler. Photo by Bob Boardman

specialized programs. The awards luncheon on the second day was well attended and several individuals were recognized. The association's most distinguished award was "The Airman of the Year" given to Mike Cavanaugh who owns Cavanaugh's Flying Service in Minden. Mike was recognized for the many years of

dedicated service he has given to the agricultural aviation industry and NATA. Presenting the award to Mike was last year's recipient, Troy Thomas.

The President's award was



Bob Boardman & Matt Hovdenes

presented by NATA President, Bob Boardman, to Matt Hovdenes of Olson Aerial Service in Holdrege.

Bill Shannon owner of Shannon Aerial Spraying in Fremont was presented with the "Distinguished Service" award. A "Service to the Industry" award was presented to Dr. Larry Schulze who is the University of Nebraska Lincoln Pesticide Education Specialist. Dr. Schulze has sometimes been called "Duct Tape Man" as he humorously tied his very informative



Mike Cavanaugh and Troy Thomas

presented by NATA President, Bob Boardman, to Matt Hovdenes of Olson Aerial Service in Holdrege.

Bill Shannon owner of Shannon Aerial Spraying in Fremont



Bill Shannon



L to R: Ken Eggers, Dr. Larry Schulze, Brian Wilcox and Rick Schindler

presentations with analogies concerning duct tape. Of special note were Dr. Schulze's three hometown friends (Tilden, population 1078) who are aerial applicators and posed with him and his award.

"Practice Fire Drop"

This was a superb convention thanks to the efforts of the board members, officers of NATA and Executive Secretary Judy McDowell.



Turbine Thrush Flown by Bob Boardman Photo by Shain Knutson



"The Long Walk"

Continued from Page 3

in the yard next to a gutted gasoline pump. The Ford's Nebraska license plates had expired in December 1999. Leaving that derelict farm, I crossed an irrigation canal on an expanded metal walkway and went north maybe a quarter mile. At that point I could see to the east another farmhouse and set of outbuildings. Following a footpath alongside an irrigation ditch another quarter mile I came to an obviously occupied and thriving farmstead. Oh, please, Dear God, let somebody- anyone- be home!

Joyce Schmunk appeared to be rather taken aback when she opened the door to my incessant knocking. With no vehicle in sight, where had this dirty and sweaty looking fellow come from? I explained that my engine had quit and I had landed in a field and could I please use your phone to call my wife? I'm not sure she had initially grasped that I was talking about an airplane.

Disregarding my disheveled appearance, Joyce did let me in and gave me use of a telephone and as much water as my parched body could absorb. Shortly, her husband Paul joined us and soon both, somewhat startled, realized I had landed an airplane following an engine failure and had walked some distance to reach their home. I had, after three hours and fifteen minutes of steady tramping, traveled four miles north and two and a half miles east. My feet were sore, though my tough old boots had put but one small blister on my right foot.

After my wife Pat came and brought me home I called friends asking them to fly over my crippled craft to see if they could spot some route we could use to drive to the forsaken flyer. What they found constituted the day's two final lessons.

A privately owned one lane dirt road went north from paved State highway 88 about three and a half miles before turning east to provide access to an oil well and storage tanks a short distance away. A Jeep trail led three quarters of a mile from that turning point to a gate in the east/west fence that had been my surrogate threshold. My precious bird, as measured with my pickup's odometer, was a mere three tenths (0.3) of a mile north of the gate.

By the time I got to my treasure it was too late for retrieval that day, but I did tie her down snugly. While standing next to my beloved Champ I looked, belatedly, to the south. The oil well's pump and storage tanks were clearly visible from where I had started my trek northeast bound. Had I looked in that direction to begin with, it would have been a nearly flat and slightly downhill four and a half mile easy morning's stroll.

The lessons learned this day? Always carry the cell phone when flying. Stow the tie down gear in the baggage compartment. Carry bottled water and nourishment whenever airborne. Bring along some kind of hiking shoes. And, for Heavens sake, look around carefully in every direction before striking out cross country on foot! Finally, clean the corrosion on the connections between the handheld radio and the exterior antenna, and then carry the handheld with a fully charged battery, even on local flights. And, oh yeah, keep on practicing those forced landings.

Not all lessons need be learned the hard way!

AOPA Safety Seminar

Bellevue West High School was the setting for AOPA's Safety Seminar on March 8. It was presented by Mark Grady from Clayton, NC with approximately 130 pilots attending. The topic was "Do The Right Thing: Decision Making for Pilots".



