

# PIREPS

A Bi-monthly Newsletter for Nebraska Pilots and Aviation Enthusiasts



'To Facilitate the Advancement of Aviation in Nebraska'

## PIREPS

Aug/Sept 06

Volume 58, Issue 5

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Official Publication of the  
Nebraska Department of Aeronautics,  
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Circulation: 3758

## Blair Dedicates New Runway

The leadership of Blair's community determined a new airport was needed and it would be an economic boon to the area. It all began July 4, 1941 when the airfield was 1200' X 2200' and you could land or takeoff in any direction according to the wind.

Many dignitaries were present for the dedication of the new runway on June 2, which included State Senator Mick Mines, Mayor Jim Realph, Airport Authority Chairman Geary Combs, Airport Manager and City Administrator Rod Storm and his assistant Phil Green, NE Director of Aeronautics Stuart MacTaggart, Lincoln FSDO Larry Becherer, HWS Consulting engineer Al Jambor and Cedar Valley Corporation representatives who built the new runway on time and under budget.

The runway dedication was tied in with a fly-in breakfast organized by Leigh Hedrick. The Pancake Man was there and capably flipped pancakes several feet



The New Blair Municipal Airport

in the air for many of the 475 people who participated. Boy Scout Troop 43, led by Scout Master Mark Neiburg, assisted with cleanup and just generally doing whatever they could to help anyone with getting to or from a place to eat.

There were inflatable slides and jumping devices for the younger groups to play on while music was provided



Blair's Boy Scout Troop 43, 20 Leaders and 55 Boy Scouts

by the Blair Community Band. At 10 and 12 there was a parachute jump by members of the Lincoln Sport Parachute Club after which several speeches were given by the attending dignitaries complimenting Blair on its far-sightedness in developing another gateway to the greater Omaha community and surrounding area.

Young Eagle rides were donated by EAA Chapter 80

### Flight Design CT at Sunrise



Lincoln Sport Parachute Club's Signature Jump With American Flag, Bill Layman-Jumper

members Mike Howard, Jim Ratte, Jim Duke, Don Meyer and Dr. Johnathan Fuller. It was a great day for the event and an even greater day for the community of Blair.



# The Romance of Flying

By Stuart MacTaggart

This issue of PIREPS serves as a vivid reminder that the romance of flying is alive and well. There's something really special about an airport, its people, the airplanes—the smell, sights and feel that you get around that hot ramp or cool grass that once lured you to images of graceful airplanes and heroic figures. It tends to stay with you—for years.

One of my favorite quotes was that of Neil Armstrong when he responded to a question about his long flight to the moon. Paraphrased; "You bet it was long, it started in a J-3 cub." My "J-3 Cub" flight was in a PT-17, owned and flown by Colonel Harold "Bunny" Comstock, a WWII fighter ACE and life-long friend who made the Hollywood movie stars pale by comparison. That was many years ago—we've literally gone to the moon since then. And, neither Bunny nor I "jump tall buildings" any more; but, the romance of flying has not diminished over the years.

To visit a Nebraska airport, especially during a summer fly-in, is a great way to live a part of the aviation experience. Where else can you enjoy a brass band, have pancakes under a tent and watch sky-divers deliver the star spangled banner? You may even come across a J-3 Cub! Or, better yet, a PT-17.



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

# The Nightly News

By Scott Stuart

Have you ever noticed that virtually all the news that we see, hear and read is about something bad? Murders, kidnapping, fires, terrorism, vandalism and the list goes on and on. Now, did you notice that I left out accidents/wrecks in that list of bad news? Purposely, not an editing trick, but a ploy to get you to read on, at your own risk of course!



**Scott Stuart**

It seems a fact. A bunch of flyers get together and what do they talk about?? Flying and plane crashes. Hmm, wonder what sort of confidence that breeds in those non-flyers who happen to be a part of the group or within earshot? Certainly not the message we should be conveying about our passion, aviating.

