

PIREPS

A bi-monthly newsletter for Nebraska pilots and Aviation Enthusiasts



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

PIREPS

Aug/Sep 2010

Volume 61, Issue 4

Director

Ronnie Mitchell

Aeronautics

Commission Chair

Dorothy Anderson

Commission

Members

Gerry Adams

Barry Colacurci

Ken Risk

Doug Vap

Editor

Zach Miller

Email: Zach.Miller@Nebraska.gov

Telephone: 402-471-7945

Editorial Staff

Robin Edwards	Associate
Deb Hernandez	Associate
Jan Keller	Associate
Dave Lehnert	Associate
Barry Scheinost	Associate
Soni Stone	Associate
Bill Lyon	Associate

Aviation Education Coordinator

David Morris

Official Publication of the
Nebraska Department of Aeronautics,
PO Box 82088 Lincoln, NE 68501
Phone 402-471-2371
or www.aero.state.ne.us

Passages appearing in quotation marks or otherwise credited to specific sources are presented as the viewpoints of the respective writers and do not necessarily reflect the opinion of the Nebraska Department of Aeronautics.

Permission is granted to use or reprint any material appearing in this issue.

When no byline is listed for an article, the editor is the author. Please give writing credit to the editor/author. Photos may have been digitally altered.

To get a free subscription to PIREPS call Soni at 402-471-7952 or email:

Soni.Stone@nebraska.gov

Circulation: 3620

Aviation Career Exploration (ACE) Camp

By David Morris

For many years, the Department of Aeronautics has embarked on a vigorous aviation education program designed to reach the youth of America with ideas and opportunities for careers in aviation. This program is our Aviation Career Exploration (ACE) camp designed for youth 13-17 years of age. The camp is geared toward motivating, inspiring and challenging our young people to follow their dreams. Our ACE camp also provides the opportunity to develop an awareness of the role of aviation in our society and to encourage students to explore career opportunities in the field of aviation.

This year the camp was held June 13 - 18, with 28 students based at the Platte River State Park, midway between Omaha and Lincoln. The students spent their days exploring the many facets of aviation. Tours included an FAA Control Tower, an airline tour with the Lincoln Airport, the Strategic Air & Space Museum, the Nebraska National Guard base, Offutt AFB, Duncan Aviation and the Omaha/Lincoln Terminal Radar Approach Control (TRACON) facility. The



Campers checking into their new home for the week



ACE Camp 2010 at the Strategic Air & Space Museum

students received an orientation ride in an airplane courtesy of the Lincoln EAA Chapter 569. They learned about aerodynamics, aviation weather, the importance of an airport to the community and rocket building. The camp wrapped up on Friday, June 18, with a graduation ceremony at the Strategic Air & Space Museum theatre. Many family and guests were in attendance.

We at the Department of Aeronautics want to express a very special "Thank You" to the following for their generous support of the ACE program: LAMP, RYNEARSON & ASSOC., HWS CONSULTING GROUP, INC., NEBRASKA AVIATION COUNCIL, NEBRASKA ASSOCIATION OF AIRPORT OFFICIALS and UNO SPACE GRANT PROGRAM.

The camp proves to be a break from the ordinary summertime activities and is an interesting week-long adventure in exploring the many rewarding career opportunities in aviation. For more information about the ACE camp program contact David Morris at the Nebraska Department of Aeronautics, 402-471-2371 or e-mail David.Morris@nebraska.gov



From Left: Ronnie Mitchell, Colin Moser, Erik Ingram, Justin Schoen and John Cox



Summer Time!

July began a new fiscal year, and it's always good to know where you stand when it comes to money. You may recall Nebraska had a special legislative session in November to balance the state's budget. The Legislature unanimously accepted Governor Heineman's recommendations for balancing the budget and things really looked good for a few months, but state revenue continues to fall as we enter the new fiscal year. What's the impact on aviation? The State grant program which this department administers may not be able to distribute grants for our general aviation airports as we have traditionally done every year. Other services we provide will not be diminished.



Ronnie Mitchell
Director, NE Dept of Aeronautics

Rain, rain and more rain. It didn't keep the Cessna jets from arriving every two minutes from 8-4:30pm at Lincoln's Municipal Airport on July 17. The Special Olympics were in town and Lincoln was the host city for this national event. Perhaps you've read about this great event. On Saturday July 24 it was all be over with another full day of Cessna jets arriving and departing from the airport, led by this year's chairman, Harrison Ford. Further on in this issue of PIREPS is an article by Barb Atkins an employee of this department and ardent fan of Harrison's.

