

PIREPS

A monthly newsletter for Nebraska pilots and aviation enthusiasts



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

PIREPS

August 2004

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“Independence Day at Seward”

Seward was declared Nebraska's Fourth of July capital in 1973 by then Governor Exon and has had a Fourth of July festival for the last 136 years. This year was an exceptional one with activities starting on July 2nd and terminating with an awesome fireworks display late on July 4th. Over 135 vendors displayed their crafts with entertainment going on almost continuously with various vocal groups, bands, clowns, parades and even two groups of belly dancers. It was all quite spectacular.

July 4th turned out to be the most beautiful weather day Seward had for the previous four days. The Midwest Aerobatic Club had planned an international aerobatic competition starting on the previous Friday but weather had kept the aircraft grounded until Saturday. Each of the 39 competitors had an opportunity to “show” their stuff through a complete program and you will read all about the competition in the next issue of PIREPS.



L to R: Lloyd Byerhof's Sukoi SU26, Doug Roth's Staudacher Super Star, Chandy Clanton's Edge 540, Harry Barr's Super Cub and Piper Cub and Don Nelson's Sukoi SU26

Of particular note was the airshow which took place at Seward's Municipal Airport at 11am on July 4th. Greg Whisler, airport manager and FBO at Seward, assisted members of the Midwest Aerobatic Club in putting on an impressive display of aerobatics and showmanship. Seven aircraft did all of the flying, displaying what an aircraft is capable of doing in the hands of a master pilot!

The activities began with a parachute jump by Bill Lahman from the Lincoln Parachute Club. He was streaming the US flag and appeared to land on the Midwest's Smallest Airport. While he was descending, Jesse Panzar gave a stunning acappella rendition of the National Anthem while Lloyd Byerhof



Lloyd Byerhof Doing a Lomchevak

circled
streaming
smoke.
Lloyd
started the
aerobatics
in his beautifully
painted



Bill Lahman Appearing to Land on the Midwest's Smallest Airport

Sukoi SU26, putting on a wonderful display! He was closely followed by Doug Roth in his Staudacher Super Star.

Shortly after Doug performed, things began heating up on the ramp area with a young lady who claimed to be a member of the University Weight Training Team. She said she wanted

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“Best Wishes”

This is my final column for PIREPS and I want to extend a sincere thank you to everyone in Nebraska who has shown such great support for the things we have done within the Department during my five years. I have accepted the position of Airport Director for the Fort Smith Airport Commission and will begin working there in mid August.



Kent Penney
Director, Nebraska
Dept. of Aeronautics

Nebraska has truly been a wonderful place to work with very good and capable people. Since I came to Nebraska in 1989, working for the City of Alliance, then for the North Platte Airport Authority, and then the Nebraska Department of Aeronautics, I have found it all enjoyable.

The Governor will likely be appointing a new Director before this publication is issued and I would ask that you extend great support to that individual. Achieving greatness for aviation in Nebraska is not possible with one individual but through the combined effort of many it can be achieved. I am sure the new Director will strive to continue the emphasis of the Department and Aeronautics Commission to “Encourage and Facilitate the Development and Use of Aviation in Nebraska.”

In closing, thank you all and best wishes for the future of aviation in Nebraska.

Nominations for NE Aviation Hall of Fame

By Barry Scheinost

The Nebraska Aviation Hall of Fame was created to preserve the memory of extraordinary aviation contributions by citizens of Nebraska who aided immeasurably to the Great State of Nebraska and the United States of America. Each year, a selection board will choose from public nominations, one or more individuals for induction into the Aviation Hall of Fame.

The nominee’s service of achievements in aviation may have been accomplished worldwide, nationally, or in the State of Nebraska. The nominee must be a native born Nebraskan or have performed significant portions of their aviation-related work while a resident of Nebraska. Nominations may be made by any firm, organization or individual familiar with the nominee’s achievements. ***Nominations must be received by the Nebraska Aviation Hall of Fame not later than September 15th of each year.***

Induction usually occurs during the annual Nebraska Aviation Symposium. A copy of the nomination form is on the Department of Aeronautics website at www.aero.state.ne.us under NE Aviation Hall of Fame form or it may be obtained by calling the Department at 402-471-2371.