Mark Grady

According to Mark, "poor decision making is the root cause of many -- if not most -- aviation accidents. Year after year, the NTSB attributes approximately 75% of all aircraft accidents to pilot error, with a very large number the direct result of poor decisions".

According to AOPA's Safety Advisor the steps to be taken by the prudent pilot follow. **Recognize the problem**, act and evaluate your options and choose one. **Prioritize**: immediate priorities are **Aviate, Navigate and Communicate**. Large-scale priorities are: survive unharmed, save the aircraft (if possible) and reach your intended destination or suitable alternate. **Establish personal minimums**. These could include: three hours in the make and model at least every 90 days; a flight review each 12 months; six instrument approaches in the previous 30 days; minimums of 400' and 1 mile for a precision approach and lowest minimums applicable for a non-precision approach plus 200' and 1/2 mile; a fuel reserve of one hour regardless whether VFR or IFR; finally, ten hours of rest before a flight.

In summary, leave yourself an "out" before the flight in order to avoid external or self imposed pressure to go. In the air, actively anticipate the things most likely to go wrong. Finally, maintain an active mental and physical lookout for things that have gone wrong, then act appropriately and conservatively to remedy the situation. Do the right thing at the right time!

Aviation Career Exploration (ACE) Camp

By David Morris

Each summer the Department of Aeronautics, in conjunction with the University of Nebraska (Omaha & Kearney), sponsors a 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 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 9 thru 14, 2006, with a cost of \$175.00 per student. For further information contact David Morris at the Nebraska Department of Aeronautics 402-471-2371 or email David.Morris@aero.ne.gov



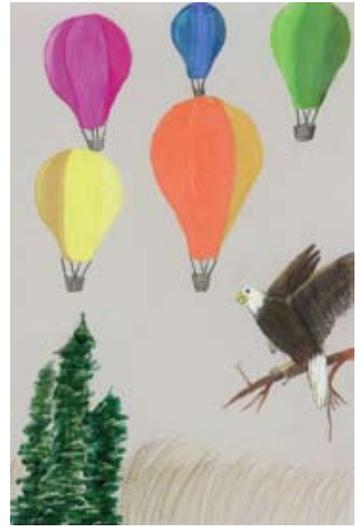
International Aviation Art Contest Winners



1st Place, Age 14-17, Savanna Gibson, Sutherland



2nd Place, Age 10-13, Joanna Rainforth, Grand Island



3rd Place, Age 10-13, Sara Schnackel, Omaha



2nd Place, Age 14-17, Yvonne Lyn, Lincoln



1st Place Age 6-9 Leah Guenther, Lincoln



2nd Place, Age 6-9, Makaria Kirianov, Lincoln



3rd Place, Age 14-17, Whitney Hochstetler, Wallace



3rd Place, Age 6-9, Emma Louise Waechter, Lincoln



“The Fly In Breakfast”

By Jess Banks

“Hey Joe!! Are you going to the fly in breakfast? If you are, I sure would like to ride along with you in that old airplane”. “You’re welcome to come along and we’ll have a great time, meet me at the airport about 7am and we’ll fly on over”.

There isn’t a better place to get great pancakes, sausage, eggs, juice and coffee than at a fly in breakfast, not to mention the fun of grading landings and looking at all the airplanes and people. You can get into some interesting conversations around the breakfast table and everyone has a favorite story about their airplane.

Sunday morning finally arrived and I’d had a restless night thinking about that 5:30am get up to make my early arrival at the airport. Because breakfast wasn’t going to be until about 8am, I decided to visit my favorite fast food place for a breakfast burrito, you know, to kind of knock the edge off my hunger. Not wanting to waste any time I picked it up at the drive through window and continued on my journey. While opening the packet of salsa to put on my burrito, it just exploded onto my lap! Now I had a big mess on my pants and while cleaning up with all the napkins they had given me, I ran off the road into a farm field! I was pretty lucky though, the car still drove and I finally limped into the area where Joe kept his airplane.