Have a great summer and I'll see you at a fly-in breakfast.

New Pilots and Certificates



Private

Michael Kalkwarf – Crete
Jeremy Knuth – Omaha

Martin McCormick – Omaha
Sara Armatys – Central City

Commercial

Brandon Jensen – Lincoln

Jack Clausen – Weeping Water

Instrument

Benjamin Kroese – Palmyra

Benjamin Beavers – Omaha

Flight Instructor

Benjamin Cunningham – LaVista
(Single Engine)

Cody Oshel – Omaha
(Multi Engine)

Hear No Evil

By Scott Stuart

There are some words a guy does not want to hear. Among them are: This is your bank and you are overdrawn. This is the IRS and your 2007 return is being pulled for audit! Maybe the worst: Bugsmasher 123 you are cleared to HOLD as published at the PURYI intersection, maintain 4000' and expect further clearance at 1500, time now 1430. Yikes!



Scott Stuart

I know, I know . . . holding is part of not only the practical standards test for the instrument rating, but part of every instrument competency check as well. I just did it. So, simply: Do you dread the hold? I used to, but now I cheat; I have the Garmins to show me where to go and how to do it. It is a far cry from the old days of holding/training at PANNY intersection using two VOR's to do it! Still, an honest to goodness hold? Yes, and by choice! Go ahead and laugh; I deserve it!

About two weeks ago, up north, it was a dark and gloomy day. Plenty of fog, low ceilings, good old "murk", the kind of stuff I like to fly around in. KBRD has several approaches, so for practice I departed KXVG enroute to KBRD for some sort of approach. Along the way I heard two others also enroute to KBRD and seeking an approach. This at an untowered/uncontrolled airport. Since I was in no hurry and on my own "training" mission, logging IFR, I offered to hold! (There, you now have the right to laugh!) ATC was delighted with that, as previously my situational awareness showed we all three would have arrived at the same time and each had selected a different approach due to direction of arrival. You could almost sense the glee in the controllers words: 789FM you are cleared to the PURYI intersection, to hold as published. Maintain 5000, EFC at 1500, time now 1430. I suspect the other pilots were scratching their heads in wonder.

Ok, no worries; plenty of time to set up, and slow down. No sense in racing around the track, just more turns and more fuel burned. Announce entering the hold and settle in. Somehow it sure is easier when you have plenty of time to prepare, and when you have just PRACTICED it during your annual ICC, or IPC as they say today. After three turns I was cleared for the approach with a "thank you" from center, landed, filed and departed for KXVG and the GPS approach there, where I was number one, and the only one out murking around that afternoon.

The point is this, once again: Sticks and stones may hurt your bones, but words like HOLD should never hurt you. Be prepared, TRAIN, and when your time to hold due to the sequence comes, no worries. Trust me on this one. If you have little real time in the soup, go get a CFII and fly the first time the fog rolls in. Learn

Continued on Page 7, Bottom Right



Airport Family Fun Day



Tom Gribble

By Tom Gribble

This year the weather cooperated (for a pleasant change), allowing a goodly number of fly-ins to be displayed on Scottsbluff's ramp for the 2010 Airport Family Fun Day. Our event is held on the first weekend in June and coincides with the Sugar Valley Rally Road Race.

Young Eagles Coordinator Ernie Schmidt and his wife Stacey did a great job of organizing and ramrodding that part of the program while

chapter members Arvey Carlson, James Gill, Ernie Schmidt, Neal Smith, Neal Sutton, and Del Weber flew a total of 49 Young Eagles. Joanne Thompson, wife of chapter member Al Thompson, helped in keeping all the required paper up-to-date.

Military aircraft on display

included a Nebraska Air National Guard KC-135 and a U.S. Air Force UH-1 helicopter. Flying the big Boeing in from Lincoln were Captains Joe Remmenga and Dan Williams along with crew chief Staff Sergeant Isaac Cepck. Captain Matt Konowikz, First Lieutenant Rey Ortega, and Staff

Sergeant Jerod Doran brought the Bell UH-1 over from



Pilot Mike Smith from Regional West Airlink

F.E. Warren Air Force Base near Cheyenne, Wyoming. Also on display was the Regional West Medical Center's Air Link helicopter. This fully equipped

airborne ambulance has often been a true life-saver in this area. Skyport Restaurant set up a kitchen on the ramp and offered a fine hot breakfast for early birds and then continued serving the late comers. A lunch menu was ready for those who stayed through the noon hour. This was one of our best fly-ins and ...We'll see you here next year for the Nebraska State Fly-In!