New Pilots and Certificates



Private

Evan Gibson – Lincoln	Benjamin Hirschfield – Kearney
Richard Kusleika – Bennington	Shea Pence – York
Glenn Vanekeren – Elkhorn	Zachary Thompson – Lincoln
Joel Sysel – Fairbury	Michael Brown - Ashland

Instrument

James Kokesh – Hastings	Robert Semaan – Omaha
Stephen Webb IV – Omaha	Jesse Mueller – Potter
John Byrnes – Omaha	Arthur Abbott – Hyannis
John Rued – Bellevue	

Multi-Engine

Martin Peterson – Omaha	Ryan Foreman – Homer
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Commercial

Ryan Foreman – Homer	Christopher Wenhoff – Grd. Is.
William Post – Gretna	Lucas Wieser – N Bend
Ryan McGrail – Papillion	Marshall Meidl – Omaha
Jessica Panzer – Lincoln (Rotorcraft-Helicopter)	

Flight Instructor

Andrew Schmidt – Omaha (ME)
Jessica Panzer – Lincoln (Rotorcraft-Helicopter)

World War II Bomber Comes to Columbus

By Michael Jones

The Collings Foundation’s fully restored B-25 Mitchell bomber, nicknamed “Tondelayo” will touch down at the Columbus Municipal Airport the afternoon of August 12th, bringing a little bit of Nebraska history painted on its nose for all to enjoy.



B25 “Tondelayo”

It was in a wartime B-25 bomber, sporting the same name and paint job, that Nebraska native Jack Murphy earned his Silver Star. As a turret gunner he protected the crippled bomber from dozens of attacking Japanese Zeros, shooting down five in the process and saving the bomber and crew. It was this mission that inspired the Collings Foundation to recreate their meticulously restored bomber as Jack’s plane, right down to the ten Japanese victory flags and a Hedy Lamarr pinup faithfully painted on the nose.

The cost of bringing this historic aircraft to Nebraska will be approximately \$9,000, the biggest expense being fuel. Michael Jones (Project Coordinator) estimates a little over half that amount has been raised and welcomes any donations towards the gas bill. Rides on the bomber will be offered to the public and the cost is tax deductible. Donations or inquiries can be made in care of: Michael Jones, 2172 18th Avenue, Columbus, NE 68601, 402-563-1664.



“Apples and Oranges”

By Scott Stuart



Scott Stuart

Ah, my friendly readers are back!! Thank you! Last month I wrote about fog, this month I am going to write about F . O . G . ! ! !

A man named Ray Kroc made a few billion by selling hamburgers on the cheap in high traffic locations. I am guessing

he was the one who coined the phrase “location, location, location”. A similar saying could be used in aviation, and that is: “fly the plane, fly the plane, fly the plane.”

Last month, we (KXVG Flyers) lost one of our own. This flyer had recently gone from a Cessna 172 to a Cessna 182 on amphibious with an IO-550 conversion. It was a screamer, and a lot of airplane, a beauty I might add!! And, thus, the title of this ditty, “Apples and Oranges”. The C172 is known as “Every man’s airplane”, perhaps the C182 is the one every man would love to own?? They are as different as Apples and Oranges, and, like all airplanes, will jump up and bite you in a heartbeat if you are not ready.

So, how does one transition from a simple single to a complex single with extra muscle to boot? Where does a flyer gain experience from which to draw in times of need? I see three ways, and I suspect there are more. For me: a mentor, a flight instructor, and right seat time with a pro. The first two are easy enough, the last one can require some work, but worth it to see how “it” is done. Perhaps the aforementioned flyer might still have his ship today “if” he had done more of the three, and remembered F.O.G. Here is what happened: he ran out of gas and then stalled over the water destroying the plane. He and his passenger survived.

