

# 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 09

Volume 50, Issue 5

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Circulation: 3675

## State Fly-in at Fairmont

With Excerpts From NE and Fillmore County Historical Societies and Wikipedia

Fairmont is a state owned airfield (approximately 20 miles south of York) originally built September 17, 1942, and used as a satellite of the Topeka, Kansas Army Airbase. Training was conducted on B24, B17 and B29 aircraft at Fairmont which in its heyday had housing for nearly 6,000 troops with a 350-bed hospital, the largest in Nebraska. In September 1944, LtCol Paul Tibbets visited Fairmont and selected the 393rd Bomb Squadron to join his Group which dropped both atomic bombs on Japan. The field was declared surplus in 1946 and deeded to the State of Nebraska.

It was only fitting that Fairmont was chosen as the site for the State fly-in as this was the 65th anniversary of the landings on D-Day. The Normandy landings were the first operations of the Allied invasion of Normandy, also known as Operation Neptune and Operation Overlord, during World War II. The landings commenced on June 6, 1944 (D-Day), beginning at 6:30 British Double Summer Time (UTC+2). In planning, D-Day was the term used for the day of actual landing. The operation was the largest single-day amphibious invasion of all time, with 160,000 troops landing on June 6, 1944. 195,700 Allied naval and merchant navy personnel in over 5,000 ships were involved. The landings took place along a 50-mile (80 km) stretch of the Normandy coast, divided into five sectors: Utah, Omaha, Gold, Juno and Sword.



P51 "Mustang" and P38 "Lightning" About to Takeoff

Among the 40 aircraft at Fairmont, two of the most famous fighters of WWII were to start the airshow with a formation fly-by, which was certain to be a real crowd pleaser to the over 3,000 spectators. The P51 was to takeoff first, followed by the P38. Weather was perfect for the event, 3500' ceiling with 10 miles visibility, a south wind of nearly 17 knots and temperatures in the low to mid 70's. Evan Fagan piloted the P51 with Rob Ator in control of the P38. As the P51 cleared the runway, Rob started his takeoff in the P38. Suddenly, nearly half way down the runway, two large trailing plumes of white smoke billowed from the P38 as Rob aborted his takeoff. The propellor governor on the right engine had failed allowing the engine to rev past the normal limits for takeoff power. The only damage to the P38 was a blown right landing gear tire with a slightly ground-down rim. After almost an hour, a pallet jack was placed under the right gear, strapped to the strut and the aircraft towed off runway 17/35.

Once the P38 was clear of the runway, Harry Barr of Lincoln continued the airshow flying his Hyperbype. A trademark of Harry's is to do a snaproll just after takeoff and about 75' above the runway. His stunning routine of low level aerobatics completed, he inverted the aircraft and raced a highly modified Chevrolet pickup truck (owned & driven by Nate Graham) down the runway. The pickup won one race and Harry won the second one, after which

**Continued on Page 7, Right Column**



## Last Landings

By Stu MacTaggart

Last Landings. I've learned not to believe in them! Perhaps I've had too many. Perhaps there's something very special about that last landing. Emotional? Naw; can't be... Then, why do we try so hard to avoid them, and when confronted, we try way too hard to make them perfect. My first "last" was in that great white, "supersonic training aid"—the T-38. Never again would I fly that sleek "fun-mobile." But, I did. Then there was the goodbye to the old buff, complete with wet-down by fire hose and champagne. I wanted so badly to crawl back in and fly her again. —And I did; but years later. The third last landing was a tough one and meant leaving my squadron, my troops and my airplane. The fourth last landing was sure to be the last "last." But then came general aviation, propellers, and sometimes flying "alone, unarmed and unafraid." My latest "last landing" wasn't perfect either. As a matter of fact, it was just bad enough to leave me with that urge to come back and try again. That is—if I were to believe in "last landings."

It's been my pleasure and honor to serve as your Director of Aeronautics. Happy Landings!

**Editor's note:** Stu officially retires on August 7, 2009. He has been a great Director, boss and friend. We will miss him at the "helm of our ship".

