

PIREPS

A monthly newsletter for Nebraska pilots and aviation enthusiasts



'Encourage and Facilitate the Development and Use of Aviation in Nebraska'

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A Well Kept Secret! Until Now!

By **Kevin Rutland**

You probably have never heard of the Annual Nebraska Ultralight Gathering (ANUG) before, but it has been happening every July for the last four years. This year the word must have really gotten out! ANUG has rapidly become the place to be the weekend after July 4th, in David City, Nebraska. The city has keenly welcomed aviators and has worked hard with the local USUA, ASC and EAA ultralight clubs to organize a three day gathering at the David City airport. Most of the organization is done over the Internet between the clubs and the David City Chamber of Commerce, with just a few get-togethers to



Larry Gitt's Kolb Kobra

sort out some key issues.

Even the weather had found out about the activity and decided to play along. With lower than normal temperatures and humidity, coupled with light cooling breezes, we had the perfect setting for a fun weekend. The event starts officially on Friday evening, but several ultralights and airplanes usually fly in during the day to be able to enjoy the evening. Any-

one flying in was treated to a free pizza meal, and could then relax as they listened to Diane Bartels' presentation of the "Life Story of Evelyn Sharp." "Sharpie" is one of Nebraska's flying legends and Diane, the "Sharpie" author, gave an excellent presentation, even though she had to compete with the sounds of ultralights and Powered Parachutes.

Most pilots either stay in the local motel or camp on the airfield, and were up and about early to obtain their free breakfast and to get in some flying. Free showers were available at the local swimming pool. Crowd control, refueling management, First Aid and flight-line control were expertly handled by the members of the Civil Air Patrol, under the direction of Capt. Hintz, Commander of the Columbus Squadron, Lt. Tunis, Deputy Commander of Cadets, Co-



A Rans Makes An Excellent Sunshade!

lumbus Squadron, and TSgt. Hilliges, Deputy Commander of Cadets, Norfolk Squadron. The cadets looked and acted in a very professional manner and were highly praised by everyone I talked with.

What a perfect day the Saturday turned out to be! I counted at least fifty ultralights, airplanes and even a couple of warbirds parked along the flightline. Many of the pilots could not resist the temptation



L to R, Ashley Termus, Sara Rutten and Anastasia Rutz
"Flightline Duty"

to "sample the air" and so there were plenty of things for visitors to look at, both in the air and on the ground throughout the day. With the City providing a free shuttle bus to and from the town, and with a street carnival, dancing, a flight around the outskirts of the town, an evening meal and evening fireworks there was plenty to occupy everyone.

There were ultralights of every shape

continued on page eight



Crossing My Fingers!

I have my fingers crossed as we look at aviation fuel usage throughout the state. This is a major indicator of what is going on in the industry and since 1999, the revenue numbers have been in decline. Jet-A usage peaked in 2000 while Av Gas usage peaked in 1996. I am hopeful we will see an increase in fuel usage with this years commemorative activities and an economy that is beginning to turn around. Numbers for this summer, typically the busiest activity, will not be known until around October but at this point I am optimistic.

If you would like to see more of this information it can be found on our website at www.aero.state.ne.us in the publications section. We have included fuel usage information in both our annual and quarterly reports.

Also thanks to Randy Hansen, with EAA, for asking about auto fuel usage in aircraft and the motor fuel tax. An article on page 3 of this issue, concerning use of auto gas in aircraft, explains how to get a refund of the state motor fuels tax.



Kent Penney
Director, Nebraska Dept. of Aeronautics



Congratulations

Private

Travis Johnson – Ansley
Mark Moore – Council Bluffs, IA
Jeffrey Krings – Fairbury
Clay Wesley – Harlan, IA
Michael McClellan – Lincoln
Christopher Thom – Minden
Jack Harting – Omaha
Eric Shradar – Omaha
Bennett Ginsberg – Omaha
Matthew Buelt – Omaha

Ryan Kali – Central City
Kurt Wiekhorst – Elkhorn
Scott Danielson – Gibbon
John Carter – Lincoln
Scott Sorensen – Lincoln
Brett Jendro – Omaha
Jason Lammers – Omaha
James Williams – Omaha
Daniel Spivey – Omaha
Jesse Mueller – Potter

