

PIREPS

A bi-monthly newsletter for Nebraska pilots and aviation enthusiasts



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

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Holdrege Hosts NE State Fly-in

It was one of those days. Skies were blue with only a hint of wind and the temperature was just right



Lockheed P38 "Lightning" Piloted by Rob Ator

for the spectators, pilots and airplanes. I arrived about 8:15am while the breakfast of hotcakes, sausages, coffee and juice was in full swing. The ramp was impressive with one of only six flyable P38 Lockheed "Lightnings" in the world, a Curtis P40 "Warhawk" and two North American P51 "Mustangs!" There were many other aircraft but those four caught

the "eye" and set the stage for the remainder of the day.

Holdrege Quasquicentennial/Swedish Days Mid-sommarfest Parade began downtown at 10am while at the airport Heartland Cruisers Show & Shine had over 100 custom and classic cars on display. Lunch was served to over 4,000 people by the Masons of Holdrege and the two hour airshow began promptly at 2pm. An interesting character by the name of "Rosie the Riveter" (portrayed by Sherry Hand Fisher of Scottsbluff) was standing near the P40 Warhawk.



"Rosie the Riveter"

Howard Nitzel, the midwest's greatest airshow announcer, described events for the afternoon's activities which began with an aerobatic routine performed by Doug Roth flying his Staudacker. Next was a series of low flybys by Evan Fagen (P51), Ron Fagen (P40) and Rob Ator in the P38 "Ruff Stuff."



Harry Barr Takes Off From Midwest's Smallest Airport

Harry Barr landed and then took off on the Midwest's Smallest Airport, then Rob Ator put on an aerobatic display in his Pitts. Flybys were also performed by the Red Star Squadron with a Nanchang CJ6 and a Vultee BT-13 trainer. Finally, Harry flew an aerobatic routine with his Hyperbipe; then raced a Chevy Camero dragster while upside down. The car won!

An approaching afternoon thunderstorm cleared many of the aircraft from Holdrege within minutes of the airshow completion.

The hard work and dedication of Diane Bartels (NAC) and the Holdrege Airport Authority board members (Dorothy Anderson, Phil Cook, Dan Jansen, John Kaiser, Ted Kayton, Airport Manager Lanny Lambrecht and Stan Erickson) was evident. Undoubtedly this was the best NE State Fly-in I have witnessed, while over 4,000 others in the state of Nebraska would agree. What a show!!!



Visit Your Local Airport

By Stuart MacTaggart

If you're saturated with political campaign stories; less than impressed with the progress of FAA's reauthorization funding; and blurry-eyed at the gas pumps—visit your local airport.

Refresh yourself with a coke & hot-dog and reacquaint yourself with your childhood dreams. Better yet—take a friend. Kay and I did just that when we attended the State Fly-in at Holdrege's Brewster Field. And, what a show! Two P-51's; a P-38; a P-40, all on the same ramp—a rare sight. But the atmosphere held even more. There was a parade with pretty girls, boy scouts, antique cars, Nebraska State Troopers, and yes, a brass band.

I couldn't help reflecting on some of the aviation world's premier aviators' comments in recent years. Sean Tucker: "They don't do this sort of thing in California." Julie Clark: "I love coming back to Nebraska." This show was a great example—an opportunity to bathe yourself in true "heartland aviation." Congratulations to Airport Authority Chair & Aeronautics Commissioner, Dorothy Anderson and her team for a great show.

So, put a weekend on "hold" sometime this summer and visit your airport; you'll be glad you did. And, that Reauthorization Bill? Relax. We'll keep you informed.



Stuart MacTaggart
Director, NE Dept of Aeronautics

Picolino's

By Scott Stuart

Learn, train, practice....drilling holes in the sky is fine, to a point, then it is time to see something other than the threshold on Lincoln's 35A. Just kidding, we all know there is no 35A, those squiggly lines mark a taxiway!

You have been flying for some time now, so let's bust out and GO somewhere! Ah, freedom, nothing like it. And, your bag is always there to greet you. This spring Jane and I went west. Awesome!