F.O.G??? Fire, oxygen, and gas. Three little words that make engines run and without which too many planes go down almost weekly!!! He had gas, in another tank. Did he try the boost pump??? Did he fly the plane??? Did he switch tanks??? Nyet to all. But, in his defense, when your heart is in your throat, and the adrenaline is pumping are we prepared for the worst? Well, that is the point. It is easy to get fat, dumb, and happy up there, and I personally worry about it because I fly a lot and think I am prepared. I wonder?? Only time/experience can solve this, but along the way you and I can read aviation pubs and see how others “come a cropper” (thanks, Torch: means crashed and burned in one way or another), and make sure it does not happen to us and our passengers. Gas on the ground, runway behind you, altitude above you, will do you no service. Fly, train, ride along, and you too will be around to read PIREPS next month!!! And, hopefully my next epistle!! Gear down and locked?!

Check Airman’s Corner

By Lee Svoboda

Rudder, Rudder, Rudder

Here we are on the flight portion of the practical test for the private pilot airplane single engine land rating. The oral portion of the practical test had been above average and so far on



Lee Svoboda

the flight, everything was going well. We had completed the cross-country tasks, the navigation tasks, the slow flight, the steep turns and power off stalls. I then asked the applicant to show me a power on stall to the left. As the stall occurred, the aircraft rolled violently to the left and we entered what we all know to be a spin. After about two or so turns, self preservation kicked in and I took control of the aircraft and recovered from the spin. I then informed the applicant that the power on stall maneuver was unsatisfactory and that the practical test was unsatisfactory. At that point the applicant decided to terminate the test and we returned to the airport.

Before issuing the notice of disapproval, I initiated a discussion to determine if the applicant understood why the aircraft had entered a spin. There were words about coordination and the left wing being low because of the turn to the left, etc. Those were all involved and contributed to what occurred.

However, what I tried to get across to the applicant was that being coordinated and keeping the ball in the middle of the turn coordinator is really keeping both wings flying at the same speed. The reason the aircraft entered a spin during the power on stall was because as the power was added, torque and P-factor pulled the nose of the aircraft to the left, the ball in the turn coordinator moved to the right, no right rudder was applied, the left wing was going slower, it stalled first, and the aircraft rolled violently to the left. Had the applicant applied enough right rudder to keep the ball in the turn coordinator centered, both wings would have been going at the same speed with both wings stalling at the same time, thus no spin.

As instructors, we should be constantly reminding our students about coordinated flight. However, it might help them to reach correlation, if we would get them to understand what the use or non-use of the rudder does to the speed of the wings.





How Friendly is Your Airport?

By EAA Chapter 80 Newsletter Editor, Will Kroeger

I was going to do an article on visiting other EAA Chapters while on trips, but this topic looks to be better - I hope.

So, how friendly is your airport? What will a visiting pilot, who has just stopped for fuel, say about your airport when they get home? Will they say, "even if the fuel prices were cut in half" I will never return to the land of the unfriendly? Will they say that the people are very friendly and they would return to that airport again? I know that I rate airports based on the people I meet there.

Take this unnamed airport I recently visited, no - please take it. Not only did they give me the wrong winds when they finally answered the radio, but their part of our conversation, in which I asked for my bill and suggestions to a good restaurant, was the price of my fuel. I thought maybe they did not hear my original request, but after getting no response to a repeat of the question, I realized conversation was not part of their being. The good news was that a local pilot was near by and offered to give us a ride to the best steak house in town. Even though this happened several years ago, I will still not visit that airport.

An example of a good airport is in Norman, OK. We land at Norman when the Huskers play football there and have received nothing but outstanding treatment. They give fuel discounts, clean your windshield, remind you of the bus to get to the game, and always ask if you need anything else. Now, I do not get the red carpet rolled out like the people in the private jets do, but we do get red carpet treatment.

Another good example is Aurora, MO. I was on a Lifeline flight to northern Arkansas and had called them on the way down about purchasing fuel on my return leg. They stated that they are normally closed at my estimated arrival time, but would make arrangements to be there for me. I arrived at Aurora about 30 minutes before the time I had mentioned and was worried because no one answered my repeated calls on Unicom. I decided to land anyway and was pleasantly surprised to see the Fixed Base Operator sitting in a chair by the fuel pumps. He was waiting there just for me. In fact, he gave me a tour of one of their hangars that had some antique aircraft in it. This treatment so impressed me that I stopped there several more times when flying missions in that area. It has been a while since I was there, but I will make sure to stop on any future trips that take me by Aurora.