Commercial

Timothy Gerber – Bellevue
Anthony Mast – Omaha

Christopher Beard – Kearney

Multi Engine

Ward Combs II – Omaha

Sean Wuitter – Omaha

ATP

Scott Atwood – Lincoln

Instrument

Donald Garbade – Bellevue
Michael Quinn – Grand Island
Lucas Wieser – North Bend
Jeffrey Simunaci – Omaha

Ryan Foreman – Homer
Marcus Tooze – Lincoln
Timothy Fleck – N. Platte

Flight Instructor

Toby Schneider – Benkelman (SE) Jason Hughes – Burwell (ME)
David Ott – Hastings (ME) Joshua Zangger – NLoup (Instru)

Glider

Shaddrick Sunderman – Omaha

Calendar

Aug 9-10 Fly'N Nebraska. Fundraiser for Make-A-Wish Foundation. A rally from Omaha to Alliance back to the Elkhorn River Bridge and a fly-in to Millard Airport. More info: Harlan Hain at hainsr71@aol.com, or **PO Box 104, Bellevue, NE 68005**

Aug 10 Red Cloud Fly-in breakfast, 7-10 a.m. Free to fly-in's. RCacft and ultralights. More info: Chuck 402-746-3419.

Aug 16-17 Seward, Midwest Aerobatic Contest, 9 a.m. to sunset both days. 35 to 40 competitors. More info: Rob Ator, 402-438-3246.

Aug 16 Columbus Fly-in breakfast, 7:30 to 11 a.m., lunch 11 a.m. to 2:30 p.m. Rod Run, Car show, Rockin' on Runway, 4 bands, 7:30 p.m. to 1 a.m. More info: Keith or Gregg 402-564-7884

Aug 17 Falls City at Brenner Field (FNB), Fly-in/Drive-in breakfast 7 to 11 a.m. Free to Fly-in's. In conjunction with Cobblestone Festival. More info: Darrin at 402-245-4020

Aug. 22-24 22nd annual NE chapter AAA Fly-in at Minden. Fri 2 p.m. registration opens. 7 p.m. supper for reg. guests. Sat 8 - 10 a.m. breakfast, 1:30 p.m. maint. seminar by DonMaxfield, aircraft judging ends at 3 p.m., 6 p.m. banquet. Sun, fun flying and departures. More info: Todd 308-380-5079 days, 308-485-4441 evenings.

Aug 23-24 Offutt AFB, Omaha, Centennial of Flight Airshow.

Sept 7 Neligh Fly-in breakfast, 7 to 11 a.m. More info: Rick Schindler 402-887-4827.

Sept 7 S. Sioux City, T. Martin Memorial Fly-in breakfast 7 a.m.-noon. Free to PIC. More info: Gene or Rick 402-494-3667

Sept 13-14 Ord, Sat. Evelyn Sharp Days. D. Bartels presents Evelyn Sharp. Classic Cars at airport. Sunday, Fly-in breakfast 7 to 10 a.m., free to PIC & companion. Lunch 11 a.m. to 1 p.m. Airshow, RC airplanes, children's activities. More: 308-728-3000.

Sept 14 Plattsmouth Fly-in breakfast 8 to 11 a.m. Tied in with King Korn Festival. More info: Roy Kessell 402-298-8468.

Sept 14 York State Fly-in. Also York Fest. EAA hosting fly-in breakfast 8 to 11:30 a.m., free to PIC. Air Show, parachuting, plane rides. More info: Doug 402-362-6554.

Sept 20-21 Lexington Fly-in breakfast 7 a.m.-11 a.m. and lunch 11 a.m.-2 p.m. Young Eagle rides, Maul demo, spray plane demo & glider tows. More info: Nathan or Jerry 308-324-8770.

Airfield Construction



Ainsworth - Asphalt repairs to runways 12/30, 17/35, parallel connecting taxiway and connectors.

Alliance - Asphalt repairs to runway 12/30, 8/26.

Beatrice - Pavement rehabilitation runways 17/35, 13/31 and connecting taxiways.

Holdrege - Rebuild asphalt portion of runway 18/36.

Lexington - Rebuild hangar taxiways.

Omaha - Runway 14L/32R, paving and light work.

Plattsmouth - New taxi lane construction east of hangars.

Seward - Runway 16/34 widened and extended. Minor work still.

Red Cloud - Repair existing and install new runway lighting.

Check NOTAMS for runway/taxiway/lighting construction.



