

PIREPS

A bi-monthly newsletter for Nebraska pilots and aviation enthusiasts



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

PIREPS

Aug/Sept 07

Volume 58, Issue 5

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Circulation: 3721

Nebraska Women Fly 2007 Air Race Classic

By Diane R. Bartels

The 31st running of the annual Air Race Classic (ARC), an all-women transcontinental air race, was flown June 19-22, from Wiley Post (PWA), OK to St. John Airport (CYSJ), New Brunswick, Canada. The race included 45 STOCK or minimally modified STOCK airplanes. Each airplane was assigned a handicap speed based on manufacturer's data and officials at the Start Inspection.

Two teams represented Nebraska in the 2007 Air Race Classic: #31 Marion Cain (Dakota City NE), in her 1977 Piper Archer (N5646V) with copilot Eileen VanLent (Lincoln) and myself, #44, in my 1969 Piper Cherokee 180 (N2361R) with copilot Elisa Tyson (Holdrege, NE). Over 50% of the pilots were first-time racers, and for most of us flying the Northeast and on into Canada was a brand-new adventure.



Diane Bartels and Elisa Tyson



Marion Cain and Eileen VanLent

The highlight of Start events was the Omniplex Science Museum Reception. On display was the restored replica of Louise Thaden's Travel Air built by Walter Beech. In this airplane, she placed first in the historic 1929 Women's Air Derby flown from Santa Monica, CA to Cleveland, OH. It was the first all women's air race in the United States. In the shade of some trees at the end of that race, Louise Thaden, Amelia Earhart, Ruth Nichols, and other early-day women pilots met to formulate plans for an organization which would support women in aviation. Later, it would be called the Ninety-Nines.

For the 2236.2 NM course, we needed five Airport/Facility Directories and ten Sectional Charts, in addition to a Canadian VFR Navigation Chart and the Canadian Flight Supplement. Designated airports along the route were McCook Regional (MCK), Denison Municipal (DNS), Jefferson City Memorial (JEF), Bowling Green-Warren County Regional (BWG), Greenbrier Valley (LWB), Elmira/Corning Regional (ELM), Burlington International (BTV), Pittsfield Municipal (2B7) and Bangor International (BGR). Because of the military presence at Bangor, we used Pittsfield for our timed fly-bys. Seeing the KC-135s reminded me of home.

All flight took place between the hours of sunrise and sunset in VFR conditions. Fly-bys for timing at an altitude of 200 AGL were made at each of the designated airports. From the timers to the Race directors, The Air Race Classic is an all-volunteer effort. Members of The Ninety-Nines, Experimental Aircraft Association, Civil Air Patrol, chambers of commerce, and service organizations served in all capacities to help make racers' dreams a reality. I want to make special note of the Nebraska Ninety-Nines who served as judges/timers at the McCook stop and Red Willow Aviation who handled fueling and several maintenance issues in a most efficient and professional manner.

All race planes were required to land at McCook, and the sky was filled with fly-bys, landings, and take-offs. The McCook Chamber of Commerce provided a wonderful lunch and the City of McCook

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“Images”

By Stuart MacTaggart

Years ago, while returning from R&R to my base in Thailand, I met an interesting young pilot. We had a refueling stop at Ubon Royal Thai Air Base before riding the C-130 on to Udorn and NKP, so we had a chance to trade stories. This guy had been flying the QU-22, a strange looking variant of the Beech Bonanza.

Seems the Air Force couldn't get congressional approval for a new airplane; but they could acquire an “aerospace vehicle”, thus the designation. Designed to be flown as a remotely piloted craft, this airplane generally flew at night, with a pilot at the controls, and was plagued with problems.

Intrigued by his aircraft and mission, I told him of a radio encounter I had heard some weeks earlier. While flying in the vicinity of the DMZ around 3am in the morning I heard this QU-22 pilot on guard frequency declare an emergency. He had lost his engine and was attempting a restart while gliding through these pitch black skies over enemy occupied jungle. The pilot was calmly relaying his actions as he jettisoned his door in preparation for bailout. I heard him declare his intentions to leave the aircraft when he passed 5,000 feet; but his next call was passing 4,000 feet, still with it, and still sans engine. His last call: “I see runway lights; I think I can make it...” I found out later that he did, in fact, make it.