How we treat people, whether we are part of the FBO or just one of the airport bums, will shape the image people have of our airport. You cannot complain about how our airport or general aviation is dying if we treat people with rudeness or indifference.

Ask yourself this question - how did you treat the last stranger or student pilot you met at the airport? Did you offer to help them when they had that lost look on their face? Did you help push their plane back from the fuel pump or did you and your buddies

just stand there looking sympathetic? Or, did you help with advice on how to sweet talk the local controllers to get through their airspace? Or, offer advice on a good place to eat? It takes every one of us to put a good face on our airports.

To find pilot comments on airports go to www.airnav.com. Click on airports, enter the airport you are interested in, then scroll down to the "FBO, Fuel Providers, and Aircraft Ground Support" section. Click on the Comments button on the right side. You may not like what you see, but you will see what other people think!

Editor Comment: *Will did mention the name of the "unnamed airport" in his original article. If you would like to see the article in its original format go to www.EAA80.org and select the June 2004 issue. It behooves all of us, not just the airport operator, but those of us standing around at our local airport waiting for our next flight, to help the visiting pilot and his passengers. Whether giving directions in a friendly manner or just a helping hand, it can make all the difference as to them stopping at our airport the next time or overflying to a more friendly airport environment!!*

Pender Fly-in Breakfast

By Leonard Janke

With the help of good weather, Pender's Municipal Airport veterans sponsored a Fly-in/drive-in breakfast on June 27th. It was held in conjunction with Pender's annual Jamboree Celebration and Alumni Activities.

It was well attended with 479 food plates being served which allowed the drive-in group to view and enjoy the great variety of 52 airplanes which flew in for the event.

Food equipment, chairs and tables were set up in the shop hangar and the breakfast has become a good meeting place for alumni and friends.

Everyone enjoyed the aircraft activities. Airplane rides were offered at a reasonable price and were very popular. See you next year at Pender's Fly-in/drive-in breakfast!

"Squeeze Play"

From NASA's Callback, May 2004

This instructor and student used the POH to calculate the rotation speed but neglected to follow the procedure for leaning the fuel mixture. They put their Cessna 172 into a spot where there was not enough speed to takeoff and not enough runway left to abort.

With full tanks and increasing density altitude, the engine was unable to produce the needed power to achieve the rotation speed of 48 knots. After passing the "O" intersection of Runway 13/31 we were at 42 knots. At this point we decided to rotate

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"Squeeze Play"

Continued from Page 4

because there was not enough runway left to abort the takeoff. Unfortunately, after rotation, the stall warning horn sounded at about 10 feet. We did not have enough distance to climb and clear the obstacles at the departure end of the runway. We decided to cut the power and land. At this point we believed that there was some runway and hard grass surface to stop the plane. Unfortunately, the brakes did not catch the wet grass and we slid into the plowed field 200 feet south of the runway....

In my opinion, if we had tried to keep it in the air the outcome could have been much worse. However, there were some errors in our judgment. The density altitude was significantly higher than it had been in the last several months. Keeping the high density altitude in mind, apparently one thing that we could have done to produce more power [would have been to] lean the mixture for takeoff.

In general, when the density altitude exceeds 5,000 feet, normally aspirated engines should be leaned for optimum performance. Follow the POH procedures for specific aircraft and engines.

Editor Comment: *For those of you unfamiliar with NASA's Callback, it is the self disclosure by a pilot of an incident or possible incident through NASA's Aviation Safety Reporting System.*

Luscombe Fly-in at Lexington

By Nathan Cook

About 20 airplanes showed up between Friday, June 11th and



Luscombe Model T8F
Owned by Bill and Todd Byars, Okmulgee, OK

Sunday, June 13th for the Luscombe Fly-in. Thirteen of those aircraft were Luscombes. There were also two old Funk's from Kansas to

share in the event. Most of the participants came from Colorado, but there were also some folks from Oklahoma, Kansas and Michigan. There were several locals as well.