### Aviation Specialist (Pilot) Wanted

The Nebraska Department of Aeronautics is seeking an individual to perform the following duties: Pilot State aircraft (Navajo, Cheyenne & King Air) and manage publication of the agency's bi-monthly newsletter and other administrative assignments.

**Requirements:** Must possess at least a current (FAA) commercial pilot certificate with instrument and multi-engine ratings, 2,500 hours total time, including at least 1,000 hours multi-engine time. King Air qualified is desirable, qualifications in aircraft comparable to the King Air will be considered. Computer experience using desktop publishing software is desirable. Ability to be readily available to take early morning, late evening, weekend and holiday flights. Must complete state application and supplemental questionnaire for consideration.

Application and supplemental information sheet: Can be obtained by contacting Nebraska Department of Personnel, 301 Centennial Mall South, Lincoln, NE 68509, (402) 471-2075; or Nebraska Department of Aeronautics Lincoln Airport, Lincoln, NE 68524, (402) 471-2371 or <http://www.wrk4neb.org/>

**Closing Date Aug. 10, 2009.** Salary: \$38,207.50 Year  
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**Stuart MacTaggart**  
Director, NE Dept of  
Aeronautics

## Six Grand!

By Scott Stuart

6000 divided by 24 equals 250. 250....That is the number of days I have spent flying as of last week! I passed the 6000 hour mark enroute to LNK, thanks to all who have kept me out of the weeds.

Sadly, experience is no panacea for skills that erode over time or perhaps from lack of currency. I'm having to learn how to make the G600 work for me, not against me. Technically advanced aircraft are just that and I am working on it, taking another checkride today. Perfect? Far from it, but I did learn a lot toward getting the "glass" to allot me another 6000 hours!

Anyone out there remember Speed Simonek from the 70's? He was a FSS briefer in LNK eons ago, and a good one. I called him from MKC one dark and stormy evening. He said I was good to go MKC-LNK. So, I loaded up the Baron with the Mrs., both boys and away we went. Big mistake. Even with airborne radar and turbulence like I have never experienced before, I learned about attenuation and microbursts first hand. I went back to MKC asap and rented a car. Boy was he glad to hear from me later that evening, saying he wished he'd never had said "go". Amen!

I think it was the mid-80's, night, returning once again from MKC in a Cessna T210. Ice? None until about Falls City, then it started to accumulate. No PIREPS advising ice, but I was getting it, even with the hot prop and heated windshield. I turned back for MKC, thinking once I would soon get to an area of no ice. Nope... I decided landing while under control was a good option! While making maybe the best NDB approach of my life into Falls City, I will never forget center asking me how many souls I had on board... souls! Four were in my hands that night. We drove from there.

In the early 90's...coming in from Meigs. About 5.30pm on a dark and gloomy January night. LNK was calling for the lowest of the low ceiling and visibility, but being part 91, we can try, so I did. Perhaps my best flying ever that night, Vee bars squared up and steady, I landed but almost needed a taxi to find the FBO.

Six thousand hours, yet, I/we are only as safe as the next preparation and execution of flight. The whole nine yards begin with your shop, your weather briefer and mostly our attitudes toward this business of aviation. We are in control, of only the here and now, the then and there. We get one chance to break the chain of bad choices, one chance to make the right choice in the first place. For me as a kid, mom said I could learn to fly if I promised "no plane accidents". So far, so good, and oh, so wonderful. I plan to keep it that way by investing in the best maintenance and training I can muster, and then maybe by the time I hit 7000 hours I will have a better idea just how to command the "perfect flight".

See you out there but not in the news, OK? And, hey, thanks for reading. Gear down and Locked?



**Scott Stuart**



## Fed's, Reg's, and Four Course Ranges

by Tom Gribble



Tom Gribble

Saint Petersburg - Tampa Airboat Line, the world's first passenger carrying airline, began operations in January 1914. It flew a 23 mile route for three months before becoming a forgotten part of history. During the next ten years, another dozen U.S. based airlines took-off, stalled-out, and spun-in.

The Post Office did not intend that its airline, the U.S. Air Mail Service, remain a government entity. Its purpose was to prove that flying the mail over long distances was viable. This it did. During eight years of getting the mail through, mostly on time, it suffered "only" ten fatalities.