Continued on Page 4, Upper Right

Instrument PTS

By Lee Svoboda

Hey, instructors, have you looked at the somewhat new Practical Test Standard, (PTS) for the Instrument Rating, dated January 2010? In the front there are several new areas that have been added which we as instructors and examiners need to be aware of, consider, and apply in our aviation activities.



Lee Svoboda

The main heading reads, Single-Pilot Resource Management, (SRM), which is defined as the art and science of managing all the resources (both on-board the aircraft and from outside sources) available to a single-pilot (prior and during flight) to ensure that the successful outcome of the flight is never in doubt. It then proceeds to tell me, the examiner, that I "shall" evaluate the applicant's ability throughout the practical test to use good aeronautical decision-making procedures in order to evaluate risks. Then guess what instructors? If you expect your students to pass their practical test for the instrument rating, you should be training aeronautical decision making and risk management.

This is really not anything new. If you have been reading my articles, it all started when the FAA/Industry Training Standards (FITS) came out which was designed for Technically Advanced Aircraft and emphasized scenario-based training versus the task-based training we have been doing for years. Then a light from above appeared, and it was decided, that this type of training would be good regardless of the aircraft being used for training. Scenario based training using aeronautical decision making and risk management techniques could help to improve the general aviation safety record.

There are six elements that make up a "Judgment Assessment Matrix". These six elements are: Aeronautical Decision-Making, Risk Management, Task Management, Automation Management, Controlled Flight Into Terrain and Situational Awareness

These six elements are then evaluated during eight phases of the practical test. These eight phases are: Preflight Preparation, Preflight Procedures, Air Traffic Control Clearances, Flight by Reference to Instruments, Navigation Systems, Instrument Approach Procedures, Emergency Operations, Postflight Procedures

As the practical test proceeds through each of the phases, the six elements are applied to each phase and the action of the applicant is deemed to be acceptable or unacceptable, given the dynamics of the flight environment.

This may sound complicated, however, get your hands on a new Instrument Rating PTS, and it explains each of the elements and how they can be applied during each phase of a practical test.

Think safety, through better trained pilots.



Keep it Fun and Safe

How do we keep flying fun and safe? One great way is to take part in the Wings Program. You may ask, what is the Wings Program, and what will it do for me?

The Wings Program was started by a division of the FAA, called the FFAST team. FFAST is short for Federal Aviation Administration Safety Team. The Wings Program allows, you, the pilot, to take part in a consistent recurrent program which is specifically designed to keep pilots flying knowledge current. Not just going to your biennial, doing your one hour of ground instruction, one hour of flying and being done with it for the next 24 months.

The program is tailored for each individual pilot to take part at their own pace. Activities include seminars, safety courses, events and flying activities that focus on the main areas which cause accidents.

Over the past 30 years of FAA research, the number one causal factor in airplane accidents has stayed the same; human error. By participating in the Wings Program the FAA hopes to see a decline in accidents caused by human error throughout the aviation industry.

I recently had the opportunity to attend a seminar in Kearney, at which Bruce Belgum was one of the keynote speakers. Bruce is the FFAST team representative for the Central Region. One thing that I literally came home with was a checklist on the back of his business card. It is a perfect size to put it in the airplane to use as a guideline before using the actual checklist.

It consists of two acronyms, F.I.R.S.T. and G.U.M.P.S..

F, means fuel. See the fuel level before starting the engine.

I, means inspect. Walk around the airplane, make sure it is flight ready. R, means run-up. Do a thorough engine run. S, means stop! Look again before taking the runway for departure. T, means take-off plan. Have a solid plan of action for an emergency on take-off or right after.

The second acronym refers to: Gas, make sure the proper fuel tank is selected. Undercarriage, make sure the landing gear is down and locked. Mixture, appropriately set to the landing elevation. Propeller, full forward. Speed, fly a stabilized approach to the runway.

Having a procedure and a checklist in hand combined with using them every time you fly will help insure safe flying and make it fun for everyone.