The weather could not have been better for the weekend and that provided lots of aerial activity around Lexington. Heather McRoberts and "Scooter" Mainero, both 18 years old and flying their own Luscombes, came out from Colorado. Heather and Scooter will be touring the country



Funk Aircraft, Owned by Don Scott of Coffeerville, KS and Ray Pahls of Osborne, KS

this summer giving airplane rides and promoting aviation to the younger generation. Their plan is to end their trip at EAA Airventure in Oshkosh, WI where they will be speaking about aviation.

In any case, it was a great weekend with lots of tales about flying Luscombes



More Luscombes on Ramp at LXN

and Funks. Next year we hope to have an even bigger crowd. See you at the next Luscombe Fly-in!

Genoa's Fly-In

By Don Pearson

Overcast skies gave way to a beautiful morning for flying with little wind and CAVU (ceiling and visibility unlimited) on June 27th. Although many activities were planned that weekend throughout the state, 14 aircraft flew to Genoa to enjoy the breakfast served by the Genoa Lions Club. About 400 breakfasts of pancakes, sausage, and drinks were consumed by the crowd from Genoa, the fly-ins and the drive-ins from the surrounding area. All the folks enjoyed seeing the airplanes and visiting with the pilots that flew them.

Among the aircraft flying in were Cessna 150's, Kitfox, Aeronca L-16, Cessna 170, Cessna Cardinal, Sonex, RV-6, Staggerwing Beech, Challenger II and others.

Even after 100 years of flight there is still a mystique about airplanes and the people who fly them that draw people out to the airport. This was certainly true at Genoa as the crowd lingered around after eating to look over the visiting aircraft.

Of special interest was a beautiful yellow and blue Sonex flown by Frank Cuba of Silver Creek and the impeccably restored Staggerwing Beech flown in by Gene and Donna



Frank Cuba's Sonex EXP

Overturf of Columbus. A Kitfox, flown by Jerry and Gayle Koles of Norfolk, received lots of attention. All aircraft were eagerly received by the crowd.

Fly-ins take a good deal of preparation. All who plan and participate appreciate the great attendance and the people who make the effort to fly their aircraft in for breakfast. Genoa thanks you for a SAFE and successful event.



Jerry & Gayle Koles Kitfox III



Wayne's Fly-in and Annual Chicken Show

Heavy fog and poor visibility limited the number of attendees for the Fly-in breakfast at Wayne on July 10, but it certainly didn't dampen any enthusiasm for Wayne's Annual Chicken Show.

After the big parade, there was charcoal grilled chicken for lunch and it made a hit with everyone. Volunteers had been up since early morning to make sure it was cooked to perfection on the 40 foot grill set up on the street next to the Wayne State



Forty Foot Grill in Operation

College campus. There was a long line for the meal which was half a grilled chicken, baked beans, hot rolls, potato chips and orange juice. Some people just seemed to be "clowning" around while waiting in line for the meal but everyone was served. Over 500 people bought tickets for the lunch.



Clowns in Line for Grilled Chicken

Afternoon brought better visibility with the arrival of Siouxland EAA Chapter 291 and their five aircraft to do "Young Eagle" rides. By 130pm, 30 rides had been given with over 60 signed up for their first flight.



John Bartholomew and 3 "Young Eagles"

Lyle Carlson was there with his Ercoupe and John Bartholomew with his Mooney. Carl Rump, Craig Christensen, Dave Zach, and Scott Morgan either brought aircraft or provided pilotage.

Even though the morning weather didn't cooperate with Wayne's Municipal Airport activities, the day turned out well. Afternoon events at the airport were well attended and many young people had the opportunity to take a "Young Eagle" ride.

Council Bluffs Fly-in

The Pancake Man, Jim Kuper, was kept busy in the hangar at Council Bluffs Municipal Airport on Sunday, July 11. It was readily apparent that Jim had "flipped" a few pancakes in his day as they went twirling up over his head, behind his back or under his leg. They always landed on a waiting plate for the next person in line. Loaded down with four pancakes, sausage, butter and syrup you were soon seated and having the breakfast of your life.