The Air Mail Act of 1925, signed into law on February 2, 1925, authorized private companies to carry the mail. By fall of 1925, six fledging airlines were assigned routes, some of them new. By late 1926 all air mail routes (including two new transcontinentals) and many interconnecting airways, had been awarded to a couple dozen or so new air carriers.

Next, President Calvin Coolidge signed the Air Commerce Act on May 20, 1926, thus creating the great-great-great-grand-daddy of today's FAA. Except for awarding air mail contracts, the Post Office was out. The new Aeronautics Branch of the Department of Commerce took over existing airways and began regulating civil aviation. Pilots and mechanics would now need a license. A manufacturer would need an Approved Type Certificate (ATC) for each type airplane it wanted to build.

As finances allowed, the Aeronautics Branch expanded the lighted airway system to cover all the new routes. So tight with a dollar was Congress, though, that some of the new airlines built lighted airways themselves and then gave them to the Aeronautics Branch for operation and maintenance.

Everyone knew lighted airways were useful only at night and in good weather, although the arrow shaped pads and roof-top numbered sheds did help during the day should a pilot find himself over one of them. Still, it was understood that guidance using some sort of radio device was needed.

During World War One the Army began developing two crude radio homing systems, but the armistice halted work. In 1919 the Air Mail Service began experimenting with a primitive radio nav-aid system, but budget cuts stopped that, too.

Then, in 1920, the U.S. Army Signal Corps and the Commerce Department's Bureau of Standards joined forces to work on the problem. The result was the Low to Medium Frequency (190 to 415 Kc.) Aural Four-Course Radio Range.

Continued on Page 7 Left Column

## "PTS"

By Lee Svoboda

I've discussed the front portion of the Practical Test Standard (PTS) in the past and its importance to instructors and applicants alike. Here we go again! I am going to concentrate on the portion titled, "Special Emphasis Areas" and only the ones universal to all certificates.



Lee Svoboda

The PTS states: "Examiners SHALL place special emphasis upon areas of aircraft operation considered critical to flight safety". These areas are:

1. **Positive Aircraft Control:** To most examiners this means the successful outcome of each maneuver performed by an applicant is never seriously in doubt, i.e., the applicant is in charge of the airplane, not the airplane in charge of the applicant.

2. **Positive Exchange of the Flight Controls Procedure:** This will be discussed before the flight, i.e., "I have the controls, you have the controls etc.". Will be practiced during the flight.

3. **Stall/Spin Awareness:** Discussed before the flight. During the flight, the applicant will be expected to demonstrate stall/spin awareness during all maneuvers but especially during stalls.

4. **Collision Avoidance:** Discussed in the ground portion of the test, must be demonstrated during the flight portion of the test. Some of the common things looked for by examiners are: clearing turns, proper altitudes for direction of flight, radio usage at non-towered airports, proper patterns at non-towered airports, etc. Bottom-line, no clearing turns, NO PASS!!

5. **Wake Turbulence Avoidance:** Discussed during the ground portion of the test, and if the situation arises during the flying portion of the test, must be demonstrated by the applicant. The situation could be a scenario created by the examiner.

6. **Land and Hold Short Operations (LAHSO):** Discussed during the ground portion of the test, and if the situation arises during the flying portion of the test, must be demonstrated by the applicant. An examiner created scenario could be the situation.

7. **Runway Incursion Avoidance:** The subject will be addressed during the ground portion of the test and there could be an examiner created scenario during the flight portion of the test. However, if the applicant pulls out in front of an airplane that is about to land, and that aircraft has to make a go-around to avoid an accident, be assured the applicant will not pass that test.

8. **Aeronautical Decision Making (ADM):** Most likely the examiner will create a scenario which will require the applicant to make some decisions about things like weather, aircraft performance, fuel consumption etc.

9. **Checklist Usage AND other appropriate areas.** Although these areas may not be specifically addressed under each TASK, they are essential to flight safety and are evaluated.