“What happened to you?”, Joe asked as he looked first at my car and then my salsa/burrito covered pants. “You wouldn’t believe me if I told you so let’s just get in the plane and go!” Joe had done a pretty good walk-around before I got there so we started that old thing up and away we went. Half way to our fly in breakfast the weather started looking a bit under cast but not to worry, Joe had an instrument rating. Whoops! We both remembered at about the same time, the airplane didn’t have an electrical system and only a battery powered handheld radio with a portable GPS! Neither of us had checked the weather since it was a sunshine day at home nor the NOTAMS. My pants were a mess and I was starting to get indigestion!

We decided to continue, thinking the weather might improve. For awhile we were VFR on Top in an aircraft with no electrical system and not talking to center since we hadn’t filed a flight plan! Fortunately the weather improved. As we approached our destination you could see a lot of aircraft had already arrived and were parked on the pavement with some on the grass. We had been listening on our handheld radio to the UNICOM frequency of 122.9 but hadn’t heard a thing so we entered a left downwind to save a little time instead of flying over the field first. WOW!! What was that?? Some one was in the pattern going the wrong direction and hadn’t announced their intentions!

As we turned on final it looked like Joe was really moving!! Just prior to touch down I saw the windsock for the first time. It was horizontal and pointed away from us, we had at least a 20 knot tailwind! That’s a lot for a short runway so we went around and there was the same airplane that had almost hit us on downwind

but now on a final approach and headed right for us! We each broke to the right and I started breathing again, my pants were a bit more messed up! I really had indigestion now!

Why hadn’t this guy been announcing his intentions? We hadn’t heard anything on Joe’s handheld radio! This time we made sure that “idiot” in the other airplane was ahead of us and on final before we turned base leg! As we taxied in it looked like we would be parked right next to that joker and we were both going to give him a piece of our mind for not following procedures!! Our engine was stopped and suddenly there was an angry lady pilot waving her arms and shouting at “us” for flying the wrong direction in the pattern and not announcing our intentions! She yelled, “Don’t you guys ever check the NOTAMS or the windsock? If you would, you would have known the pattern direction was changed to right hand last month and the UNICOM frequency is now 122.8 instead of 122.9 and you should always land into a headwind! Don’t you check the windsock when you fly over the field?” Sounding like my first wife, she went on for a few more minutes, finally calming down enough for us to give her a very embarrassed apology. Both Joe and I had lost our appetites!

We sat in the airplane trying to decide what we should have done before we started our flight and what to do next! First, never ever open a salsa packet or eat a burrito while driving! Next, we should have checked the weather and NOTAMS for both our departure and destination field, even weather for alternate airfields enroute that we might have needed in the event of an emergency. Then we should have noted the frequency change for self announcing our intentions and listening for other aircraft. We should have flown a right hand traffic pattern and not a standard left hand pattern. Finally, it’s good procedure to fly over the field and see what direction the wind is so you don’t land with a tailwind.

Joe said, “Let’s just go back home”. After checking the weather and NOTAMS, we listened for traffic on 122.8 and made sure we self announced prior to departure! As we taxied in toward the hangar back at our home base, we could see an individual standing beside it. He was from that friendly agency known as the FAA and wanted to see Joe’s license, medical and logbook. Joe hadn’t made his three takeoff and landings in the airplane during the last 90 days!!! Yikes!! I left Joe and the FAA inspector standing there and gingerly walked to my car wondering how I would get my pants clean and to the next fly in breakfast!!



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Calendar of Events

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 08:00-10:00am. Free to PIC.

- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 07:30-10:30am.

April 4-10 - Lakeland, FL (LAL) SUN'n FUN. www.sun-n-fun.org

April 15 - Lincoln (LNK) International Aviation Art Contest Awards Ceremony at 1:30pm, Lincoln Air National Guard Conference room. Three age categories, 1st, 2nd, and 3rd place winners will be recognized. More info: David Morris 402-471-2371.

April 15 - NE Chapter of Ninety-Nines meeting 10:30am at Perkins Restaurant, Lincoln Airport exit.

April 21 - Beatrice (BIE) and Fairbury (FBY) Airport Party and Awards Banquet sponsored by the Flying Conestogas. At Beatrice Eagles Club, 8th and Court St., social 6:30pm--dinner 7:30pm. Reservations required, \$18 per person. Guest speaker will be Shane Osborn, author of "Born to Fly". More info: Diana 402-223-5349 or Sandi 402-729-2250.