Sweaty Palms !!

By Scott Stuart



Scott Stuart

Thirty-seven years ago this summer my flight instructor taught me how to land in a crosswind. He selected the hottest day of July when the wind was howling across Rwy 17R!! I managed to sweat through my undershirt, my favorite golf shirt, and the waistband of my jeans

that day, but I learned how to land in a crosswind! Read on!

There is more to a crosswind landing than landing. I recently checked the FAA site for info regarding the subject of this story, and sure, 61% of all crashes are landing and taking off, mostly landing. But a high percentage of the landing accidents are loss of directional control AFTER landing. Hey, my palms still sweat during a tough cross wind landing, but the job is not done until we have brought the aircraft under control! And, that does not include fast hands for the flaps to "unload" the wing, unless you want to risk the screeching of the wheels coming up by mistake.

Recently, I was on an ATR 72 landing on the island of Bonaire. The runway is nearly smack into the prevailing wind of about 15 knots. That night it must have changed! After landing, the aircraft veered toward the right "ditch", up on one main wheel! You can imagine the screaming tourists aboard! The pilot had momentarily lost directional control! It can happen to anyone.

The point here is simple, don't wipe the sweat off the palms until the WHOLE job of bringing the aircraft to a safe stop off the runway is completed. Keep working like your next insurance premium depends on it because it does. Loss of directional control will ruin your whole day as quickly as anything, and is out there to bite EVERY pilot, on every landing and take-off, not just those whose wheels go up and down! Sweaty palms are there for a reason. Perhaps it is to remind us of the job ahead and the safe completion of the joy of flight!

Check Airman's Corner

By Lee Svoboda

Last month I discussed what the applicant must show the examiner in the aircraft and engine log-books to prove that the aircraft is airworthy or safe for flight. The next step in the



Lee Svoboda

process of determining airworthiness is the preflight, sometimes referred to as the "walk around".

An examiner likes to see the applicant enter the aircraft and start the preflight by finding and examining the required documents. Of course what the examiner is looking for is the airworthiness certificate, the registration certificate, the operating manual and the weight and balance for that aircraft. In addition, if the aircraft is to be flown out of the US, it must have a radio station license. Now the examiner expects the applicant to pick up a checklist and perform the interior checks prior to exiting the aircraft. Exterior checklists come in many forms with varied levels of detail. An examiner prefers to see the checklist that was prepared by the aircraft manufacturer; however, there are several aviation support companies that have excellent checklists as well. The main point is that the examiner expects to see the applicant using a checklist. A good checklist will lead the applicant around the aircraft in an organized manner, checking such items as fuel, oil, flaps, etc. Then when the checklist brings the applicant back to the aircraft entrance door, the examiner likes to see the applicant scan the checklist one last time to make sure that nothing has been missed.

If all is well, step two is determining if airworthiness is complete. Just remember, a preflight is not just "kicking the tires and lighting the fire". While you are kicking that tire you should be examining it for adequate tread, cracks and proper inflation. Next month, I will cover start, taxi, and run up.

Tax Refund for Use of Automobile Gasoline in Your Aircraft

If you use gasoline or gasohol which is formulated for use on the highways, and the price you pay includes the state motor fuels tax, you are entitled to a partial refund of that tax if you use either of those products in your aircraft engine. Highway gasoline and gasohol are currently taxed at 24.6 cents per gallon while aircraft gasoline is taxed at 5 cents per gallon, a significant difference!

You may file a refund claim with the Nebraska Department of Revenue's Motor Fuels Division if you used automobile gas in your aircraft. The claim form is available on their website at: http://www.revenue.state.ne.us/fuels/f_84.pdf

You will be required to include fuel invoices indicating your payment of motor fuel taxes. The Motor Fuels Division will net the 5 cent per gallon aircraft fuel tax against your refund and you will receive the 19.6 cent per gallon difference. If you have any questions about your qualification or if you need assistance completing your claim, contact the Motor Fuels Division toll free at 800-554-3835.



Jack Jefford: Nebraska Pilot, Alaska Legend



Thomas Gribble

This is the conclusion to a three part article about Jack Jefford. The first part appeared in the June issue of PIREPS. At the end of part two, Jack Jefford had just closed down the flying portion of his business in Broken Bow due to two aviation deaths, a customer and a former student, both of which occurred while flying Jefford's aircraft.