Scott Stuart

Do you have to imagine yourself scooting down over the eastern rim into Sedona, AZ? Take the plane and do it. What a wonderful sight and experience! Enhance the joy with a fine dinner at Javelina Cantina, delightful! From Sedona (SEZ) to Thermal was a short hop, done at 12,000', same as your flight into SEZ. Thermal is a great choice, cheap gas, and "free" ice cream! Of course you have to eat it there as it is warm in Thermal in March! 11,000' worked quite nicely enroute to Las Cruces, thank you. Why Las Cruces? Close to Hatch, NM, the chili pepper capital of the world. A short drive and we now have some scorching hot pepper seeds to plant this spring, along with ristras (arrangements of drying chile pepper pods) like no other!

Next stop was Sante Fe. Two days there were grand. Day two we drove the 80 miles to Taos to see the place. Worthy for sure! After Santa Fe, NM (SAF) we headed to Amarillo (AMA) with a gas stop in Dumas, TX. Amarillo was dandy, the best enchiladas of the trip at 66 Cafe in Conway! We chose AMA as there is a BIG Cross in Groom, TX about 40 miles east of AMA. At 190' x 110' it was truly a worthy tourist visit. I liked it better than Cadillac Ranch east of AMA. Maybe the best part of AMA was the ice cream at Braum's, four bucks for four scoops in a waffle cone!! Lincoln (LNK) was the next stop and a visit to the laundry basket. You have suffered through the abridged version, but I hope you get the idea. Planes are plane fun when given their head!! Take yours and let the ponies run!! Use 100LL.com to plan your fuel stops!

OK, what might you have learned from this story/escapade? Probably nothing, that was the point. Flying does not always have to be about learning, training and practice. But, what you will discover is simple: you can do all of the above and at the same time have a wonderful time/experience/family adventure to boot! Maybe it is time to branch out a bit and make use of this great gift of flight we enjoy?!

Picolino's??? Clearly the best meal of the trip, and only .15NM from Santa Fe Municipal Airport. A local neighborhood cafe, Mama Picolino greeted us, and served us the best Italian dinner WE have had in years!! When (not if) you go, you will thank me! Gear down and locked?



New Pilots and Certificates

Private

Brian Peterson – Omaha
Nathan Tesch – Lincoln
Zachary Allen – Omaha
Jonathan Weitzmann – Norfolk
John Cook – Lincoln
Thomas Bernstein – Columbus
Bruce Hagge – Bloomfield
Michael Irwin – Gretna



David Dice - Omaha
Jeffrey Stockwell – Bellevue
Dustin Woodside – Columbus
Weston Woltdt – Raymond
George Knochenhauer – Omaha
Justin Harders – Cairo
Jerry Alder – Lincoln
Dana Archbold – Bloomfield

Commercial

Daniel Reyome – Bellevue
Randal Hall – York
Kim Wolfe - (Helicopter) Columbus

Rex Kelley – Burwell
Alexander Wilson – Bellevue

Multi-engine

Thomas Dwyer – Bartlett

Ryan Stepp – Council Bluffs

Instrument

Benjamin Zimmer – Omaha
James Slabaugh – Omaha
William Fleissner – Valley
Matthew Whitney – Omaha

Brian Petersen – Lincoln
Ryan Krauss – St Paul
David Wilden – Omaha
Michael Micek – Omaha

Flight Instructor

Josiah Wissmann (SE) – Seward
Mark Langrud (SE) – Lincoln
Michael Nelson (Instrument) – Bellevue
Timothy Willey (Instrument) – Omaha

Type Rating

Jason Hughes (Lear Jet) – Lincoln



“An Icy Runway”

By Tom Gribble

It's February 25, 1980. Using the Convair 580 we'll do a commissioning flight check of a privately owned and recently relocated NDB at an airstrip a few miles south of Point Barrow. The flight check will include an orbit to confirm signal coverage plus a check of two new NDB approaches. In addition, we'll check the angle and alignment of the VASI.