As I relayed this heroic story to my traveling partner, he said, “Oh that was me.” My response was, “It couldn't be... You see this guy had to look like Steve Canyon! You're just a regular guy wearing a Hawaiian shirt, with a Nikon hanging on your shoulder.” I've chuckled over this encounter many times. Heroes come in different packages; few look like Steve Canyon, and I'm told some aren't even pilots!

Billie Delka Retires

By Anna Lannin



Billie Delka

Billie recently retired from the Nebraska Department of Aeronautics. For the past two years, Billie worked on the Crack and Joint Sealing Crew. He could be found at airports across the state, sealing the cracks to extend the life of the pavement. Billie will be greatly missed for his work ethic, mechanical skills and just because he's a great guy!

Stuck!

By Scott Stuart

Have you ever been in Rock Springs, WY and not wanted to be there?? Have you ever heard the words from FSS, VFR not recommended? Ok, have you ever heard IFR not recommended??

The latest accident stats, from 2005, are in and they sound eerily familiar. 82% of all VFR into IFR conditions resulted in a one in five chance of death by plane. Those are poor odds if you ask me. Read on!

Jane and I had just landed our Bonanza in RKS enroute to LNK from Napa. We had a nice flight that began in VFR conditions and ended up at FL190 to top the clouds and ice over the mountains. Bases in the area were around 10,000 to 11,000 feet.

As the plane was refueled, I filed for LNK at 11,000' knowing I could not climb clear of clouds and ice to FL190. I also was quizzed by a fellow flyer, who was stuck. He was with his wife and two young sons, in their Cessna 172 trying to get to Idaho. Since a pilot report is worth 1000 briefings he asked me what I thought. I told him, IFR not recommended. What, you say??

Now that I am 60+ I know all the answers, not! What I relearned on this flight was sometimes VFR is the better choice. Ice in the clouds, tops to FL180, but good vis. below 10,000'. As we climbed out of RKS we entered the clouds at about 10,000'. The ride was not smooth, and it did not change at our filed altitude of 11,000'. Ice was forming very slowly. Slowly or not, I do not do ice, period. I asked for 10,000', wrong alt. for direction of flight, but why not ask? The MEA for the route is 10,000'. Still in the soup. Then the bulb came on: IFR not recommended!!! I cancelled, descended to 9500' and had a clear view ahead with no ice!!! We landed LNK 3:07 later, having to deviate around TRW's just west of Seward. My “friend” in RKS, spent the night.

Not his first choice, but with VFR not recommended for his direction of flight, the right choice. Will you have guts enough to do that?? Stay over in spite of your schedule, the extra hotel and meal costs, and inconvenience? Say yes and your odds of being around for future generations just went up, way up.

Glue, that sticky stuff we get on our fingers, or the murk we would rather not be in, or trained for. Maybe it is the sticky, gooey, hard to change attitude of older flyers like me: IFR is the way to go. Obviously not always, and certainly not in this case. If it were, I would know the name of the man in RKS, and not because I read it in some accident report, but because we all spent the night!

Mules are said to be hard-headed, let's be sure we don't emulate their rear-ends in our flight planning. VFR is an option! Let's get our wrinkles the “olde” fashioned way, on our faces and not our aluminum! Odds are you will be glad you did.

Gear down and locked??



Scott Stuart



“Gone West”

By Thomas Gribble

I arose this morning just as my daily newspaper arrived. The garish headline at the top of page one jolts me with, “Two killed in airplane crash near Scottsbluff”.

When you are an active pilot and live in a small community, base your airplane at the one small airport and belong to the only local flying group - EAA chapter 608 - you fervently hope it is a transient, strangers from afar merely passing through. With trepidation I begin to read.

The first sentence shatters me. “Two local residents were killed in a plane crash near Scottsbluff on Monday afternoon.” My eyes close. My head falls. I’m afraid to go on. Who can I pray that it not be? All the pilots here are my friends. I force myself to continue. I discover the pilot is my sixty-three year old friend Martin Bowen. His passenger is an as yet unnamed eighteen year old female.