Perhaps we are alive today, as flyers, because there is a certain amount of planning that goes into a flight, unlike hopping into the car for a dozen eggs at the corner market. I am heading to PSP in about 12 days and I am already planning for the adventure. The plane has fresh oil and is clean and shiny. I am checking pacific weather systems. My charts are laid out and current. I have selected three alternate routes so I can "beat" the weather. I have checked on-line about fuel prices so I know the best place(s) to stop. And, and this may be the most important of all: if all fails, I stay home and have no regrets about the decision to be either 100% safe in the air or 100% safe at home. I sure don't want you folks talking about me over coffee some Saturday at the airport wondering "what was he thinking."

Sure there are dingers out there, and none of us is immune. But, in flying we plan, we train, we prepare and the result is an amazing safety record the publishers of this piece strive mightily to still improve upon. Yes, we can and absolutely should, learn from the mistakes of others. It is my opinion that since statistically, 99.999% of all flights are completed safely and comfortably that that is the message we should be conveying to all who will listen. Meanwhile, be sure to buckle up in the car next time an omelette calls your name, as your risk of that dinger is real, and not fully in your control like the planes that we pilot. Life is fragile and wonderful. Please fly, and fly safely.

Wheels are down and locked?? Aren't they??

## Been to a Fly-in breakfast lately?

Editor, Ronnie Mitchell takes a few moments while at the State Fly-in in McCook. Picture by Diane Bartels.



## New Pilots and Certificates

- |                             |                                  |
|-----------------------------|----------------------------------|
| <b>Private</b>              |                                  |
| Scott Bowen – Omaha         | John Williams – Hastings         |
| Travis Dingman – Omaha      | Michael Munch – Elkhorn          |
| Walter Hampton – McCook     | Brendan Zubrod – Omaha           |
| Kristopher Terry – Omaha    | Bruch Reynolds – Omaha           |
| Barton Barnhart – Papillion | Daniel Wiese - Omaha             |
| Scott Baker – N. Platte     | Christopher Bressman – C. Bluffs |
|                             | Christine Warner – C. Bluffs     |

- |                             |                       |
|-----------------------------|-----------------------|
| <b>Commercial</b>           | <b>Multi Engine</b>   |
| Robert Bruce Mundie - Omaha | Joel Young – Thedford |

- |                          |                          |
|--------------------------|--------------------------|
| <b>Instrument</b>        |                          |
| Mark Genreux – C. Bluffs | James Hassenstab – Omaha |
| Chad Bowden – Bellevue   | Paul Dunning – Doniphan  |
| Ryan Stepp – Omaha       | Carl Btaun – Omaha       |

- |                          |                          |
|--------------------------|--------------------------|
| <b>Flight Instructor</b> | <b>Single Engine</b>     |
| <b>Instrument</b>        |                          |
| David Nickel – Omaha     | Michael Gerdes – Lincoln |
| Mason Rothwell – Hyannis | Arthur Abbott – Hyannis  |
| Richard Smith – Omaha    | James O'Leary - Fremont  |

- |                              |
|------------------------------|
| <b>Glider</b>                |
| Scott Currie – So Sioux City |



## “Terror Or Ho-Hum”

By Tom Gribble



Thomas Gribble

I have experienced three vacuum pump failures during the nearly forty years I've been instrument rated. All three vacuum pump failures occurred during flight in actual instrument conditions. If my less than expert number crunching is correct, had there been just one pump failure during this time, the odds of it occurring in IMC would be about 1 in 13. But, three failures? All while on instruments? One of the mathematicians reading PIREPS

will have to figure the odds of that happening.

The point is, vacuum pumps do fail. And, the pump does not care whether it is in a blue sky or on a grey day. Instrument pilots flying the typical General Aviation airplane, with one compliment of the minimum required flight instruments, had better be prepared to fly that airplane on instruments, including an instrument approach, without the aid of the attitude and heading indicators. This includes pilots flying twins with two vacuum pumps. It is not too unusual for the failing pump to scatter debris throughout the system, causing failure of the second pump.

The first vacuum pump failure I experienced manifested itself shortly after lift off. I had just entered the five hundred foot overcast, whose base was as flat as the terrain below. The visibility between earth and cloud was excellent.

In this case the airplane was a 1961 Cessna Skyhawk, with the backward turning directional gyro. As the vacuum bled away, the heading drum began to spin like a top. This is quite typical of these older designs, and sometimes an obvious early warning. However, the pump may actually have quit while still on the ground, though the artificial horizon was still wings-level when the D.G. became a whirling blur.