# BEST Practices of Good Pilots



Jerry Tobias

By Jerry Tobias

What makes a pilot a good pilot? "Stick and rudder" ability is important. But, I'd like to suggest that to be a good pilot you must also strive to do the following:

**B -- BRIEFED.** To be briefed is to be aware. A pilot, of course, must be fully aware of many things. Aircraft performance characteristics and limitations, airspace requirements, human factors issues, regulations and weather factors are just a few of the many things that are "need to know" items. Remember, though, that everything changes! What you knew two months ago or, in some cases, even two hours ago isn't necessarily all that you need to know now.

**E -- EQUIPPED.** Think "big picture" here. Certainly, traditional aeronautical equipment is essential. Navigational charts (that are current!), check lists, aircraft flight manuals, a good headset and other tools are all important to the serious aviator. Understanding and proficiency, however, should also be on every pilot's "Minimum Equipment List" (MEL). After all, neither what you fly nor how many advanced gadgets you have on board mean anything if not accompanied by study and training that lead to comprehension and expertise. And, while sometimes not included as "standard equipment" (unfortunately), I would also suggest that wisdom and good judgment are absolutely crucial. To be obtained, however, they must be continually and diligently pursued.

**S -- SAFE.** I know it's a cliché, but safety really is an attitude. You either fly with it...or you don't. And, an accident-free flight is not necessarily the same as a safe flight. Just because you've "gotten by with it" on a regular basis doesn't make you safe. Safety begins and ends with deliberate and proactive thinking and actions. Proper preparation, appropriate compliance, a "no short cuts" attitude, a cautious and questioning mind-set, etc., are just a few of the commitments necessary for consistently safe flight operations.

**T -- THOROUGH.** Do you ever rush through weather briefings or preflight inspections? It's very easy to allow pressures and distractions to keep you from being thorough. Don't let this happen! When you prepare for a flight, don't just scan, but read and thoroughly process what you need to know. And, when you preflight an airplane, don't just glance, but look at and thoroughly examine what you need to inspect. It's often the little things that can spoil your day. Being thorough is what helps you catch those little things.

So, remember "B-E-S-T Practices." Make these practices a consistent part of your routine. Eventually, you will either be very glad that you did, or very sorry that you did not.

# Airport Family Fun Day

by Tom Gribble

The Panhandle enjoyed the greenest spring in recent years. We were ahead of normal rainfall in the month of May and continued that trend into June. While this is good, it did put somewhat of a damper on EAA Chapter 608's June 6, 2009 annual "Airport Family Fun Day" and fly-in. Normally, there would be two or more rows of visiting aircraft on the ramp at Scottsbluff's Heilig Field, Western Nebraska Regional Airport. But, due mostly to weather, and maybe a little to the economy, only a half dozen or so out-of-town aircraft made it in this year.

Henry Henkle moved his Bonanza out of his hangar to allow Skyport Restaurant to start the day at 7am, cooking up a mighty fine all-you-can-eat breakfast of scrambled eggs, sausage, and pancakes. A large group had been fed by noon.

Also by 7am Saturday morning a 600 foot ceiling had formed over the field. The folks in Sidney waiting to depart faced a similar situation, while in Alliance pilots waited for Scottsbluff to improve. As the clouds dissipated here they gathered there. Not until 10am did airplanes from those two Panhandle airports begin arriving. It was too late, though, for Nebraskan pilots based further to the east.

In addition, two military aircraft scheduled for an appearance here, an Air Force B-52 fly-over and a Nebraska Air National Guard KC-135, were canceled due to unforeseen higher priority missions. An Air Force UH-1 helicopter from F.E. Warren Air Force



Future Young Eagle, "Grounded by Weather"

Base in Cheyenne, Wyoming did arrive and the crew gave local residents tours of the machine.

The Regional West Medical Center "Air Link" helicopter was also on display



UH-1 Helicopter

for most of the morning, although it was called away for a brief medical flight at mid-morning. The ship did return and the crew continued showing the aircraft and answering questions from the public.