Marty was a retired school teacher and continued his life’s work by substitute teaching, mostly at Gering High School. He was enthusiastic about flying and enjoyed presenting the art and science of aviation in his classroom. As a result, a dozen or so Gering High seniors were looking forward to an introductory flight in his Lancair. He was no doubt giving an eager young student her first airplane ride.

Marty was one of three boys in the Bowen family. His brother John, older than Marty by nineteen years, owned a Tri-Pacer and kept it at the family farm near Littleton, CO. John took the two smaller boys flying regularly and both learned to fly as youngsters.

Both Marty and his brother George soloed the PA-22 without the benefit of a CFI’s signature and with neither student nor medical certificates. Learning to fly an airplane would have been as natural and as uncomplicated and unrestricted as learning to drive a tractor or a farm truck.

A story has been told concerning the eagerness of the two tykes. John had the boys taxiing the Piper by the time Marty was ten and George thirteen. The boys asked John if they could practice taxiing a little on the farm strip. John agreed to the request. What harm could it do?

John was in the house when he heard the Lycoming go to full throttle. He ran outside. Too late! The boys were airborne and in no hurry to return to earth. After gleefully flying a few circles and figure eights, they came back and landed on the short grass strip with nary a problem.

Marty finally got around to getting a Student Pilot Certificate if only sporadically logging flight time. He flew on the student permit until a regulatory change put a two year limitation on them.

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“Touchdown Points”

By Lee Svoboda

When taking a practical test, landing anywhere within the first third of the runway is NOT the acceptable standard. The Private Pilot Practical Test Standard (PTS) for Airplane Single Engine Land states that for a normal landing; “Touches down at or within 400 feet beyond a specified point, with no drift, and with the airplane’s longitudinal axis aligned with

and over the runway center/landing path.” So it’s easy to see that, “anywhere within the first third of the runway,” does not meet the criteria. And this is only one element in a list of eleven elements for the normal landing. For the short field landing the distance beyond a specified point is cut to 200 feet.

Consulting the Commercial Pilot PTS for Airplane Single Engine Land, we find that the normal landing must be within 200 feet beyond a specified point. The short field landing must be within 100 feet beyond a specified point. And the tough one is that the 180 accuracy approach and landing must be within 200 feet beyond a specified point.

The key word in any of the distances is, BEYOND a specified point. So it is real simple, touching down short of the specified point is unsatisfactory. Now for those of you operating from hard surfaced runways, the problem is to figure out how long the centerline stripes are and how long the gap is between the stripes. If the airport you are using is painted to the FAA standard, the stripe will be 120 feet long and the gap will be 80 feet. At the Millard Airport where I do the majority of the practical tests, the centerline markings meet the FAA standard. If you are operating from a grass strip, I guess some sort of a step off with markings along the side of the runway will have to be figured out. However, for you instructors recommending students for practical tests, it behooves you to check the distances at your airport or the airport where you are sending the student for the practical test. Let me assure you the examiner will know the distances.

There is one landing that does not have a distance associated with a specified point in both the Private PTS and the Commercial PTS, and that is the soft field landing. However, touchdown better be on the first third of the runway and on the centerline if a satisfactory evaluation is expected.

Editor Comment: You may wish to research the FAA’s web-site: http://www.faa.gov/regulations_policies/ Once there do a search for Advisory Circular 150/5340-1J which is the FAA “Standards for Airport Markings.” Section 2 details all the definitions and measurements for runway centerline, threshold, aiming point and touchdown zone markings.



Thomas Gribble



Lee Svoboda



Ercoupe Convention

By Scott Morgan

The 31st annual Ercoupe Owner's Club National Convention was held June 21-24 at the Wayne Municipal Airport and was a very successful event.



Airborne View of Wayne Airport

Thirty-six Ercoupes, four other planes and some automobiles brought 120+ people from 29 states. Guests enjoyed Wayne's hospitality, which

only a small town in the Midwest can provide. From loaning a walking cane to a stranger, stopping to offer rides and attending the Friday evening Fun Night, they have spoken well for all Nebraskans.