Even for a gyro instrument pilot, this was a no brainer: power back, nose down, and within seconds I was below the clouds. An easy visual pattern put me back on Hibbing, Minnesota's runway 13 in just a matter of minutes.

Another dozen years passed before the vacuum pump in a new (less than 25 hours on it) Hawk XP decided to show me accumulated time is not a factor. About fifteen minutes from Fort Smith, Arkansas, and about 1,000 feet above the tops, we began an enroute descent from our cruising altitude of 8,000 feet. A minute or so after entering the clouds I realized the instruments were having an argument.

Being somewhat slow of wit, I probably gazed briefly in wonderment before finally checking the vacuum gauge. Sure enough, down to zero. Time to go back to needle - or in this more recent case, turn coordinator - ball, and airspeed. Once again, fair weather kept

**Continued on Page 7 Right Column**

## “Airspace”

By Lee Svoboda

Before going any further I must correct a mistake from the last edition of this publication. If you are inside the magenta and climb above 700 feet AGL, you are in Class E airspace not Class B airspace.

Let's now discuss Class C airspace. I know some of us old guys may remember it as an ARSA, however, it is generally from the surface to 4000 feet AGL usually consisting of a 5NM core area from the surface to 4000 feet and a 10NM radius shelf area that extends no lower than 1200 feet up to 4000 feet AGL around the primary airport within the Class C airspace. To operate in the Class C airspace, the aircraft must have a two-way radio and transponder with altitude reporting, that has been inspected within the preceeding 24 calendar months. Before entering Class C airspace, radio contact must be made with air traffic control, (ATC). A clearance is not required to enter the Class C airspace, however you calling ATC, i.e. approach control, is not considered radio contact. Radio contact is when ATC responds to your radio call with your tail number. And of course, if you are going to land at the primary airport within the Class C airspace, approach control will pass you on to the control tower for the clearance to land. The weather must be the basic 3152 (Visibility 3SM, 1000' above 500' below and no closer than 2000 feet horizontally from any clouds) to operate VFR in Class C airspace. In our Great State, you will find Class C airspace at Lincoln and in the Omaha area.



Lee Svoboda

Next Class B airspace, a terminal control area (TCA) to us old guys. The closest will be found at Denver, Kansas City, Minneapolis and Chicago and is generally the airspace from the surface to 10,000 feet MSL around the main airport within the area. The exact structure of each Class B area varies. A unique feature is the 30 NM thin line around the primary airport within the Class B airspace. To operate VFR, inside of that line, even if you stay clear of the Class B airspace, your aircraft must have an operating transponder with altitude reporting and properly inspected. If you want to enter Class B airspace, you must contact ATC and get a clearance to enter. Radar contact is not a clearance to enter; you must hear the words, CLEARED TO ENTER THE CLASS B AIRSPACE. If you do not hear those words, thou shall not enter, unless you are fond of corresponding with the FAA. Like Class C airspace, approach control will pass you on to the tower for your clearance to land at a towered airport within the Class B or to UNICOM for landing at a non-towered airport within the Class B airspace. The weather requirement is also different. Instead of the 3152, the VFR cloud separation is CLEAR OF CLOUDS with 3 miles visibility. And last but not least, the pilot must have at least a private pilot certificate to operate in Class B airspace.



# Family Fun Day At Scottsbluff

By Martin E. Bowen

On Saturday the 3rd of June, Chapter 608 of the EAA presented its annual fly in at Heilig Field located in Scottsbluff, NE. The festivities started at 7am with a great breakfast of pancakes, eggs, sausage, orange juice, and coffee provided by the Lions Club. Young Eagle rides began and a total of 68 youngsters were provided with their first flight experience. Thanks to a great response of fly-in participants, there were over 35 aircraft for the general public to inspect and admire. Many were home built aircraft as well as several certified airplanes. Workmanship on these aircraft was excellent and demonstrated what the average person can do in the pursuit of a flying experience. One of the fly-in aircraft, an RV-6,



RV6 Flown by Dan Berry

was piloted by Dan Berry, the grandson of William Heilig for whom the Scottsbluff airfield was named.

The local military recruiters from the United States Army,

Air Force, and Marine Corps were present and provided the crowd with activities involving fun games with prizes and a rock climbing wall that drew a great deal of attention.