Thomas Gribble

I'm the co-pilot, but it's my leg, so I'm in the left seat. We've completed a portion of the checks and we're on a five mile final. The terrain surrounding the strip is flat and snow covered. I can see the runway surface is icy. The touchdown is one of my few good landings in the CV-580 and the airplane tracks straight ahead as I pull the props into reverse.

Actually, the runway is all ice. It has been scraped out by a road-grader on a frozen lake. It is 5,000 feet long by 100 feet wide. At its mid-point a taxiway leads to a large ramp area. Using a toothed blade, the road-grader has scratched grooves on the entire surface area. It is quite cold on the North Slope and the grooved ice is not at all slippery.

A flagman directs me to a parking spot next to a pair of Cessna 185s. I feel like I've really done something unique, landing this big twin-turboprop on a lake's ice runway. Then I look toward the approach area and see an Electra on short final followed by a stretched Hercules. Parked beside us on the Koluktak Ice Strip, these four-engine Lockheed turboprops dwarf our little Convair.

In the late 1970s through the early 1980s, Husky Oil Company had a contract to do exploratory drilling in the Naval Arctic Oil Reserve. The Navy and the company both took precautions concerning the environment. There was no activity during the brief summer months when the fragile tundra and underlying permafrost could be easily damaged. Once the surface was frozen solid, large sled trains pulled by bulldozers hauled the equipment to each drilling site in this road-less area.

Due to the need for air service, each drilling site was set up next to one of the many small lakes dotting the North Slope. The first order of business at each new site was to carve out an airport on the lake and erect an antenna for an NDB. One or two instrument approaches would then be designed by our Procedures Section. A VASI was also required due to the lack of visual contrasts on the flat, snow covered area.

I've also flown into several of the airports supporting the Prudhoe Bay oil fields and the oil pipeline running from there to the Valdez terminus. I've flown low over the areas of producing oil wells in Alaska, too. Always, I've been favorably impressed by the environmental care taken by the companies and their employees. Neither flora nor fauna have been displaced. Caribou still migrate freely. While I do endorse the efforts at finding alternative sources of energy - ethanol and wind power here in Nebraska, for example - nothing will in the near future replace Avgas and jet fuel. If we in aviation are to continue flying, we should support further development of our own petroleum resources. It's either that or park the plane.

I'm pleased to learn both Senator Ben Nelson and former Governor Mike Johanns, while firmly supporting Nebraska's agriculture community, endorse oil exploration in Alaska. Remember the World War II poster: "Keep 'em Flyin'!"

Errors!

By Lee Svoboda

I am not forgetting you private and commercial applicants this issue; however, the most common errors have occurred with instrument and ATP applicants. Thus, my article will address instrument and ATP errors. Private and commercial applicants, your time will come, again!!



Lee Svoboda

Narrowing the subject even further, I will limit my comments to the ILS approach. This approach requires finesse in both horizontal and vertical navigation. Additionally, the sensitivity of the guidance indicators increases as the airport is approached. For example, the localizer is only 5 degrees wide, which equates to a width of approximately 1500 feet at the outer marker. This narrows to 500 feet at the middle marker. As for the glide slope, it is only 1.4 degrees thick, which equates to approximately 1500 feet 10 miles from the runway, down to a few feet at the threshold. In other words, it is like flying down a funnel.

Consequently, if the applicant is to maintain practical test standards of "a stabilized final approach, from the Final Approach Fix to DA/DH, allowing no more than three quarter scale deflection, (only one quarter scale for ATP), of either the glide slope or localizer indications, and maintains the desired airspeed within +/- 10 knots", any required corrections made after interception must be small. Changing the heading by +/-15 degrees and changing the rate of descent by +/- 1000 feet per minute will not keep the approach within the Practical Test Standards. Normally, the localizer needle can be maintained with a maximum of a three to five degree heading change and a maximum bank of one half standard rate. As for the glide slope, normally a change of 200 to 300 feet per minute can be used to keep the needle within the limits. And of course the airspeed will be controlled with power, which normally can be done with a change of well under 500 RPM (or 10 inches of MP for us small airplane drivers). For you jet drivers, small adjustments to thrust would be required.