By: Thomas Gribble

The combination of Dust Bowl, Great Depression and two tragedies eventually put an end to the Broken Bow operation. A customer from Colorado, Terry Hatchett, had entrusted his Curtiss Robin with the brothers for a recover job. They loaned an Alexander Flyabout to Mr. Hatchett to use while the Robin was tied up. While flying back to Lamar, a defective weld on a front right lift strut broke, the wing peeled off and the Flyabout plummeted to earth, killing Terry, the sole occupant. . . .

One of Jack's former students in Burwell, Chris Hald, had bought a C-3 Aeronca. Hald had a recent accident, which damaged his own C-3 slightly. Shortly after this Jack was in Burwell when Chris asked to use Jack's Aeronca. After take off, Chris began circling a friend's house at low altitude. The turns tightened. The underpowered Aeronca stalled and spun in. Chris Hald died shortly after being taken to the Burwell hospital.

These two deaths, the loss of two airplanes and unpayable debts shut down the flying portion of the Broken Bow business. While Bill stayed there to maintain the aircraft, Jack went to Oklahoma City to fly someone else's airplane on weather research flights. The maintenance portion of the FBO could not succeed on its own. Bill ended up in Big Springs working as an aircraft mechanic and farm hand.

Jack flew in Oklahoma for a year before returning to Nebraska. The Cessna J-6, with a Wright J-6-7 engine, was equipped with instrumentation for recording temperature, humidity, and atmospheric pressure (this was before radiosonde balloons came into use). The flights began every night at 2:30 A.M. The requirement was to climb at 300 feet per minute, leveling off every 1,500 feet for one minute, until reaching 17,500 feet. Soon, as the result of an accident involving another weather research flight in Omaha, the Weather Bureau required all weather pilots to pass the Airline Transport Instrument Test. Jack was now an instrument pilot! At the end of that government fiscal year, another operator underbid Jack's employer, and Jack was looking for work again. At the invitation of the City Fathers, Jack and Bill opened an FBO in Hastings, Nebraska. Even though the economy was gradually improving, and the drought slowly easing, times were still tough. When a man from the finance company came to repossess the FBO's truck, Jack talked him into swapping flying lessons for pickup payments. The last Jack heard from the former collection agent, he was a captain with United Airlines flying Boeing jets.

In September 1937, Jack received a telegram from Hans Mirow reading, "HAVE PILOT'S JOB FOR YOU. \$300 A MONTH AND EXPENSES. WIRE IF INTERESTED." The siren call of Alaskan bush flying, not to mention good pay, was too much. With their financial future looking bleak in Hastings, Bill told Jack to take Mirow up on the offer. Jack flew for Mirow Air Service for the next two and a half years becoming a true Alaska air pioneer.

Jack had many exciting and sometimes harrowing experiences. On November 29, 1938, Jack and a Gullwing Stinson ended up on the side of a mountain during a snowstorm. He spent six days living in a small igloo he built. Finally, Jack Hermann, a Ferguson Airways pilot flying another Stinson, spotted him and directed an Eskimo driving a double dog team sled to his rescue. His Republican River Good Samaritan flights during the Nebraska flooding were repeated many times over in Alaska and consisted of transporting the sick and injured, bringing food and supplies to the isolated and delivering mail where the only other choice had been dog sleds. During that time (and still today) the airplane served as a vital link to safety in all kinds of emergencies in Alaska.

On April 28, 1940, Jack Jefford signed on with the CAA as an Airways Flight Inspector, beginning an illustrious 32 year career. The CAA/FAA Flight Check pilots in Alaska had much more to do than merely verifying the performance of all the navigational aids in the territory. There were airways to establish, airports to build, cargo and people to deliver and missions of mercy to be flown. Jack became truly a living legend in his own time, respected and honored by all who knew him, both in government and in industry. Jack's gone now, and so is the Anchorage Flight Inspection District Office, which he headed for so long.

To learn more of this amazing native Nebraska pilot, I suggest reading Jack Jefford's autobiography, Winging It!. Put together by his daughter and son-in-law from tapes they insisted he make prior to his death in 1979, it is a rather rare book and an inter-library search may be required to find a copy, but the read is worth the effort.