Fred Weick designed the Ercoupe and has now passed on, but we were honored to have his two sons, daughter, daughter-in-law and several other relatives in attendance.

One individual who had no legs (they were amputated due to illness) flew his Coupe in from Illinois. Another Couper who is 96 years old piloted his plane from Roswell, NM.



O. Walker (96 years young) From Roswell, NM

The attendees and public were treated to formation flights, low fly-bys, a spot landing contest, maintenance seminar, plane polishing demos, ladies sewing class, tours of Heritage Homes and Heritage Industries, Planetarium Show, classic cars, homemade ice cream, a clown, player piano, and terrific food provided by Chefs on the Go and



John Deere "Hit n Miss" Engine Churning Ice Cream

Pac'N'Save caterers.

The convention committee thanks the Airport Authority, Becker Flying Service staff and all those who provided or donated goods and services to this convention.



Hand Made Quilt by Jean Morgan. Auctioned at Friday Banquet

"Mechanics Niche"

Danielle Carter will graduate from Western Nebraska Community College with her A & P license this December. Originally from Augusta, Montana, she was a "mechanics" assistant at Kimball for two years prior to starting her formal schooling in Sidney.



Danielle Carter

While attending Western Nebraska she has worked for Ed Nelson at the Sidney Municipal Airport. Ed is the fixed base operator there and the American Champion Aircraft dealer for the Rocky Mountain Area.

Danielle has accumulated nearly 200 hours of flying time in addition to her studies at Western Nebraska.

She wants to be a flying missionary and that requires both an A&P and pilot license. We wish her the best in that endeavor and I think we'll be hearing more about Danielle in the future!

ACE Camp 2007 A Success

By David Morris

We are pleased to announce the Aviation Career Exploration (ACE) program has again proven to be a popular attraction for our young people. During June 17-22, twenty three students were able to experience many different aspects of aviation including piloting an aircraft on a cross-country flight. There were also visits to the Nebraska National Guard, Lincoln Airport, Offutt AFB and numerous activities at the Strategic Air & Space Museum.

On behalf of ACE Camp 2007, allow us at the Department



ACE Group and Counselors

of Aeronautics to send a special "Thank You" to the following individuals for their generous financial support of the ACE program: Lamp, Rynearson & Associates, Duncan

Aviation, Nebraska Aviation Council, Nebraska Association of Airport Officials, Yankton Regional Aviation Association, EAA Chapter 608 Scottsbluff and Becker Flying Service, Inc., Hartington. Thanks for sharing the spirit of aviation with us. We are truly grateful for your enthusiasm and support.

If you are between the ages of 13-17, would like a break from the ordinary summer time activities and interested in being a part of a week long adventure in exploring aerospace related careers, the ACE Academy is for you! For further information on the ACE program contact David Morris at the Department of Aeronautics 402-471-2371 or e-mail David.Morris@aero.ne.gov



Parachute Boogie

The Plattsmouth Municipal Airport was “jumping”, people were moving around, airplanes were flying, it was a wild and crazy four days that had all been arranged by the Lincoln Sport Parachute Club! They called it a “Parachute Boogie” and they had fabulous weather for the entire four days starting on Thursday and ending on Sunday, July 12-15.

The primary jump aircraft was a Twin Otter which came all the way from Arizona and could take over 20 jumpers up to 13,500 feet. Every 18 minutes the sky filled with parachutes and colorfully attired parachutists. Sometimes two people were attached to the parachute, that occurred if you wanted to jump with an experienced jumper but you had never jumped before. The



Jumpers Boarding Twin Otter Aircraft



Tandem Jumpers Matt Yount and Jen Hellman

tandem jump was offered for \$210 and several people accepted the challenge, one of whom was Jen Hellman of Omaha. Jen tandem jumped with Master Parachutist Matt Yount from Chicago. It looked like a lot of fun!

Nick and Chazi Blacksher were there to celebrate their first wedding anniversary. If you recall, PIREPS carried news of their wedding at the Plattsmouth airport during a similar weekend of parachuting. Their goal this year was for each of them to do 25 jumps!