The highlight of the day was the arrival of three types of military aircraft. A KC-135 tanker from the Nebraska Air National Guard piloted by Randy Douglas and stationed in Lincoln, arrived with several low passes over the airfield.



NE ANG KC135 Tanker

It showed three different configurations as it passed the crowd. After landing, airstairs were provided and the crew gave guided tours of the aircraft.

The second aircraft to arrive was a C-130 from the Wyoming Air National Guard piloted by LTC Mike Barkdull and stationed in Cheyenne, WY. It too provided the crowd with special views



Wyoming ANG C130

as it made fly-bys in several configurations. After landing the crew dropped the ramp at the rear of the

aircraft and unloaded a demonstration engine for the C-130 that had been cut away so internal workings could be examined. The crew also conducted tours of the aircraft.

The final military aircraft that arrived was an F-16 from the



BG Mike Edwards and F16

140th Fighter Wing of the Colorado Air National Guard stationed in Aurora, Colorado. It made several low passes over the field that had the crowd's undivided attention. Its spectacular performance could not only be seen but felt clear to the soles of your shoes. After landing, the

pilot Brigadier General Mike Edwards (commander of the fighter wing and a native of Lyman, Nebraska), was greeted by his mother, Wanda Hauschild of Gering. After a short family reunion, General Edwards held a question and answer session for the public and then gave a guided tour of his aircraft. His external fuel tank



F16 John Deere Fuel Tank Art

drew many stares and a lot of laughs.

The Airlink Medical Helicopter made its appearance after returning from an emergency run. The crew demonstrated their



Airlink Medical Helicopter

equipment for the crowd and gave an extensive tour of the crafts interior.

After a morning of excitement, a lunch buffet was served in the new

Scottsbluff terminal building. Many spectators returned to the field after lunch to see the flying demonstrations of radio controlled aircraft and further examine the aircraft on static display. At the close of the fly-in, spectators were once again treated to low level flights by departing military aircraft.

On a more personal note, I have never seen a finer group of young men and women than the military recruiters and the crews that flew the military aircraft to our fly-in. Their professionalism, courtesy, conduct, and treatment of everyone demonstrated what a role model should be. They made me proud to be an American.



# Ord's Extra"Ord"inary Days

With Excerpts from an Article by Trudy DuMay Adams

The town of Ord began preparations for three days of activities many months ago and it certainly showed. There were inflatable slides for the younger people on the town square Friday evening May 19th through Sunday, May 21st. On Saturday evening there was "Military Appreciation Night" with dancing to Bobby Layne's Orchestra, featuring vocalist Trudy DuMay, at Ritz's Restaurant. The best prime rib I've ever eaten was served at Ritz's as the Saturday night special.

After dinner, over 60 people attended the dance where if you showed up in uniform or carrying your uniform (if it had shrunk in the closet) you received a \$1.00 discount on your ticket. Only two



Fay and Lavona Gillham With Bobby Layne's Orchestra in Background

people showed up in uniform, myself and a former WWII sailor, Fay Gillham and his wife Lavona from Scotia, NE. During the war, Fay served on the destroyer USS Preston, and was in nearly every major campaign in the Pacific Theater.

One of the main features of the weekend was recognition of Evelyn Sharp (an Ord native who died in a P-38 accident April 3, 1944) and her contributions to aviation. School children had made posters highlighting her accomplishments and they were prominently displayed on many store windows downtown.

LaVern DuMay (a retired Lincoln Journal Star photographer and writer) was a friend of Evelyn's during their high school years and attended the entire weekend of activities. Evelyn used LaVern as a practice "drowning" victim so she could receive her life saving accreditation. Shortly before WWII began, Evelyn had left Ord to train pilots and later became a pilot for the Women AirForce Service Pilots (WASP). LaVern enlisted in the Navy in 1942 and became a 3rd Class Photographer's mate.