Once the weather cleared, 69 Young Eagles took flight. Chapter 608 Pilots



"Air Link" Helicopter



included Neal Smith of Gering flying his Piper Arrow, Al Thompson of Scottsbluff in his Cessna 172, Ernie Schmidt of Sidney with his High Country Explorer, Joe Weber of Alliance flying the Cessna 172 he recently purchased to replace his Piper Colt, Paul Phillips of Scottsbluff using his Kitfox, the only Homebuilt in the group, and Don Guidice from Chugwater, Wyoming, flying a 1947 Cessna 140. Don is a member of the Cheyenne, Wyoming EAA Chapter.



Al Thompson With Three "Young Eagles"

The Radio Controlled aircraft group began flight demonstrations of their airplanes at low altitude before the low ceiling completely dissipated and continued into the afternoon. These "RC" models are amazing flying machines. They can do stunts and aerobatics far beyond the capabilities of passenger carrying airplanes.

Planning for next year's event has already begun. We're hoping for better weather in 2010. See 'ya there!

## "Young & Old"

By Todd Harders

The Nebraska Chapter Antique Airplane Association (AAA) is once again holding their fly-in at Minden, NE August 28-30. The theme this year is "Young & Old". We wish to introduce younger pilots to Classic, Vintage and Antique aircraft by giving a free membership to any one, between the ages of 18-30. To be eligible you need to attend the fly-in. You do not have to have a Vintage,



Todd Harders and His PT17 Stearman

Classic, or Antique airplane, in fact you don't even have to be a pilot, but you do need to have an interest in airplanes, particularly Antique, Vintage or Classic aircraft.

As a special incentive, the recipient of the "Youngest Pilot Award" will receive a \$100 bonus if he/she is under the age of 25. The only requirement for the Award is that the pilot must fly in, register, and be present at the Awards Banquet Saturday evening. This \$100 bonus is sponsored by Todd Harders Vintage & Classic Aircraft. If you are interested, we would love to have you as a member. Dues are very reasonable and we have a great group of people.

The Nebraska Chapter AAA invites anyone with an interest to join us at Minden, August 28, 29, 30 (See page 8, Calendar of Events for more details). On behalf of the Chapter I sincerely

hope all interested individuals will join us and attend our fly-in. For more information: call 308-380-5079 or email: [stearman@mainstaycomm.net](mailto:stearman@mainstaycomm.net) Warm blue skies, Todd Harders NE chapter AAA president.

## July 4th At Seward

Weather weather everywhere and a lot of clouds in sight; it was one of those days at Seward! The temperature was pleasant but those clouds! Almost every year Harry Barr and his Aerial Circus put on a free airshow at Seward's Airport. The first act, which happened to be Ron Malousek in his 1984 YAK52, had to limit his antics to just doing low level passes over the airfield, the ceiling was about 1000' feet but with excellent visibility.

Next on the agenda was a parachute jump performed by Trevor Bartlett, son of famous skydiver, Larry Bartlett.



Ron Malousek & His YAK 52



Trevor Bartlett Holding US Flag

Larry opens the airshow at Wittman Field in Oshkosh, WI each year and usually opens at Seward but his son is taking over some of the responsibilities. Unfortunately, the low ceilings kept them on the ground but they improvised by driving the US flag in front of the crowd while the National Anthem

was being played.

Doug Roth was up next in his Super Staudacher but was limited by weather to the low altitude portion of his show. Finally the clouds began to lessen and Harry Barr took off in his biwing Hyperhype performing a snap roll right after liftoff. It was impressive. Then he warmed up with a bit of low altitude aerobatics before racing Brian Mickeltree in his 195 mph-400 horse power Ferrari. The announcer, Howard Nitzel, declared a draw on the two races but I thought the Ferrari took it all!

Chandy Clanton took off next in her Edge 540 aircraft and began a skyward climb. By now the clouds had dissipated enough for her to reach her performance altitude and I knew we were in for a real show. Chandy didn't disappoint anyone that day with her aerobatic routine which demonstrated precisely why she had been chosen as a member of the USA World Aerobatic Team.



Chandy After The Show

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**"July 4th at Seward"**

*Continued from Page 5*

Completing the airshow, Harry Barr took off in his North American P51 "Mustang" and gave another great performance. It was a good day at Seward with nearly 2,000 people attending.