May 19-21 Ord (ODX) Friday, "Extra"ORD"dinary Days", **Saturday**, Ritz'z Restaurant, "Celebration of Armed Forces Day and Evelyn Sharp"; dance to Bobby Layne and his Orchestra; veterans recognition; Ritz'z 1/2 mile southeast of Evelyn Sharp Field; 8-11pm. **Sunday**, Evelyn Sharp Field, Field Chapel Service; 9am, free breakfast to ALL who attend 7-10am, Maverick Band, flyovers, static displays and demonstrations. Noon barbecue, entertainment on Courthouse Square. More info: Diane Bartels 402-489-3059, Heloise Bresley 308-728-3000 or Ord Chamber of Commerce 308-728-7875.

May 27 - Fairmont (FMZ) "A Day at the Base". Fly-in breakfast 8-9:30am, free to PIC. Ultra-lights 10-11:30am, RC aircraft demo 12-1:30pm, EAA "Young Eagle" flights free to ages 8-17, guided tours of the Air Base 9am-2pm. More info: Dave Moore 402-268-2031.

May 28 - Grand Island (GRI) Reggie's 4th annual "Hangar K" breakfast and lunch. Rain or shine. More info: Reggie 308-384-2587,

June 3 - Blair (K46) Fly in breakfast. Grand opening/dedication/ribbon cutting for new runway 31/13. EAA "Young Eagles" rally and aircraft rides, free to ages 8-17. More info: Leigh Hedrick 402-980-3678 or email: lhedrick@

mail.unomaha.edu

June 3 - Scottsbluff (BFF) Fly-in breakfast 7-10:30am, lunch on field at Skyport Cafe. "Airport Family Fun Day" in conjunction with "Sugar Valley Rally Road Race". Static displays, fun children items. More info: Dave New 308-641-7920.

June 4 - Central City (07K) Fly in/Drive in breakfast and lunch 6:30am to 2pm. Free to fly-ins. Parachute jumps and static displays. More info: Don Shorney 308-946-3450.

June 16-18 - McCook (MCK) NE State Fly In. Friday at the airport, Barbecue 6-7:30 pm; open to pilots and State Fly-In Volunteers only, open to public "Sharpie: The Life Story of Evelyn Sharp - Nebraska's Aviatrix" program 7:45-8:45pm, hot air balloon launch. Saturday balloon launch am and pm, breakfast 7am-10am sponsored by Kiwanis - free to fly-in pilots, Civil Air Patrol Color Guard-"Honor Veterans", Steve Fossett, Global Flyer pilot, will be with us; was taught how to fly a balloon by John Kugler, local balloonist. Static displays; aviation, food and historical vendors 9am-6pm. Tours of WWII McCook Army Air Field and museum on field will be open. Flyovers 10am-6pm, air show 11am. Doug Cairns, "Diabetes World Flight" program sponsored by McCook Community Health Foundation, 2pm, Awards Ceremony 4pm, Auto Races 8pm. Sunday breakfast 7am-10am, balloon launch, State Fly-In concludes 10am.

June 17 - Norfolk (OFK) EAA Chapter 918 Fly-in breakfast 7-11am. Ham, eggs, pancakes, coffee and juice. Free to PIC. Also near the airport, Northern and Southern Rodders Super Reunion. More info: Bruce 402-675-2925 or zman@conpoint.com

July 2 - Columbus (OLU) Fly-in breakfast and airshow. 150th Anniversary Celebration. Barr's Aerial Circus performing, wing walker, 16 YAK's airborne at one time, static displays, Radio Controlled aircraft. Sponsored by Avcraft Inc., Columbus Airport Authority, EAA Chapt. 876, Civil Air Patrol and local area businesses. More info: Keith 402-564-7884 or Rick 402-276-1291.

July 4 - Seward (SWT) In conjunction with Seward's big July 4th parade, Barr's Aerial Circus performs 11am: airplane races car, motorcycle to airplane transfer, "Farmer" Bowe's stunts, and many other events. More info: Greg/Terri Whisler 402-643-2125

July 7 - David City (93Y) Annual NE Ultralight Gathering. In conjunction with "July Jam". Parade, fun competitions, candy drop and fireworks. More info: Dave Nissen 402-462-5249 or email juc140@yahoo.com or <http://www.anug.org>.

July 24-25 - Seward (SWT) Midwest Aerobatics Competition. Five categories, primary through unlimited, 35-40 aircraft expected. Free to public and all invited! Bring your lawn chair and enjoy the aerobatics. More info: Doug 402-475-2611.