As I discussed last month about landings, in my opinion the key to a good ILS approach is to get the aircraft stabilized two miles outside of the final approach fix. By this, I mean approach speed established (if flaps are to be used, deployed), and if a retractable, gear still up. For the fixed gear drivers, a power reduction will be required at glide slope intercept. For you flip flop gear drivers, lowering the gear may add enough drag to keep the speed within limits, but most of the time a small power reduction is required. From that point to either a landing or a missed approach, the small corrections as discussed above should keep you within the standards and lead to the issuance of an instrument certificate.



Impeded Judgment

By Jerry E. Tobias

Sound judgment is the basis and foundation of safe flight operations. Period. End of story. Well, OK...not quite. Let me expand that thought a bit.



Jerry Tobias

Webster tells us that judgment is "the ability to make a sound and reasonable decision by discernment and evaluation." Good judgment results in good decisions. Poor judgment results in poor decisions.

It doesn't matter if you're enjoying your J-3, flying your military vehicle, or moving people across the country in your corporate or airline machine, good judgment is always a necessity and must accompany you on every flight.

Judgment is tempered by numerous factors, many of which impede, or even prevent, good decision making. One such factor is pride. While most pilots would probably never list "pride" as a personal characteristic on their resumes, all have undoubtedly dealt with it at one time or another.

Pride, I've learned, takes one of two forms. The first is the boastful attitude that says, "LOOK AT ME!" Or, "Watch what I can do!" (Remember the "Look! No hands!" incidents from your earlier bicycle years?) The root of this version of pride is the need to be noticed, liked, valued or appreciated. This kind of pride can actually cause a person to work harder and do a better job. It can also, however, negatively impact judgment.

Landings are an obvious example. How many inappropriately and even dangerously-long landings result from prideful attempts to "roll it on?" You and I both know it happens in all kinds of airplanes every day.

The second and more subtle form of pride shouts, "DON'T LOOK AT ME!" Or, "Don't notice what I did wrong!" This version is produced by a fear of embarrassment, humiliation or reprimand, and is characterized by a desire to hide or cover up flaws, mistakes and errors. Left unchecked, this fear overpowers all concerns about consequences and obliterates clear thinking, producing poor, unwise and dangerous decisions.

Take for example the student pilot who - after mistakenly entering a left downwind instead of the right downwind that the tower had instructed - changed the intended full stop landing to a touch-and-go...and quickly departed the area. Consequentially the planned refueling was then bypassed. Fear of embarrassment produced this irrational decision to "escape" eventually leading to a dangerously-low fuel status before the final landing at the end of his solo cross-country. How do I know? I was that student pilot.

Has pride ever impeded YOUR judgment? Think about it. Then promise yourself, like I did after that solo cross-country back in 1967, that you will NOT allow pride to drive your decisions, actions or responses...or those of your crew. That commitment alone will significantly increase your probabilities of incident-free flying.

Central City Fly-in

As prices for 100LL were hovering around \$5 to \$5.50 a gallon, I thought there wouldn't be many aircraft for Don Shorney's Fly-in breakfast. Was I ever wrong! 54 airplanes and three helicopters flew in while 570 breakfasts were served!

The weather was perfect; not a cloud in the sky nor hardly any wind, making it difficult to decide whether to land on runway 33 or 15. I arrived at 7:45am while the crowd was already eating a fine breakfast provided by St. Michael's Knights of Columbus Council 10386.

Promptly at 8am, skydivers from the Lincoln Sport Parachute Club descended onto the field. Chuck Crinklaw was one of them proudly streaming our flag. As he descended, the Honor Guard



P51 Mustang and T6 Texan

from American Legion Lone Tree Post 6 stood at attention while the Star Spangled Banner rang from the PA system. Chuck landed on the grass just a bit west of two vintage WWII aircraft, Harry Barr's P51 Mustang and Mark Novak's T6 Texan.



Trooper Jeremy Strack of the State Patrol

The State Patrol helicopter was flown in by Trooper Jeremy Strack from Lincoln.

Young Eagle and adult aircraft rides were also given during the event.

Central City's runway

had been expanded from 2900' X 50' to 3700' X 60'. Due to this recent work, many of the aircraft had to be parked between hangars and on well drained surfaces, for heavy rains had fallen Thursday.