*Editor's Note: This was Chandy's last public performance. On Friday, July 10, she was fatally injured while practicing an aggressive maneuver near Tarkio, MO. She leaves behind two sons, ages 10 and 7. Chandy had a strong religious faith and was instrumental in founding the Word of Life Church in Lincoln. She had dedicated all the monies from performances this year to "Mission Central", a missionary organization located in Iowa. Chandy was a volunteer pilot for Mission Central and her father Harry Barr continues in that role. Chandy, you will be missed.*



Photo By Gary R. Schenaman

# Alien Flight Student Program

During June of 2007, John Armatys was approved by the Transportation Security Administration (TSA) as an "Alien Flight Student Program Provider." His first student under this program was Kim Jaehyun from the Republic of Korea who was approved by TSA to take the private pilot course.

"Jae" finished on May 27, 2009 by taking the Private Pilot Practical Test with Designated Check Airman, Terry Gibbs from Kearney. According to John, Jae was a compliant and very eager student who was a real joy to work with. John said: "I got a real education working with a student that doesn't possess English as their first language. What a challenge!" John did receive some good coaching and encouragement from Terry during the training phase.



Sarah Armatys & Kim (Jae) Jaehyun

John's daughter, Sarah, will be his next sign-off and hopefully before the end of this summer. She started flying with John at the age of seven and has logged over 130 hours of flight time. She took her first solo flight last August and will be old enough for the Private license this August. John flight instructs out of the Central City Municipal Airport.

# Central City's Fly-in

Normally when you think of a fly-in breakfast you think pancakes, sausages, eggs and airplanes! Weather is always a factor during one of these events and as the ceiling was 100' with visibility of 3/4 mile it was a major player on June 7! The only airplane flying that day was a video of Chandy Clanton performing her aerobatic routine during the 2005 Offutt AFB Open House.

No matter, 360 people drove to Larry Reineke Field at Central City to visit and eat the fine breakfast prepared by St. Michael's Knights of Columbus, Council 10386. Airport Manager Don Shorney (with his team of workers and volunteers) had the hangar spotless with enough tables set up for a small army.



L to R: Don Imhof, Don Shorney, John Armatys and Ron Elge

As my wife and I were enjoying our meal I looked the crowd over and discovered some interesting faces. Darrell and Judy Willoughby had weathered a few storms together and as I visited with them Judy said they had recently celebrated their 65th wedding anniversary. Darrell (85) was a WWII veteran and a member of the 82nd Airborne, 80th



Darrell & Judy Willoughby

Battalion, an anti-tank unit. Pulled by a Douglas C47, he had glided behind enemy lines into Holland while sitting inside the glider in a jeep! Once the glider landed, he backed the jeep out and had set up his 15' radio antenna when

he heard a "whoose". Another glider had lopped off the antenna so he decided to move to another location!

Leonard Beetem, along with three other gentlemen, was transported to the breakfast by the Litzenberg Hospital and Merrick Manor. Leonard told me he was 99 and a WWII veteran who had served in the Quartermaster Corp over most of Europe.



Leonard Beetem

Sitting across from my wife and me was one of the younger enthusiasts eating breakfast, Ben Wilcox (6) from Neligh. He was there with his dad, Brian,



Ben Wilcox

who said: "Ben was ready to come to the breakfast two days earlier"! Ben left his mother and younger sister at home and was having a great time---he ate all his breakfast Mom.

You really don't need to have airplanes flying in to have a good time at a fly-in breakfast but there were a lot of cars.



# Fremont Open House

By Barry Scheinost

The City of Fremont held an open house at the Fremont Municipal Airport on Saturday, June 6, from 10am to 3pm. Free hot dogs & pop were provided to hundreds of local citizens, young and old, who stopped by. Dodge County REACT helped with parking and the local Civil Air Patrol was in attendance.

More than 25 aircraft (most hangered at FET) were on display along with Harry Barr's P-51, "Barbara Jean". Aircraft ranged from Experimental to a Pilatus. One helicopter was also displayed.



Jim and Val Kjeldgaard's PA11 Piper Cub

Jim & Val Kjeldgaard displayed their PA-11 Piper Cub Special with tandem landing gear. Dick Wikert showed his 2001 PC12 Pilatus and Erik Johnson his Cessna 182RG.