Nick and Chazi Blacksher

One of the more astounding events took place on Friday with Larry Bartlett's spectacular jump! Streaming from Larry's right leg was “Mega Glory”, a 70 pound U.S. flag. It was in tribute to our troops

who are defending the freedom we enjoy in our great country!



Larry Bartlett With “Mega Glory”

“NE Women Fly 2007 Air Race Classic” Continued From Page 1 promoted the celebration of their 125th anniversary in an informational packet given to each Racer. McCook is a great example of a community and her airport working together.

Weather was the biggest challenge. Lines of thunderstorms popped up all along the route, sometimes forcing us to divert which, of course, negatively affected our handicap score. Elisa's Garmin 396 was a gift. She successfully “navigated” us around cells until the final leg of the Race from Bangor, ME into St. John, NB Canada. About halfway to St. John, a massive squall line between us and the Terminus forced us to land at Princeton, ME, a little airport carved out of forest in a remote area just a few miles from the Canadian border. Within a few minutes, three other Race planes were in the pattern for landing. Ironically, one of them was our fellow Nebraska team. Soon thereafter, a border patrol person arrived. He had received reports from a radar facility of four “unknown” airplanes in the pattern. He was more than surprised to find eight women with four airplanes sporting 18-inch tall Race numbers on their cowlings or tails.

Landing at Princeton took us out of the competition for awards and leg prizes, but more important to us was that we were safe. We checked weather all afternoon hoping for a break but could not find it. We RONed at a neat B&B and flew on into St. John the next morning. It was the first time since the Race started that we had a chance to do some sight-seeing. St. John is beautiful in its coastal setting with her historic churches and world famous Reversing Falls. Amelia Earhart and Ruth Nichols both stopped in St. John before their solo flights across the Atlantic.

Both Nebraska teams shared similar reasons for flying the 2007 Air Race Classic. We wanted the experience! We prepared well and executed our best efforts. As I recorded 43.8 hours in my logbook, I was reminded of Louise Thaden, who after completing that very first women's air race was quoted as saying, “...added skills are developed, self-confidence is increased and enduring friendships are made.” That still holds true today. It was an incredible experience. As Nebraska Racers, we are proud of ourselves and each other.



Evelyn Sharp Honored

By Diane R. Bartels

When the body of Evelyn Sharp came home to Ord in April, 1944, there were no military honors for this original member of the women's ferrying squadron who had given her life for her country. More than thirty years later, Congress did pass a law recognizing the 1,074 women pilots as veterans. It would be another thirty years, however, before Sharpie, one of 38 women pilots who died during WWII, would be awarded the American Campaign Medal, World War II Victory Medal, and an honorable discharge lapel pin.

As part of the twelfth annual Evelyn Sharp Days, six members of the Kearney Army National Guard smartly executed military honors at Evelyn Sharp's gravesite on Saturday, May 26. Josh Zangger, current member of the Ord Airport Authority and grandson of Charles Zangger, a well known North Loup Valley pilot and good friend to Evelyn, opened the ceremony by making several circular flights in his Cessna 172 above those gathered below. Cub Scouts and members of the American Legion, VFW, and their auxiliaries stood with American flags while the Girl Scouts laid bouquets of spring garden flowers in front of the red granite monument. Erinn Baker, a local Girl Scout, read a poem written for Sharpie in 1936 by a Cozad newspaper reporter. Bud Edwards, Disabled American Veterans commander, presented a plaque recognizing Evelyn Sharp's accomplishments, and the eulogy was read by Walt Smith, Veterans Service Officer for Valley County.

Two Army Guardsmen, who had been standing at attention on each side of Sharpie's grave, now began a slow, deliberate walk



"Flag Folding" Photo by Ord Quiz

toward each other. With one soldier still holding the rectangular folded flag, the other began its unfolding. When completely unfurled, it was refolded into a triangle with her blue field of stars facing

skyward. The traditional twenty-one gun salute was fired and the echo of "Taps" reverberated across the sandhills in the North Loup Valley. Evan Baker concluded the memorial ceremony with his beautiful bagpipe rendition of "Amazing Grace."