Another great fly-in breakfast! We've all come to expect nothing less from Don and his crew.





Beatrice Fly-in Lunch

The airport activity level had risen dramatically by 8:45am (June 14) with clear skies and a south wind. Members of the Flying Conestogas were there in abundance directing traffic, preparing for lunch and making sure everything was ready. Airport Manager



Lead, Bill Stelling, #2 Randy Prellwitz, #3 Sean Cahill

Diana Smith was on the flight line getting a three ship flyover ready to go. They were the opening event for the huge downtown "Homestead Days" parade which ran from 9 to 11am.



L to R: Creighton Ronquillo, Sophie Barry, Kermit Wenger and Austin Berry

Young Eagle rides, organized by John Cox, were in full swing by 10am. You never saw so many young people and their parents excited about a first airplane ride. Pilots Kermit Wenger, Tom Trumble, Chuck Hubka, Stan Meyer, Dean Doyle, Sean Cahill and John Cox had their airplanes full nearly all day long, as 133 rides were given with another 16 rainchecks.

Kermit told me he had owned his Bonanza for 14 years but it looked like it had just arrived off the showroom floor.

Due to rising levels of the Big Blue River, other "Homestead Days" activities were moved from Chatauqua Park to the Gage County Fair-



1928 Oil Pull Rumley, Owner Glen Jantzen

grounds. A 1928 Oil Pull Rumley tractor was on display that earlier had been in the downtown parade. It was an impressive sight with an unusual exhaust noise. While at the fairgrounds I met a cowboy whose name was "Slim"; he agreed to have his picture taken with me.

It was a fine day and a lot of fun, with a great lunch at the airport.



Me and "Slim"

AVI8ORS Perform Concerts For WWII Veterans

The AVI8ORS performed benefit concerts in Lincoln (May 30) and Omaha (June 14) raising \$46,000 for Heartland Honor Flight. Proceeds provide air and ground transportation to Washington DC for WWII veterans and terminally ill veterans wishing to visit the WWII Memorial and other memorials there.

These concerts were jump-started when Bob Moser, Executive Director of The AVI8ORS, won a Channel 6 "Pay It Forward" grant



L to R: Ardeth, Pam, Bob, and Diane. "The AVI8ORS"

created by Tracy Madden of WOWTv. The AVI8ORS concerts have been underwritten by the generosity of The Hawks Foundation, The Butler Foundation, Humana Marketpoint and others to ensure all ticket revenues directly fund Heartland Honor Flight.

Honor Flight is a non-profit organization created to transport veterans to the memorials built in their honor. Priority is given to senior veterans (WWII survivors) along with other veterans who are terminally ill. Heartland Honor Flight is an affiliated group created to serve veterans of Nebraska and Southwestern Iowa. The first Heartland Honor Flight departed on May 21, 2008.

The AVI8ORS Ensemble is a popular Omaha based musical group which performs music of the WWII era in USO show style, using the original melodies and harmonies of the 1940s. Since 1999, they have performed for audiences all over the US and were honored by performing for the WWII Memorial dedication in Washington, DC. They will be performing at Oshkosh this summer.

Fairbury Fly-in

By Sandi Decker

Fairbury's Municipal Airport hosted a fly-in breakfast in conjunction with the city's "Wild West Weekend" on June 8. Weather was a problem, not at the Fairbury airport, but all the display aircraft were unable to fly in due to low ceilings and poor visibility at Lincoln's airport.

Only two aircraft flew in but local pilots were able to give 110 plane rides. Randy Prellwitz and Bill Stelling from Fairbury, Paul Koenig (rural Beatrice), and Mark Pearson (Plymouth) were the pilots.

Over 130 people had breakfast, so it was a successful event.



40 Years as a Pilot

Excerpts From An Article By Trent Short, AllianceTimes-Herald

Larry Hansen has been an active pilot since April 26, 1968. He's flown too many aircraft to name and accumulated more than 32,800 hours of flight time in 40 years of flying.