"Gullwing" Stinson



Wayne's Annual Chicken Show Fly-in a "Chick" Event

You've heard that old saying, "birds of a feather flock together"! That was the case July 12th, when numerous "birds" flew into Wayne Municipal Airport for the Annual Chicken Show and Fly-in breakfast which had its humble beginnings in 1981. Some roosters crowed with the morning sunrise and got there early for the coffee and donuts which started at 7 a.m. while most of the hens clucked in with the later birds for the omelet feed at 8 a.m. In any event, it wasn't just chicken feed these "birds" were looking for, but the real feeling of togetherness and fun that can only come from being part of a flock! Over 25 aircraft and two ultralights flew into Wayne on Saturday. EAA Chapter 291 from Martin Field, South Sioux City, NE, was there being good yolks and giving Young Eagles, ages 8 to 17, their first ride in an airplane.

Not all of the fun was at the airport! You could get free transportation into town where the Chicken Show was being held. In years past that might have been in the Chicken "Coupe", which is a 1967 Cadillac Coupe DeVille. It is painted a distinctive egg yolk



Chicken "Coupe" with Sasquawk

yellow, with a 12 foot fiberglass rooster (Sasquawk) strutting on the trunk. The Chicken Coupe was egg-quired in 1993 and was in storage for want of brakes.

This year the ride was in a motorized van. Once in town there were all types of things to do which had been planned well in advance by the Chicken Show Committee, consisting of about a dozen good eggs.

There was a kite flying demonstration, a quilt show and before noon, northeast Nebraska's most "egg"normous parade with over 100 entries! Lunch was from 12-2 p.m. and consisted of a BBQ chicken dinner slow cooked on a 75 foot long charcoal grill. That afternoon when

most chickens would roost, the United States Air Force Band - Night Wing, put on an eggs-traordinary show. Afterwards there was a "best chicken legs on a human" contest, "best chicken song" contest, and a "national cluck-off" contest where the contestant would act & sound like a chicken for at least 15 seconds. This was won by Dale Hampton from Arkansas for the fourth year in a row. Then there was the "hard boiled egg eating" contest, where the winning contestant threw 14 eggs down his gullet in two minutes. There was also an "egg drop/catch" contest with raw eggs (visualize, no description required).

At 3 p.m. the Siouxland Idol Contest took place where two talented singers were chosen for the FOX 44 Siouxland Idol final competition. One of those persons will then go on to FOX's American Idol - the number one talent search in America. At 5 p.m. there was a Gospel Concert at Bressler Park where the flock gathered to hear Southern Gospel singers. Shortly afterwards the birds started leaving for the roost, some flying and some driving back to their own coops. This year, an estimated 35 chickens and 10,000 people attended Wayne's 23rd annual Chicken Show and Fly in.



Milo Karasek and his 1966 Cherokee 180



Scott Morgan's A2A Alon Air Coupe

Genoa Hosts Fly-in Breakfast

By Don Pearson

On Sunday July 6, the Genoa Municipal Airport hosted their annual Fly in breakfast. Over 350 people were served a very tasty pancake & sausage breakfast prepared by the Genoa Lions Club. In spite of severe weather the evening before, the morning's clear sky and light winds brought in 21 aircraft from 14 communities to participate in the event. New this year was the airport's hard surfaced taxiway and ramp area that greatly improved aircraft parking. During the breakfast, a kid's "paper airplane" contest was held,



Some of the Aircraft at Genoa

and prizes awarded for greatest distance flown. It was a fun event for the 8-12 year olds and helped them realize what the Wrights must have gone through in the development of the airplane used for their "First Flight". Other events are being planned at Genoa this year, including a Young Eagles flying day to celebrate the 100th anniversary of the first powered flight.



Fun Breakfast at Genoa



Council Bluffs Fly-in and Airshow

Normally I wouldn't write about events taking place in other states but this is an exception as so many people from Nebraska not only came for the Fly-in breakfast and airshow but were also major participants. The Lincoln Sport Parachute Club was there but did allow Chuck Fesar from Council Bluffs to parachute in with the unfurled US flag. This is a trademark item for the Lincoln group! Harry Barr from Lincoln came with five airplanes, one of which was