## "Fed's, Reg's, and Four Course Ranges" Continued From Page 3

Initial testing was done at College Park, MD. In February 1928 National Air Transport completed demonstration flights from New York to Cleveland using ranges at New Brunswick, NJ; Bellefonte, PA; and Cleveland, Ohio. This was the beginning of an airway system capable of supporting instrument flight.

The L/MF ranges broadcast two signals, an "N" (-) and an "A" (. -), in four quadrants. The two "N" quadrants were separated by the two "A" quadrants. The pilot heard either a solid "N" or a solid "A", depending upon which quadrant he was in. By overlapping the signals just slightly, four narrow legs, or courses, 30° wide, were achieved by blending the two codes into a continuous monotone. The "Dah" from the "N" was followed immediately by the "Dit" from the "A", then came the "Dit" from the "N", and finally the "Dah" from the "A".

The four courses could each be set to any desired heading. Two legs might be separated by considerably less than 90 degrees, while the other two may have a much greater spread. The sector containing true north was an "N" quadrant. However, if an "on course" leg was aligned with true north, the sector to its west was the northerly "N" quadrant.

To stay on course, the pilot had to remain on a range leg. Therefore, he was required to listen to the range continuously. His receiver lacked Automatic Volume Control. This enabled the pilot to determine whether he was going toward or away from the station by listening for an increase or decrease in volume. The first DME?

An unintentional design flaw turned out to be a boon. There was a cone-shaped area right above the station within which no signal could be heard. This "Cone of Silence", as it was called, told the pilot he was passing directly overhead the station. An early flip/flopping TO/FROM indicator.

NEXT: Range orientation, colored airways, and control towers.

## "State Fly-in at Fairmont"

Continued From Page 1

they just called it a draw.

Next in the air was Doug Roth in his Staudacker. Doug



Doug Roth in his Staudacker

performed a flawless routine and made it look easy. We know it isn't as easy as he made it look!!

Then Harry Barr took to the air in his yellow Piper Cub land-

ing on the Midwest's Smallest Airport. Harry nailed the landing in about the first 1500' of the runway, then the Suburban slowly drove by the crowd while he stood beside the aircraft with the engine shut down. After returning to the runway, Harry hand-propped the engine, got back in and as the Suburban accelerated, Harry took back to the air.



Harry Barr, "Back in the Air"

Former US Army pilot during Vietnam and retired United Airlines Captain Don



Don Nelson in his Sukhoi

Nelson then performed an awesome aerobatic routine in his powerful Sukoi aircraft. Don is a nice guy to visit with and an outstanding pilot who gave the crowd a thrill a second as he pirouetted through the air.

Undaunted by his earlier aborted takeoff in the P38, Rob Ator took to the air in his Pitts aircraft

and ended the airshow with a classic aerobatic routine. Rob has a bit over 11,000 hours of flying time in numerous aircraft including type ratings in the Boeing 737, Cessna Citation and the P38.

This was an outstanding State Fly-in and all of those involved with the planning and execution of it did a marvelous job!

Thanks to everyone for a wonderful day!!



Rob Ator in His Pitts

# PIREPS

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## Events Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 0800-1000.

- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800-1000.

- **Chadron Airport (CDR)** Aviator's Breakfast, 8-10am, 4th Saturday of the month. August 22, Sept. 26, etc.

**July 27-Aug 2 - Oshkosh, WI** Airventure 2009. The world's greatest aviation celebration. More info: [www.airventure.org](http://www.airventure.org)

**August 9 - Red Cloud (7V7)** Fly-in breakfast sponsored by Lion's Club, 7-10am. Pilots eat free. Open house of new terminal building with pilot lounge area. More info: Chuck 402-746-3818.

**August 16 - Elgin (NE44) Koinzan Airfield** 33nm west of OFK. 18th annual fly-in breakfast with pancakes, sausage, juice, coffee and good company, 7am till noon. Free to fly-ins. More info: Lynn at 402-843-5800.