Larry Hansen

In April of 1968, he was in the Army, stationed in Braunschweig Germany. Using the G.I. bill, he learned to fly in a German flight school.

Returning to Alliance in 1969, he signed up for another G.I. bill, where he earned his commercial pilot's license.

Hansen calls himself an employee of Heartland Aviation but he is the kind of guy that does everything. He's a charter pilot, an A&P technician, an aircraft and helicopter pilot/instructor with about 20,000 hours of helicopter flight time. Over the years, he has had the privilege of teaching 456 people to fly.

On April 26th, there was a gathering of family and friends to help celebrate Hansen's 40 years of flight. Easels held posters naming all 456 of his students while another poster listed a timeline of his aviation achievements. Next to a large cake surrounded by food was a three-foot model windmill built by former student, Johnny Johnson. From 1970 to 2004, Larry made many winter and summer helicopter trips servicing 45 to 75 off-road windmills that kept far-wandering cattle watered. The final "trophy" was a red jacket he received from his family. Embroidered across its back was his first flight date, "April 26, 1968" and beneath that "40 Years Accident Free."

Evelyn Sharp Fly-In

By Diane R. Bartels

After an old-fashioned gully washer (a term coined to describe a hard rain by those who are one with the land), the 13th annual Evelyn Sharp Day (May 25) dawned with sunshine and blue sky. Members of the Veterans of Foreign Wars and the American Legion were up early, loading individual tubes of 5' by 8' American flags onto trailers for delivery to the Ord Cemetery. Purchased by family or friends, each flag bears a name on its edge for placement by the appropriate gravesite of a veteran. A community tradition, these flags are flown every Memorial Day weekend, as well as the other patriotic holidays our Nation celebrates. Since the time when Evelyn Sharp lived here and participated as a high school band member in memorial services at this cemetery, many in this community have learned the meaning of patriotism.

As pilots made their approaches into Evelyn Sharp Field, the scrambled egg, sausage, and pancake breakfast was in its final preparation by the youth fellowship group from the Seventh Day Baptist Church in North Loup. Deacon Jim Goodrich took a few minutes to look over his field chapel message which remembered

aviation heroes who have given their lives for our country. Profits from the breakfast help the youth group sponsor an international child through World Vision.

Always a popular attraction, the EAA Young Eagles program flew 48 North Loup Valley youth. Pilots were John C. Cox and Tom Trumble from EAA Chapter 569 in Lincoln. Big smiles were evident on young faces, and "I want to go again!" was heard often. Their flight path along the beautiful North Loup River and around the town culminated with a view of the Ord Cemetery and her 223 American flags flying below.

Several airplanes garnered special interest by attendees. Brothers Duayne and Paul Muhle from Columbus caught the eye of many



Pilot Tom Trumble, Young Eagles:
L to R: Landon Rogers, Tanner Knight, Brady Rogers



Paul and Duayne Muhle With Their Pitts

as they made their formation entrance over Evelyn Sharp Field in their champion Pitts aerobatic airplanes. Todd Harders, Cairo,



Todd Harders and his 1948 PA15 Vagabond

fully restored by Don Maxfield of Kearney, the airplane is dedicated to the memory of Richard "Dick" Harders. From conversations overheard, it was most evident these pilots loved to fly.

The B-17s Were Here!

Plattsmouth (PMV) hosted the B-17 "Aluminum Overcast" June 27-29 with EAA Chapter 80 from Millard working the Young Eagle flights and lunch of hot dogs, hamburgers, baked beans, chips and great ice cream!

Friday saw only two flights of the B-17 due to weather moving across eastern NE with winds as high as 115 mph. No damage occurred to the aircraft as PMV was far enough south to escape the worst. Saturday the skies were blue, containing puffy white clouds



Aluminum Overcast, "Just Over the Hill"

and surface winds out of the west at 15 gusting to 20 knots. The B-17 didn't make it off the ground but not because it wasn't ready, its X-wind limitation is 15 knots, so it was grounded.