That evening, Dale Matousek and his Czech Friends Polka Band played the music of Sharpie's era at the Ord Veterans Club. Veterans in attendance were asked to stand during the playing of their military service song. Hannah Pauley, a sixth grader from Columbus, who placed first in Nebraska's National History competition, performed her living history of Sharpie: "Triumph and Tragedy."

Hard rain fell over the North Loup Valley early on Sunday morning, curtailing flight activities at Evelyn Sharp Field. After the traditional Field Chapel Service, parents and their children waited for the Young Eagles pilots to arrive. John F. Cox and John C. Cox from Lincoln EAA 569 and Rod and Pat Matlock from York EAA 1055 had been forced down at Loup City because of a line of thunderstorms. However, they would soon join Norman Hand, Kearney EAA 1091 who had flown in from Pleasanton prior to the storm. These pilots would give 32 young people a ride in their airplanes before the end of the annual fly-in. For many of them, this was their very first time to see their world from above.

YOUNG PEOPLE LEARN TO FLY

By Colonel Bob Todd, CAP Wing Commander

Nebraska hosted one of only five National Powered Flight Academies of the Civil Air Patrol (CAP), which is an Auxiliary of the U.S. Air Force. The 20 CAP Cadets, ages 16-18, came to Nebraska from all over the United States and spent 13 days (June 14-June 27) learning to fly. They came from California to New Hampshire and Florida to Washington state. Each Cadet is entitled to 10 hours of flight instruction and must attend 25 hours of ground instruction.



Twenty CAP Cadets and Staff (in blue shirts)

While all the Cadets come here with the idea that they will solo, it is not a guarantee. They will if they are ready.

The National Guard Base at Camp Ashland has been very gracious in providing billeting and making available their facilities for these cadets during their stay in Nebraska. They arrived at Camp Ashland with a medical certificate, proof of citizenship and various other documents required by CAP regulations. Seven Cessna 172s, with a 180 HP engine, and seven CAP Certified Flight Instructors (CFI) arrived at Fremont which is used as the flying base for the nearly two week course. The CFIs and support staff were also billeted at Camp Ashland.

The first full day of the Academy was spent in ground school with several hours on how to do a proper and detailed preflight inspection. By the second day, wild horses could not keep them from the cockpit, so they started actual flights (after their detailed preflight inspection). By the third or fourth day, some of the aircraft began dispersing to other airports to relieve the traffic pattern at Fremont. Primarily, Wahoo and Scribner were used, with occasional takeoffs and landings at Blair and Tekamah, to relieve the monotony and give a different view of the surroundings.



"Young People Learn to Fly" Continued From Page 6

A few of the Cadets arrived with some experience in flying aircraft ("Dad has one" or they have had glider lessons). Some will climb into the Cessna as their first time in a small single engine aircraft (those are the ones with the big eyes during initial startup). By the end of the first day of flight, most of the Cadets can fly without the wings! Then another round of ground school, more flying and things begin to settle into a daily routine broken only by an occasional "bad" weather day. Those days provided time for the Air and Space Museum, a trip to Offutt AFB, and a Blackhawk helicopter ride if it could be scheduled.

"Who will be the first to solo". Will it be a guy or one of the seven female cadets at the Academy? Then it happens, a solo, then another. For all the others, the nagging question we all felt near our own first solo, "am I ready?", "will I ever be ready?", "the CFI is a fool if he makes me solo". The weather holds and two days before the end of the Academy, the last cadet solos, 20 for 20. These young people, some of them our future leaders, came to Nebraska with ambition, drive, and the knowledge to attain their goal -- and they succeeded!

On the final day of the Academy, a banquet was held to honor the Cadets and CFIs. The Cadets received their Solo Wings which they wore proudly on their Air Force style uniform. One Cadet was selected as the "Honor Cadet" and received a plaque in the shape of Nebraska to take home. This year the plaque went with the Cadet to Florida.

The CAP CFIs volunteered two weeks of their time without monetary compensation to teach these young people. All the CFI/Instructors gain their compensation in the form of pride and lasting friendships with the Cadets and Staff. Two of the seven CFIs were "first-timers" this year and both want to return next year. Also, two of the CFIs are active Air Force and use their "leave" time for the Academy.