Evelyn Sharp in Winter Gear

The Fly-in breakfast took place Sunday morning with a meal provided by local members of the Future Farmers of



LaVern DuMay with Daughter, Trudy DuMay Adams

America who incidently did a fine job of preparing pancakes and sausage. The syrup came all the way from Vermont. The first aircraft to arrive at Evelyn Sharp Field was a 1942 Stearman piloted by Todd Harders from Cairo. Todd graciously invited me to go along on a flight in his beautiful Stearman and this is how it looked during takeoff roll. The top cylinder made a perfect



Todd Harders With His 1942 Stearman



View From the Front Cockpit on Takeoff

sight for aiming down the runway. At one point over 20 aircraft came for the Fly-in breakfast and the weather couldn't have been any better. Skies were clear and the temperature was a pleasant 82F.

## Central City's Fly-in

Central City was originally named Lone Tree for a giant solitary cottonwood tree which was reportedly visible from 20 miles away and served as a prominent marker for travelers on the Overland Trails. Population 2998, it's an hour and a half drive west of Lincoln and only a 20 minute drive west to the city of Grand Island.



American Legion Lone Tree Post 6

Public support of the municipal airport, Larry Reineke Field, is among the best in the state! On June 4, the annual fly-in/drive in breakfast/lunch was held and 565 people were

served by the local chapter of the Knights of Columbus. American Legion, Lone Tree Post 6 presented the flag while members of the Lincoln Sport Parachute Club dropped from 4000 feet streaming a large version of the US flag, all while the National Anthem was being played by the local D.J.

It was difficult to keep count of all the aircraft while pilots and passengers who finished their



Chuck Crinklaw Airborne with Lee Baney Catching Our Flag

Continued on Page 6



**Central City's Fly In/Drive In Breakfast** Continued From Page 5  
meals departed but it was between 48 and 55.

Showing a patriotic theme were the graphics on Larry Geiger's Vans RV9A from Lincoln. Big Red was also shown on the N num-



Larry Geiger's Vans RV9A, Photo by Jeremy Strack



1944 Gull Wing Stinson

ber near the elevator of the aircraft. Another great looking aircraft was Don Maxfield's Gull Wing Stinson during

takeoff roll. The State Patrol was also in attendance with Trooper Jeremy Strack as pilot and the one everybody wanted to visit with concerning the capabilities of his helicopter.

Aircraft rides were available and one rider, J.D. Mitchell, came all the way from Houston, Texas for Central City's Fly-in. He attended with his grandfather and grandmother and they all had a fabulous time



State Patrol's Bell 407 Photo by Jeremy Strack



J.D. Mitchell from Houston, TX

looking at the aircraft, watching the parachute jumpers and eating their meals in the big hangar.

It's always fun and exciting going to Nebraska's Fly-in breakfasts and this was no exception.

Another well organized, safe and great event by Don Shorney and his group of volunteers.

# State Fly-in, McCook

By Diane Bartels

A much-needed rain with a few thunderstorm cells greeted early arrivals Friday evening (June 16) at the McCook Regional Airport, the venue for the three-day Nebraska State Fly-In. From the west came the Red Stars with their beautiful Russian Yaks, and from the east, two members of the Flying Mavericks, the University of Nebraska Omaha flight team, in their red and white Cessna 150. A wonderful contrast on the ramp!

Pilots and local volunteers were rewarded with a steak BBQ that evening sponsored by Dick Trail. Conversation centered around hangar flying and the need for rain in this drought-stricken region. The evening concluded with Diane Bartels' program on the life story of Evelyn Sharp. One gentlemen said he had wanted to take Sharpie out after a day of barnstorming around McCook in the late 30s, but her father had denied the request. Members of the audience jokingly indicated it was a good thing!

Saturday morning the clouds hung low with only brief glimpses of the rising sun's rays peeking through dark billowy masses.



Colorado Yak Pak

However, it did make a beautiful background for the four Yaks, standing straight and proud, yearning to

fly. Harry Barr in his P-51 was the first of the aerobatic performers to come in that morning, with Rob Ator, held up by weather in Wayne on Friday and again at Grand Island early Saturday morning, finally touching down at McCook by 9:45am.

Meanwhile there were lots of activities on the ground. John Kugler had tethered his hot air balloon and was giving rides. Kiwanis was serving pancakes, fruit cups and sausage. Vendors were selling airplanes and books, and the Omaha Aviation Institute and Western Nebraska Community College were sharing information and literature about their respective aviation programs.