Sitting in Flight Nebraska Group's office was the lead mechanic for Aluminum Overcast, Paul Workman from Zanesville, OH. He's one of the guys always in the background while the pilots get all the notoriety. Without the mechanics, airplanes don't fly! Paul started out as a pilot, soloing at the age of 16. After several years he decided to get his A&P license followed a few years later with his Inspector Authorization license. Paul donates two weeks of his time to the B-17 each summer, keeping it in tip-top shape for all to see and ride in. If you get a chance you might want to look at Paul's website (www.bedrockaero.com) as he is the owner/operator of an aircraft restoration shop, specializing in interiors and fabric covered aircraft.



Paul Workman



Jess Banks Between Engines 3 & 4

Sometime aviation writer, Jess Banks, was at Plattsmouth looking the B17 over. I could feel what he was thinking as he stood beside that great airplane; imagining contrails in the sky with fighter escorts probing deep into enemy territory, flak all around on the bombing run and the courage of the men flying their missions. Thank you service members (past and present) for defending our country!!

BFF Family Fun Day

By Tom Gribble



Dave New's Granddaughter, "Babe, About to Fly"

EAA Chapter 608's annual fly-in was held on Saturday, June 7 at Scottsbluff's Heilig Field/Western Nebraska Regional Airport. There was not quite as many fly-ins this year as normal, due mainly, I'd presume, to the high cost of avgas. And, for some, last year's hiatus may have taken our event out of the memory bank.

Still, it was a good show. The event, entitled Airport Family Fun Day, also draws many non-flyers from the local communities out to the airport. This allows people to see what goes on at the field, and may inspire some to take an interest in aviation. Especially



NE ANG Crew: Kasey Korth Wade Schuet, Mat Ellison, Paul Erickson, Ben West, Matthew Wroby, Mark Fusco and Gene Ernst

so when their kids get to fly.

In this regard, six Chapter 608 members gave forty-nine Young Eagles their first airplane ride. The pilots and their aircraft were Gering residents Neal Smith (Piper Arrow) and Dell Weber (Cherokee Six), Scottsbluff citizens Al Thompson (Cessna Skyhawk) and Arvey Carlson (NARDO Taylorcraft), Torn Cecil from Alliance (Piper Commanche), and Chapter 608 spark-plug Ernie Schmidt of Sidney flying his American Champion High Country Explorer.

The gals at the desk who kept the paperwork and scheduling of pilots, aircraft, and Young Eagles flowing smoothly included Stacey Schmidt, Joanne Thompson, and Judy Andrick. While most of the Young Eagles were from Panhandle communities, Conner Pickett came all the way from Loganville, Georgia, just for the flight. While here he also took time to visit relatives.

A KC-135 from the 155th Air Refueling Wing, NE Air National Guard arrived as the crowd was gathering and gave many local citizens tours of the huge tanker. The crew, based in Lincoln, included Kasey Korth, Wade Schuet, Mat Ellison, Paul Erickson, Ben West, Matthew Wroby, Mark Fusco, and Gene Ernst.

Rob Black of Alliance gave outstanding demonstrations of aerobatic flying with his Extra 250. Rob was not in it at the time, though. This is a 35% scale model of the Extra 250 and is controlled by radio. Power comes from a 100cc two cylinder, four stroke engine. The aircraft weighs 27 pounds, has a 104-inch wingspan, and holds 1 quart of fuel. It burns half of that quart during a ten minute demonstration flight. That's three quarts an hour. Hmmmm. Maybe I should build a 35% scale model of my Champ.

In addition to loops and rolls and spins, Rob did rolling 360 degree turns, both left and right. He also did something I've never seen a manned airplane of any type do; he pulled the nose up until the machine was vertical, then held it at a constant altitude pointed straight up. I don't think my Champ can do that.

In spite of the somewhat smaller turnout, this was a good show. Lower avgas prices next year should make it even better.