This is the seventh year for the CAP National Flight Academy in Nebraska. There have been about 120 cadets since the start and the solo rate is near 95%. They live and breathe flying before and during the Academy so this formula does not fit all. The Academy safety record is outstanding, one twisted ankle playing volleyball or touch football, but no aircraft damage. We, in the Nebraska Wing of the Civil Air Patrol, are extremely proud of our young people throughout the country and will present them anywhere as a model of where we, as a nation, can stand tall.

Nationwide the Civil Air Patrol has 57,000 members with Nebraska having over 550 members. Nearly half of all members are Cadets between the ages of 12-18. In our state, we have five aircraft (each equipped with a direction finder for ELT signals) and a number of ground vehicles which are teamed up to conduct searches for persons and missing aircraft.

With the knowledge of what our caring youth can accomplish, we are extremely proud to be a part of the advancement of aviation in our state. For more information about the Civil Air Patrol, visit www.cap.gov or call (402) 309-7665.

"Gone West" Continued From Page 3

Marty earned his Private Pilot Certificate in 1975, and logged what he claimed was his "First passenger flight" in July of that year. He had been flying a Cessna 182 for eight years, then the Lancair he was flying on that April 9, 2007 afternoon.

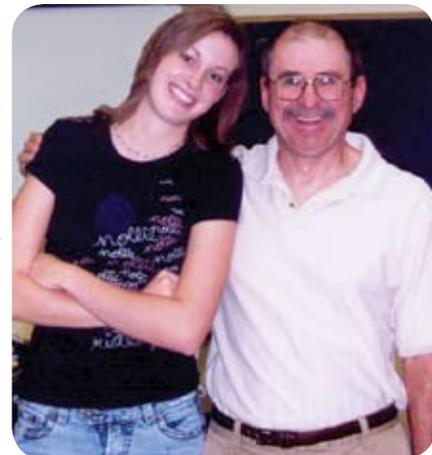
This was the second aviation tragedy for the Bowen family. Marty's brother George, blessed with the 20/20 eyesight Marty lacked, became an Air Force fighter pilot. While based in Turkey flying F-100s, George died in the crash of a military De Havilland U-6 Beaver four decades before Marty's final flight.

Judith Meader entered Littleton High in the Autumn of 1961 and graduated in the Spring of 1965. A couple of years would pass, however, before she and Marty met. Their second date included an airplane ride during which Judy got airsick. In spite of this inauspicious beginning, Marty and Judy were married on May 3, 1969. They were blessed with son Trace and daughter Carrie.

Flying was not his only passion. Marty's scuba diving began in the high and cold mountain lakes of Colorado. Years later he and his son Trace dove deep in the clear and warm waters of the Caribbean Sea. Their bases included Belize, Honduras's Isla Roatan, and the island of Cozumel, off Mexico's Yucatan Peninsula.

Marty's passenger that black Monday was Whitney Parr, an outstanding and much loved Gering High School Senior. The Whitney Parr Memorial Scholarship Fund has been established by the Gering Courier, the weekly newspaper Whitney wrote for. EAA Chapter 608 contributed \$500 to the fund in memory of Marty. Chapter 608 also canceled its annual June fly-in and Airport Family Fun Day in observance of the tragic deaths.

In its place, Deb Albertson, the proprietor of Skyport Restaurant, provided a free buffet breakfast on Saturday, June 2, 2007. Her only request was that each patron make a donation to the Whitney Parr Memorial Scholarship fund. Something in excess of \$1,800 was collected that morning. Contributions to the Whitney Parr Memorial Scholarship Fund in memory of Martin Bowen may be sent to Valley Bank and Trust Company, 1425 10th Street, Gering, NE 69341.



Whitney Parr and Marty Bowen. Photo Courtesy of the Gering Courier

A memorial to Martin Bowen has also been established at The Mitchell Library Building Fund. The Mitchell Public Library, 1447 Center Avenue, Mitchell, NE 69357, is accepting donations.

Both Marty and Whitney are greatly missed by all who knew them. Marty's ardor and fervor for flight will long be remembered by all of us, his fellow airmen. "Gone west", but not forgotten.