Jessy Panzer with Design One Aircraft



Rob Ator with Pitts S1S

flown by Jessy Panzer, a Silverhawk flight instructor and recent graduate of Embry Riddle in Phoenix. Jessy put on a marvelous display of aerobatics in a Design One aircraft while just the day before she had won first place in the Sportsman Aerobatic Category at Weatherford, Kansas. Rob Ator of Silverhawk also flew in with his Pitts S1S biplane. He had placed third in the Intermediate Category at the same event--a real accomplishment as this was Rob's first aerobatic contest. There were many activities which caused lots of excitement among the crowd. Steve Mountain was the man who practically rode on the handlebars of a Honda motorcycle while Ed Bowes (not pictured) followed the runway centerline and drove. Harry Barr came swooping down in his white J3 Piper Cub, rope ladder dangling, and flew directly over Steve. On Steve's first attempt to catch the ladder, things didn't look just right so they had to start

all over! On the second run, Steve grabbed the ladder and took off! Slowly he climbed the ladder and got into the airborne J3 Cub. It was very exciting to watch! Harry Barr changed aircraft, another J3 Cub, but this time he was going to land on the "Midwest's Smallest Airport", a highly modified 1973 Oldsmobile driven by Jim DeBus. Jim began at the start of the runway, accelerating rapidly and staying on the centerline. Harry came in at tree top level matching speed with Jim and lining up on the top of the car.



Driver Jim DeBus and "Midwest's Smallest Airport"

With amazing agility Harry set the main wheels on the top of the car and slowly brought the tailwheel down. To prove that he had really landed on the car, he then shut the engine down as Jim decelerated. After making a turn and starting at the runway beginning, Harry started the J3 engine, Jim accelerated the car, and the next thing you knew the J3 was airborne and separated from the "Midwest's Smallest Airport". Harry and Jim made it look easy but all of these activities obviously require a terrific amount of coordination! As Harry brought the J3 onto the "real" runway he shut the engine down and coasted into the ramp area, jumping out and climbing into the "Hiperbipe". Earlier this year he had gotten his low level certification for aerobatics and put on an amazing display doing outside loops, flying inverted over the runway and other antics which thrilled all who watched. It was almost an endurance contest for as soon as Harry finished his 15 minute routine with the "Hiperbipe" he brought it into the ramp area, climbed out and got into the cockpit of his P51 "Mustang" painted in Nebraska Air National Guard colors and named "Barbara Jean". Once again Harry took off and began performing aerobatics in this classic World War II fighter. I'm not saying the entire show revolved around Harry Barr, but I must admit he performed a large portion of the flight activities! The weather was perfect, hardly a cloud in the sky and everyone enjoyed the breakfast of pancakes, sausages, coffee and juice which was hosted by Advanced Air, the fixed base operator at the Council Bluffs Airport.



The "Hiperbipe"



Chuck Fesar with US Flag



Steve Mountain and Motorcycle in Rope Trick



Mark Novak's Texan T6



Fly-in Breakfast at Elgin

By Lynn Koinszan

The weather was perfect and the 12th annual fly-in breakfast at Koinzan Flying Services Airfield in Elgin, NE was a great success. Approximately



Lee Koinzan's Osprey II Amphibious

35 airplanes were on display (each of which received a free dash plaque, something that brings pilots back year after year) plus

the unexpected arrival of a Life Net helicopter made for some nice viewing and conversation.

Approximately 300 breakfasts were served by the Sandhills Air Force EAA chapter 804 and consisted of all you can eat pancakes, sausage patties, coffee and juice. Nobody went away hungry! The morning was also filled with the sound of a Super Cub, a Stearman and a 180 hp Cessna 170 giving "Young Eagle" rides. The big surprise was when the Life Net helicopter and crew of three flew in, had breakfast and then shared their



Life Net Helicopter

time to answer questions and talk to the crowd. Thank you gentlemen! With a 2600 ft. sod strip and a town of under 1000



Lee Cameron's 1942 PT 23

you can't beat it for that hometown, laid back feeling. It's like the old barnstorming days when all the town folk would come out, sit

on the grass in the shade of a wing and look up to see an upside down Stearman. Then wonder if they had what it takes to do that. If you looked



Todd Harder's 1942 Stearman

around you could see that same sparkle I'm sure my grandfather had over 60 years ago. The most important thing is the impression you leave with the public. I believe this was a great success due to pilot professionalism, courtesy and safety. After all, the fly-in breakfast is where the public meets the pilot.