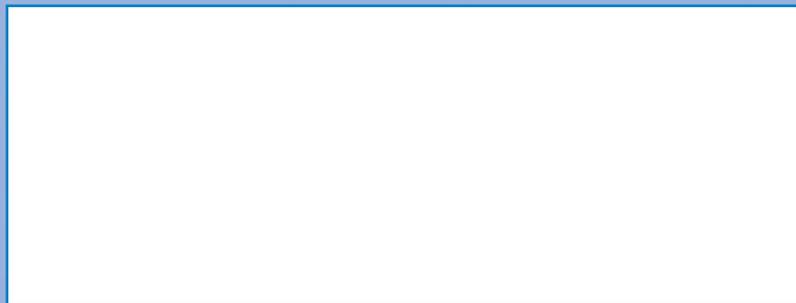
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Events Calendar

- **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. 0800-1000.
- **Chadron (CDR)** Monthly Aviator's breakfast, 8-10am. August 23, Sept 27, Oct 25, Nov 22 and Dec 27.
- Aug 2 Norfolk (OFK)** EAA 918 Fly-in breakfast, 7:30-12:00, PIC eats free. Going on at the same time is the Hot Summer Nites Car Show, also at OFK. More info: Bruce 402-675-7765.
- Aug 3 Genoa (97Y)** Airport Breakfast & Fly-in, 7 to 11AM, fly-in's free. In conjunction with Heritage Power Antique Farm & Equipment Show, free transportation to the show. More info: Don 402-993-6000.
- Aug 17 Hartington (0B4)** Fly-in breakfast, 7am-12. Fly-in's eat free. Best sausages in the state! More info: Bud Becker 402-841-0658.
- Aug 9 - 17 Air Force Week.** Opening Ceremonies will be held on Saturday, August 9 in Omaha. Governor Dave Heineman will sign the official proclamation to start Air Force Week followed by performances of the Air Force drill team and United States Air Force Academy (USAFA) jump team. More info: <http://www.airforceweekintheheartland.com>
- Aug 16 - 17 Offutt** Air Force Base Open House. A-10, West Demo Team, Air Force Thunderbirds, Air Force Academy "Wings of Blue" Parachute Team, Chandy Clanton, F-15 Demo Team West, F-15 with Heritage Flight, F-18, C-17 Demo, B-17, B-25, P-51 vs Zero, MiG-17F with Randy Ball, Matt Younkin's Twin Beech 18 and B-2 Stealth Bomber Flyby. Gates open 9am -6pm. More info: <http://www.offuttairshow.com>
- Aug 22 - 24 Minden (OV3)** NE Antique Aircraft Association Fly-in. Friday registration starts at 2pm, "Cream Can" supper 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. More info: Todd 308-380-5079 or 308-485-4441.

Sept 7 Fremont (FET) Fly in breakfast sponsored by Fremont Rotary Club, 7:30-11:30am, pancakes and sausage. Pilots and one passenger eat free. More info: Scott 402-721-5995.

Sept 7 S. Sioux City (7K8) Tommy Martin Memorial Fly-In and pancake breakfast, 7am to 11am. PIC free. More info: Rick Alter 712-233-1552 or ralter@cablone.net

Sept 20 Grand Island (GRI) Military Appreciation Day, 9am-6pm. Static displays of old and current military aircraft. Bell Ringing Ceremony for Fallen Troops at 11am. More info: Doug Brown 308-390-5372.

Sept 20 Sidney (SNY) Fly-in breakfast, 7-11am, PIC free. Adults \$5, children 10 and under \$3. More info: WNCC 800-222-9682.

2008 Airport of the Year

Time to think about which favorite airport you would like to nominate for Nebraska Airport of the Year.

This year there will be two categories eligible for the award; Air Carrier Airports (large) and General Aviation Airports. Air Carrier airports include: Alliance Municipal Airport, Chadron Municipal Airport, Grand Island's Central NE Regional Airport, Kearney Regional Airport, Lincoln Municipal Airport, McCook Regional Airport, North Platte Regional Airport, Omaha's Eppley Airfield and Scottbluff's Western NE Regional Airport. All remaining airports fall into the General Aviation category.

One new rule: if your airport has won the previous year, then it must wait for one year prior to being considered again. The nomination form can be printed from the NDA's website at www.aero.state.ne.us under the title of "Airport of the Year form".

Completed forms must be mailed to: Editor PIREPS, PO Box 82088, Lincoln, NE 68501 not later than December 15, 2008.