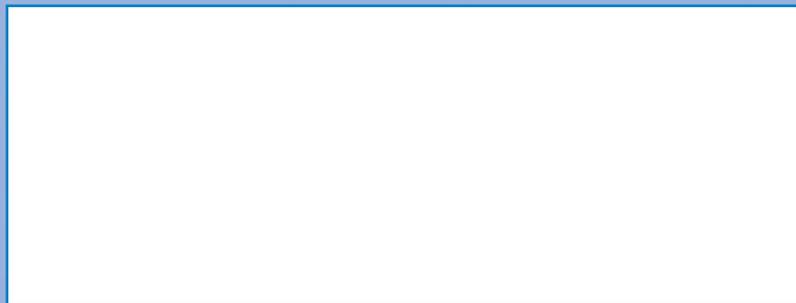
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Calendar of Events

- **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.

Aug 5 - Columbus (OLU) Fly-in breakfast 7am-12, in conjunction with Columbus Days. Hosted by AvCraft, EAA Chapter 876 and Civil Air Patrol Squadron. More info: Keith 402-564-7884.

Aug 11-12 - Millard (MLE) Fly'n Aviation Extravaganza for Make-A-Wish Foundation. Match piloting and navigation skills, precision landings. Compete for trophies and prizes. Open to all SE and ME aircraft, all levels of pilots. More info: Don Hickman donpathickman@cox.net or Kris Newcomer krisnewcomer@cox.net or 402-659-7241.

Aug 18 - Council Bluffs (CBF) Fly-in breakfast with the "Pancake Man", 8am to noon, PIC free. Airplane rides \$20, helicopter rides, antique car show, P51 on display. More info: Advanced Air 712-323-2173.

Aug 19 - Hartington (OB4) Fly-in breakfast, 7am-12. Fly-in's eat free. More info: Bud Becker 402-841-0658.

Aug 24-26 - Minden (OV3) NE Antique Aircraft Association Fly-in. Friday registration starts at 2pm, "Cream Can" meal for registered guests at 7pm, Saturday breakfast and lunch on field, airplane judging in the afternoon, 6pm social hour followed by banquet and awards. Sunday, fun flying and departures. More info: Todd Harders 308-380-5079 or 308-485-4441.

September 8 - Kearney (EAR) Annual Fly-in by Mid-America EAA Chapter 1091, breakfast, lunch etc. Breakfast free to Fly Ins. Hamburger, Hot dog Lunch. Hot Air balloons, Antique Autos & Motorcycles invited. Handy Housers Kite Flying Expo. Northrop 1930's Chapter

built glider on display. Aircraft fly-bys. Husker Ultralight Club Monthly meeting at 11:00 am. Young Eagles free first rides ages 8-17. Heartland Flying Farmers providing home made Ice Cream. More Info: Calvin Kelly 308-468-5189, cell 308-380-1690. ckelly@nctc.net

Sept 8 Plattsmouth (PMV) Fly-in breakfast in conjunction with Kass County King Korn Festival. More info: Danett 402-298-8601.

Sept 9 South Sioux City, Martin Field (7K8) Tommy Martin Memorial Fly-in breakfast, 7-11am, PIC eats free. Glider rides, Young Eagle rides, car show. More info: Gene 402-494-3667.

September 20-23 - Lincoln (LNK) EAA Chapter 569 will host the EAA's Ford Trimotor on its fall tour, Thursday thru Sunday. Rides available each day for \$50. The Ford Trimotor will be available for public viewing when not flying. More info: <http://www.airventuremuseum.org/fordtrimotor/>

Airport of the Year 2007

Do you think your airport deserves recognition for special consideration of your flying needs?? How does your airport stack up against the others you have visited over the year? Have the management and staff of a particular Nebraska airport performed above and beyond the call??

This is your opportunity to nominate a favorite airport for statewide recognition as NE Airport of the Year 2007. The form to nominate an airport is located at the NE Department of Aeronautics website: www.aero.state.ne.us Once there scroll down to Airport of the Year form, click on that, fill it out, print it and mail to: NE Department of Aeronautics, Attn: Editor of PIREPS, PO Box 82088, Lincoln, NE 68501.

The award will be presented during the NE Aviation Symposium held at Kearney during January 2008.