Jim Hagert, Fly-In Air boss, and Richard Stull were giving free airplane rides to youth. At 10am, members of the North Platte Lee Bird CAP Composite Squadron formed a Color Guard for opening ceremonies and later provided security and direction for ramp traffic.



Air Boss, Jim Hagert

Two local radio stations, KICX and KIOD, were "live" on the field doing interviews and keeping everyone up to date.



At 11:00 sharp, the Yaks taxied to the runway, stopping momentarily in front of the audience for a smoke check. By this time, several hundred people had gathered, and they showed their approval by cheering loudly. The Yaks flew several passes in perfect formation, subsequently being joined by Harry Barr. The sounds and sights were beautiful. Rob Ator was next on the pro-



Harry Barr and Backseat Passenger, Jim Debus

gram, flying in a manner which had earned him first place at the Rocky Mountain Invitational in Lamar, CO last year.

A band of thunderstorms between McCook and Boulder, CO

kept Doug Cairns, the around-the-world diabetes pilot, out until early afternoon. During his program he spoke of his release from the Royal Air Force when diagnosed with Type 1 Diabetes and



Rob Ator and His Pitts

how he ultimately decided it would be his mission to find a way to again fly airplanes, not only for himself but for other diabetics. At the conclusion of his presentation sponsored by the Community Hospital Health Foundation, Doug accepted a \$1,000 donation for his Children's Diabetes Foundation.



Teri Shipshock Presents Check to Douglas Cairns

Winners of aviation awards, sponsored by the Nebraska Aviation Council, were as follows: Best Antique, Harry Barr, Lincoln; Best Homebuilt, Robert Mann, Gothenburg; and Farthest Flown, Jesse Muller and Lucas Stritt, Omaha Aviation Institute. A plaque was presented to Kyle Potthoff and the City of McCook in appreciation of them being the host site.

By 4pm, the skies had mostly cleared. As Doug rotated his Beech Baron off runway 21 at McCook Regional, the sun broke through the clouds. Banking his airplane toward a bright blue sky in the west, Doug must have beheld a beautiful sight as he approached the Rocky Mountains. He, as well as many others, had helped to make the fourteenth annual Nebraska State Fly-In a weekend

## "Ho Hum or Terror"

*Continued from Page 3*

kept me from performing any heroic deeds. The ceiling was at least 2,000 feet AGL, with the visibility unrestricted below.

The third time, however, it was system redundancy rather than good weather which made the flying easy. While our DC-3 had a wet vacuum pump on each engine, only one at a time supplied suction for the pneumatic system. When - rather than if - the vacuum pump in use failed, the pilot had to manually select the other pump. Our airplane was equipped with two Artificial Horizons, both vacuum driven. It also had two slaved electric heading indicators, one on each instrument panel. There was a third, backward, Directional Gyro on the left side, vacuum powered. Both turn needles were also dependent upon the vacuum pump. The weather that day was lousy, with both ceiling and visibility quite low. Typically, takeoff was towards the Chugach mountain range, which borders Anchorage on the east. The departure procedure called for a southerly heading reaching the MOCA.

As I rolled into the turn, a befuddlement presented itself. I used the artificial horizon to start the turn, but the vacuum directional gyro showed a turn in the opposite direction, while the turn needle stood at attention. The electric heading indicators were barely moving, but in the proper direction. This was a few years after the Hawk XP incident, so, with a little more experience now, I was quicker to check the vacuum gauge. Reading: zero.

Move the big cast aluminum selector handle ninety degrees from left to right. The vacuum gauge comes alive, both the artificial horizons and turn needles now agree with the electric heading indicators, and the vacuum directional gyro begins a turn to a southerly course. All is well once again within my cloud enshrouded world of aviation. I have been fortunate. Or, just plain lucky. Not a small number of people have spent the last few moments of what, until now, had been happy lives, in stark terror following a vacuum pump failure.

Fear is unpleasant. Terror is paralyzing, both mentally and physically. To avoid terror and conquer fear, pilots who fly in IMC should get periodic dual from an instrument instructor who is competent in partial panel flying. Spend some serious hooded time aloft in the aircraft normally flown. Yeah, some work may be done on a desk-top training device, but for needle, ball, and airspeed training, nothing beats the real thing.