The Pancake Man, Jim Kuper

A lot of folks showed up from Nebraska with their airplanes and a healthy appetite, pilots got to eat free. Four pilots from Millard Airport arrived in their Swifts, ate a leisurely breakfast and were soon airborne in formation headed back home. Steve Stevens and

John Breese made an impressive formation takeoff



Steve Stevens and Jon Breese in Their Swifts

and were soon overhead with Jerry Adams and Tom Gulizia in a nice four ship formation.

Council Bluffs is also the home of "Gunfighter II", a P51D flown by BGen (Ret) Reg Urschler and Commemorative Air Force "Colonel" Larry Lumpkin. They were just finishing up a big job of replacing all 12 pistons on the Rolls Royce Merlin V-12 engine while the Fly-in breakfast was in progress. A very nice WWII museum, which is open to the public, is incorporated into the hangar.



"Col" Larry Lumpkin With "Gunfighter II"

Don Wall from Omaha was there with his jet powered BD5J, showing Harry Barr and Jesse Panzer his aircraft. Rumor has it that Harry will be the first person to fly Don's BD5J, sometime in the not too distant future. Look for the story in PIREPS.





Independence Day at Seward Cont From Page 1

to see if she could hold onto a rope attached to Harry Barr's J3 Cub and keep it from moving. Harry agreed and the next scene had

Weight Trainer Holding J3 Cub??



Before

After

her holding onto a 20 foot rope attached to the tail wheel of the J3 Cub. Everyone was surprised when the J3 caused the young ladies



J3 Cub on "Midwest's Smallest Airport"

ladies clothes to tear off, leaving her in a bikini. Apparently she had tied the rope to her attire and the J3 did remove them! Harry then took off in the J3 Cub, minus the rope and clothes, and proceeded to land

on the Midwest's Smallest Airport driven by Jim DeBus.

It was then Don Nelson's turn to perform in his red and white Sukoi SU26. Don, a retired United Airlines Captain from Denver, now goes all over the country every summer performing a stupendous aerobatic show.

Then it was time for the car-airplane race featuring Harry Barr in his "Hiperbype" against a 1971 Chevrolet Camaro which consistently turns 11 second quarter miles at the dragstrip. On the first two runs, the Hiperbype lost by a considerable margin but Harry finally took first place on the third attempt, of course he was upside down during the first two races.



Car on Left With Upside Down Hiperbype in Hot Pursuit

Then it was time for the motorcycle rider to J3 Cub transfer.

Motorcycle Rider Transfer to J3 Cub



Ed Bowes normally drives the motorcycle with Steve Mountain on the handlebar seat but Ed was called out of town unexpectedly. Edwardo Santano from Brazilia, Brazil, graciously volunteered to drive the motorcycle as he had come for the Midwest Aerobatic Club's competition and was just going to be a spectator. Ten seconds after this picture was taken something went terribly wrong! The ladder became entangled in the motorcycle causing Steve Mountain to go off to the right and Edwardo off the machine to the

left. Steve only had some minor bruises while Edwardo suffered a dislocated shoulder.

The last event of the day was a superb performance by Chandy Clanton who was a member of the 2003 US Unlimited Aerobatic Team and flew at the World Championships in Lakeland, Florida. Chandy put on a display of aerobatics in her Edge 540 aircraft which was certainly worth the wait. Howard Nitzel did a most excellent job of telling us what Chandy was doing and her name for the maneuver. For instance, there was the Blender, the Whooper, the Harrison/Felix, the Sidewinder, See You Now-See You Later, and Drew's Chute and Ladder. Chandy did some things with her aircraft which you just wouldn't believe unless you were there in person! It was a stunning performance and capped the program. Congratulations to all the performers and the many volunteers who made it all come together!



Chandy Clanton and Her Edge 540

ACE Camp, Day Two

The Aerospace Career Exploration Academy began on Sunday, July 11, with 25 young adults arriving from Nebraska, Iowa and Missouri. Day one consisted of checking in at Camp Ashland around 4pm with an orientation for the attendees and their parents. First on the scene were three young ladies from the Kansas City, MO area and their sponsor, Elso Diaz-Bautista who is the Latino Employment Program Mgr. for the Kansas City FSDO.