Koinzan Flying Service's Modified J3 Cub

Pender Fly-in Breakfast

For over 28 years Pender has been holding an annual Fly-in breakfast and this year's was exceptional! Over 600 people either drove or flew in to Pender for a perfect day of flying, watching airplanes, grading landings and in general just having a great time. Many volunteers



Keith Bremer

assisted in parking the 53 aircraft which flew in, including six ultralights which came over the state line from LeMars, Iowa. The ultralight in the cen-



Randy Moeller



L to R Gerald Jahnke, Ray Olson, & Jerry Kohles



ter picture was piloted by Ray Olson of Norfolk with friends Gerald Jahnke and Jerry Kohles looking on.

Pictures courtesy of "The Pender Times" Editor, Norvin Hansen

EAA AirVenture 2003

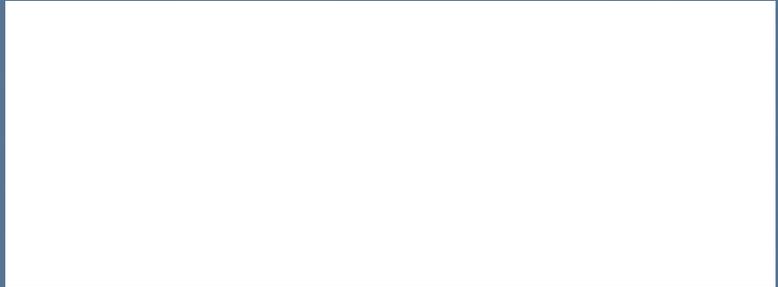
Activities will be starting at Wittman Regional Airport, Oshkosh, WI this July 26 and run through August 5. If you want to see the premier event for homebuilders, ultralights, warbirds, or just about anything involving aviation, this is the show of the year. To get a free copy of the NOTAM for air entry into Wittman, call EAA at 1-800-564-6322 or www.eaa.org to download it or visit www.faa.gov/NTAP or www.airventure.org

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A Well Kept Secret! Until Now!

and persuasion for everyone to see. Many 3-axis machines of course, but also a good number of Powered Parachutes, two Powered Paragliders and a Trike. All were flying regularly throughout the weekend. There were also instructors on hand to offer flying lessons to the lines of wannabees, in the different types of ultralights. If you wanted to see what was new and happening in the ultralight world then ANUG was the place to be. The range of machines was vast. Some of the oldest and also many of the newest machines were on display, and also the latest equipment and engines were visible in the machines. Modern machines on view included: Kolb Kobra and Firestar, X'Air, Thundergul, T Bird, Rans S12, S16 and S17, Challengers, Titan Tornado, Hawk, Glastar, Phantom, Gemini Powerchute (PPC), Buckeye Eagle PPC, Adventure F3 PPG, DK Whisper PPG, and North Wing Trike, to mention just a few. Although most pilots flew in from Nebraska and Iowa, there were some from Lansing, KS and Harrisonville, MO. The longest flight, of over 400 miles was a pilot flying a Titan Tornado from Elk Mound, WI.

Continued from page one



Visitors Decide Where to Look Next!

Sunday was equally perfect, except that the wind was a little fresher. It did not deter more ultralights from flying in, or others from getting safely off for home. Free breakfasts were again available to anyone. The meals were provided by both the Knights of Columbus and the Rotary Club. The event ended with a great raffle of donated prizes which included a Garmin GPS, Comtronics Helmet and headset, RAD Headset, Stratomaster Fuel Computer (Sport Flying Shop), Kuntzleman strobe, Skywatch Wind Meter (Sky Sports), tires and tubes (Just Plane Parts), and ASC Memberships.

From a safety aspect, there were no incidents, or problems of any kind, and the airplanes and Ultralights, Trike, Powered Parachutes and Powered Paragliders all fit in together happily. If you are looking for somewhere to go following the July 4th activities next year, perhaps you should find out about the 5th ANUG, at David City, NE. The secret is out! See you there next year!

Kevin Rutland has been flying ultralights and microlights for around twenty years. He has taken part in National and International Microlight Competitions, and was involved in the running of both World Air Games. Living in Iowa, Kevin is an ultralight writer and speaker, as well as an ultralight builder and flier. His book, *Flying with Angels*, is available from: www.amazon.com You can see pictures of his MW6S construction at his website: <http://creativemetalcuts.com> If you would like Kevin to speak at your club or gathering about any aspect of Ultralighting, just send him an email for further details. Email: ulavenger@yahoo.com