Then, if care must be exercised when spending money, or the instrument panel is not as spacious as it could be, put off buying that latest stereo, or moving map, or other piece of but—gee-I-want-to—have—it. Instead, opt for a second, independently powered, attitude indicator. The FAA now allows such an instrument to substitute for the turn coordinator or older turn indicator needle. But, unless space is truly at a premium, the second attitude indicator would be, for me, an addition, not a replacement. (Easy for me to say, with my very basic DAY/VFR only Champ!)

Much more so than gear-up landings, there are those who have had a vacuum pump failure while on instruments, and those who will. It can be made a ho hum encounter.

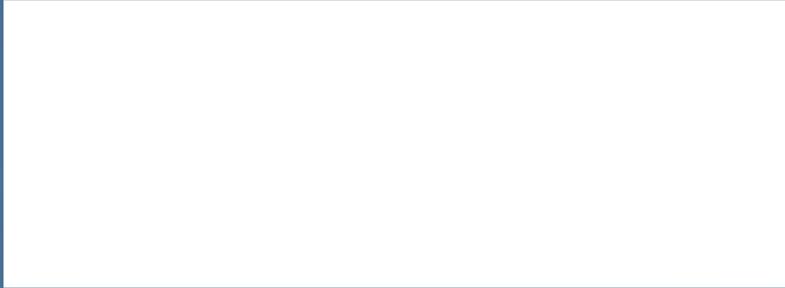
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## Calendar of Events

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800-1000. Free to PIC.
- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0730-1030.
- **Columbus Airport (OLU)** NE Chapter Antique Aircraft Assoc. meets 4th Sunday each month, 12 noon. More info: Todd Harders 308-380-5079.
- Aug 6 - Genoa (97Y)** Annual Airport Breakfast & Fly-in, 7-11am. Fly-in's eat free - served by Genoa Lions Club in conjunction with Heritage Days Farm Show. Free transportation to farm show - huge display of old farming equipment in action, great food Blue Grass bands & more - All Free.
- Aug 13 - Red Cloud (7V7)** Fly-in breakfast, 7-11am. Lunch 11-1pm. Static displays, RC aircraft and much more. More info: Nickolas 402-746-4731 or Chuck Stokes 402-746-3601.
- August 20 - Hartington (0B4)** Fly-in breakfast, 7am-12 noon, free to fly-ins. More info: Bud Becker 402-841-0658.
- August 25-27 Minden (OV3)** NE Chapter Antique Aircraft Assoc. Fly-in. More info: Todd Harders 308-380-5079.
- Sept 10 Plattsmouth (PMV)** Fly-in breakfast in conjunction with King Korn Festival. More info: Danett 402-298-8468.
- Sept 10- South Sioux City (7K8)** EAA Chapter 291 Fly-In Pancake Breakfast. 8 AM to 11 AM. Free to pilot-in-command.
- Sept 16 Superior (12K)** Fly-In breakfast, 7 - 10:30am . Lunch 11:30am - 1pm, served by the Superior Boy Scouts. Aerial fire bomb drop 12:00pm, drop for the plates 1:00pm, Fun for all ages!! More info: Superior Airport 402-879-3006.
- Sept 23-24 Lincoln (LNK)** Guardians of Freedom Air Show. Sponsored by the Lincoln Chamber of Commerce and the NE Air National Guard. The Navy Blue Angels, civilian aerobatic acts, military and vintage demonstrations, parachute teams and a shock-wave jet truck. Gates open at 930am, close at 5pm.

**Oct 1 Neligh (4V9)** Fly-in breakfast. More info: Rick Schindler 402-887-4827

## American Legion Cornhusker Boys' and Girls' State

Each year the American Legion sponsors a program where girls and boys from across the state arrive in our State Captiol and are either elected or appointed to positions within a "mythical" state of Nebraska.

Five boys and six girls were appointed



L to R: John Wrobel, Isaac Tubbesing, Josh Kershaw, Brian Snitily and Trevor Janke



Back: Elizabeth Stehlik, Emily Donovan and Bethany Mertens Front: Catie Schall, Claire Brosnihan, Kelani Estencion,

ed as members of the NE Department of Aeronautics. They received a presentation by the NDA Director on their duties, toured NDA offices and aircraft and learned about the functions of NDA, June 8/9.