L to R, Elsa Diaz-Bautista, Nicole Rios, Jenny Menjivak, and Maria Arevalo

Day two had the attendees going to various meetings from the Control Tower at Lincoln, Duncan Aviation, the Highway Patrol Aviation Wing and the NE Department of Aeronautics with briefings by Dan Petersen of the Lincoln FSDO. Both groups are pictured in front of a 1942 WACO UPF 7 aircraft.



Both groups are pictured in front of a 1942 WACO UPF 7 aircraft.



PIREPS

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Calendar

York Airport (JYR), EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 8-10am. Free to PIC.

Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 730-1030am.

August 4-8 - Tuskegee Airmen 33rd Annual National Convention, Omaha Qwest Center and adjoining Hilton Hotel. Public invited to attend. Over 20,000 Tuskegee Airmen expected with many displays. More info: Bob Rose 402-292-8912 or rdrjr@cox.net. Additional info: www.tuskegeeairmen.org and www.omahatuskegeeairmen.org

August 14-15 - Columbus (OLU) Fly-in breakfast both days 730-11am. Saturday "Rockin on the Runways" featuring Lover Boy and Black Hawk. Flyovers, static displays, aircraft rides. Mitchell B-25D-1 "Tondelayo" sponsored by Michael Jones, Avcraft and EAA. More info: Rick Gasper 402-564-3777 or 402-276-1291.

August 14-15 - Fly'n For-Make-a-Wish. 1,000 landings in Nebraska to raise \$50,000 for Make-A-Wish Foundation. If you land at 10 or more airports on Aug 14th and RON at LBF then you get a free steak dinner. Aerobatic performance by Chandy Clanton that evening. Lunch at Kearney airport on the 14th from 1130-1pm., at Lexington airport on the 15th 1130-1pm. Send meal reservation request to Harlon Hain and for more information: 402-293-1818 or www.hainsr71@aol.com.

August 15 - Falls City (FNB) Fly-in breakfast, 6-11am. Pancakes and ham with coffee and juice. Static displays. Proceeds go to Falls City Rural Fire Dept. More info: Darwin 402-245-4020.

August 15 - Red Cloud (7V7) Fly-in breakfast (free to fly-ins). In conjunction with Street Car Days celebration starting on Saturday the 14th. More info: Chuck Stokes 402-746-3419.

August 15 - Mapleton, IA (MEY), Mapleton Flying Club's annual Fly-in breakfast, 630-1130am. Free to Fly-ins. More info: James Else 712-881-2764.

August 22 - Hartington (0B4), Fly-in breakfast, 730-1130am. Sponsored by Holy Trinity Grade School, providing food and table service. More info: Bud Becker 402-254-3212.

August 21-22 - Offutt AFB Open House and Airshow. "Defenders of Freedom" theme with the Air Force Thunderbirds performing their spectacular airshow. More info: www.offutt.af.mil/airshow

August 27-29 - Minden (0V3), NE Chapter Antique Airplane Assoc. Fly-in. Lots of activities. More info: Todd Harders 308-485-4441.

August 28 - Council Bluffs (CBF), Free brats and burgers, 10am-4pm. Great Plains Wing of the Commemorative Air Force celebrates their 20th anniversary. Static displays 3-P51s, Stinson L5, and an Aeronca L3. WWII Museum. More info: Larry 402-312-4675.

Sept 12 - Neligh (4V9) Fly-in breakfast 7-11am. Sponsored by the Norfolk EAA Chapter. Static displays and flyovers. More info: Rick Schindler 402-887-4827.

Sept 12 - South Sioux City (7K8) Tommy Martin Memorial Fly-in breakfast, scrambled eggs and ham 730am-noon. Free to PIC. RC aircraft airshow at 11am. More info: Rick Alter 712-233-1552.

Sept 18 - Sidney (SNY), Fly-in breakfast 730-1030am, pancakes, sausage, eggs, coffee and juice. Hosted by Western NE Community College's VocAir Flying Club at NE's only Airframe and Powerplant School. Shuttle to Cabela's. More info: Dave Young 308-254-5450.