**August 22 - Broken Bow (BBW)** Renaming of airport to Keith Glaze Field, 1000-1130 arrivals for visiting aircraft, CAP, DV, etc., Commemorative hat and FREE lunch for each PIC that flies to BBW event. CAP, antique and classic aircraft for public viewing. 12 noon-Dedication ceremony, 12:45-Lunch, 1:30-Commemorative Cake and refreshments, hangar flying with fellow aviators, Glaze family and attendees.

**August 23 - Hartington (OB4)** Fly-in breakfast 7:30am - noon. Fly-ins eat free. Best sausages in the state! More info: Bud Becker 402-841-0658.

**August 28-29 & 30 - Minden (OV3)** Antique Airplane Assoc Fly-in. Friday night cream can supper, Sat. Fly-in breakfast and evening Awards Banquet. Sun. Fun flying. More info: Todd Harders 308-380-5079.

**August 27-28-29-30 - Lincoln (LNK)** EAA's historic Ford TriMotor Airliner is coming to NE! The grand old airplane will fly passengers from the Silverhawk Aviation ramp at Lincoln Airport. Rides are \$60.00 (\$50.00 for EAA Members). The airplane will be available for photo sessions and close-up viewing (no charge) when not flying. Book your adventure in living history at [www.flytheford.org](http://www.flytheford.org) or 1-800-843-3612. Local information at [www.eaa569.org](http://www.eaa569.org) or 402-274-7070.

**Aug 29-30 - Offutt AFB** Open House 9am - 5pm both days. Blue Angels, USA Golden Knights, C17 Globemaster III, Extra 300S, F16 Falcon, F15 Eagle, MIG 17, MX2, Staudacher S300D all perform. More info: <http://www.offuttairabow.com/>

**August 30 - Fremont (FET)** Fly-in breakfast sponsored by the Fremont Rotary Club, 7:30 to 11:30am, all you can eat with the Pancake Man serving. Pilot and one passen-

ger eat free, additional tickets are \$5 in advance and \$6 at the door. More info: Scott 402-721-5995.

**Sept 11-13 - Harvard State Airfield (08K)** Annual NE Ultralight Gathering (ANUG) fly-in. Set up on Friday, event officially begins on Saturday morning: coffee, juice, rolls and lunch available. Ultralights and powered chutes, NE Chute Flyers and many others. More info: [www.anug.org](http://www.anug.org)

**Sept 13 - Scottsbluff (BFF)** Mooney Aircraft Pilots Association-two-day Maintenance Clinic for Mooney pilots at Valley Airways. More info: 210-525-8008 or Valley Airways 308-635-4941.

**Sept 13 - South Sioux City (7K8)** Annual Tommy Martin Memorial Fly-in breakfast, 7am to noon. Glider Rides available. Sponsored by EAA Chapter 291. For more info contact Rick Alter 712-233-1552.

**Sept 19 - Sidney (SNY)** Western Nebraska Community College student's Voc-Air Flying Club invites everyone to their annual fly-in breakfast, 7-11am. Open-house, activities for youth, free breakfast for pilots. More info: Aviation Instructors (Keith or Jon) at 308-254-7448.

**September 27 - Ord (ODX)** Fly-In Breakfast 7-10am, free to pilot in command. Field Chapel Service 9am, free Young Eagle rides 9 - noon, airplane flights for adults, Static displays, radio-controlled flights, many other activities. More info: Dave Williams 308-728-3913, Chamber of Commerce 308-728-7875.

## Airport of the Year 2009

Time to start building your package nominating your favorite airport for "Nebraska Airport of the Year 2009".

Two airport categories are 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 Airport, McCook Regional Airport, North Platte Regional Airport, Omaha's Eppley Airfield and Scottsbluff's Western NE Regional Airport. All remaining airports fall into the General Aviation category.

Holdrege's Brewster Field won "NE Airport of the Year 2008" and must wait one year prior to being considered again. Nomination forms can be printed from the NDA's website at [www.aero.state.ne.us](http://www.aero.state.ne.us) under the title "Airport of the Year form".

Completed forms must be mailed not later than December 21, 2009, to: Editor PIREPS, PO Box 82088, Lincoln, NE 68501.