Bruce Belgum

Continued From Page 3, Airport Family Fun Day

Now, on to the high point of my day. I began working on airports in 1953, and I finally learned to fly in 1963. (There are those who insist I didn't learn much, but I am working on that.) During those passenger-only years I rode in a variety of military, airline, and general aviation aircraft, including C-119's and an OE-1 Bird Dog (better known as the L-19, O-1 or Cessna 305), DC-3's, -4's, -6's, Constellations, Convairs and Martins, Twin Beeches, an Aeronca Sedan, and a couple of Champs.,

Since getting a pilot certificate I have flown more than 60 types of General Aviation aircraft, ranging from J-3 Cubs to jets. But, like the Rich Young Ruler, one thing I lacked. Ed Nelson offered to fill that void the day of our Fly-In. "Old man," he said, "you need to expand your horizons." Then, pointing to his handsome blue and yellow Fairchild PT-19, he said, "Come, fly with me." For those unfamiliar with the PT-19, this World War Two Army Air Forces' two-place trainer has no roof. So, this would be my very first flight in an open cockpit airplane. Unlike the Rich Young Ruler, I did not walk away. Ed, exercising very good judgment, did not allow me to make the take-off (or landing). Once airborne, he turned the ship over to me. After gaining some



Ed Nelson's Fairchild PT-19

altitude I made a few surprisingly mild stalls, some gentle turns, and an unexciting Lazy Eight.

Then Ed wiggled the stick, signaling it was his turn to fly. Ed does Lazy Eights the WW-II military way. The wings are in a 45° bank at the 45° point and in a 90° bank at the 90° point. Actually, Ed's PT-19 is a Fairchild in name only. It is really an Aeronca. This Champion builder produced 995 of them. Other airplane manufacturers making them under contract include; Saint Louis (350), Howard (349), and, in Canada, Fleet (1,150). Fairchild itself built 5,288 examples, of which 390 went to Brazil and other non-North American countries. This includes the open cockpit PT-19 and the canopied PT-26, both with inverted six-cylinder in-line Ranger engines. The open cockpit PT-23 is powered by a seven cylinder Continental radial. Strange are the vagaries of WW-II. All Canadian built PT-23's were shipped to the U.S. and all U.S. built PT-26's were shipped to Canada. Of the total Army Primary Trainers built during WW-II, the PT-19/PT-23/PT-26 was second only to Stearman's PT-13/PT-17/N2S.

This by-now Boeing division built 8,585 flyable examples of that bi-plane and supplied enough spare parts for another 1,761. Fairchild claims 8,132 of its monoplane trainers were built, but most likely 911 of them were shipped as spare parts.

FIRST
Fuel Inspect Runup Stop!! T.O. Plan

GUMPS
Gas Undrear Mixt Prop Speed!!

USE THIS!!...SAVE LIVES!!



Experiment

By John Rued

Part III

The start was uneventful. Wes guarded the—you gotta be kidding me!—heel brakes while I swung the prop. It started easily enough. Wes continued to guard the brakes while I re-kipped myself into the cabin. I strapped in and called for Wes to release the brakes. We didn't move. I added some power. We still didn't move. I added significant power and we began to inch along. Thanks to Wes's additional mass, inertia was now in our favor. I might not need those brakes after all.



John Rued

We lined up and performed a CIGAR check—taking a little extra time to recall that the “A” is for “trim”—and decided that we were ready for our adventure. I advanced the throttle slowly while guarding the—yawn—heel brakes as best as I could. All instruments looked good so we launched.

I am continually amazed at what can be seen when flying low and slow. Just like the U-2 pilots who become part of something larger when they view the fragility of earth from the edge of space, a Champ pilot becomes part of something bigger when they experience the human condition from twelve-hundred feet. Notably, the magnitude of Missouri River flooding: Those caravanning gypsies who use the trailer pads at the bank of the river will have to migrate further inland to find a source of electricity. Poor gypsies.

But I could not let the human condition affect my pursuance of advancing aviation knowledge. We set course for Plattsmouth Municipal and their 5500-foot patch of underutilized concrete.

Our battery operated radio was tuned to the local AWOS. Winds were light, steady, and favoring Three-Four. We announced our position and intentions, and crossed over mid-field east-to-west at twenty-two hundred feet.

The first landing would be a three-pointer. Abeam the numbers, I pulled power, applied carb heat, and set trim. Airspeed would remain a constant 60 MPH Indicated Airspeed. As I made my turns to base and final, I noted my position over the ground and my respective altitudes. These patterns had to be consistent for this test to be valid.

The three-pointer was right on—and things went nicely. I touched down and rolled out on a straight ground track. Wes accurately noted our roll out distance: One taxiway, two landing lights, and three concrete squares. We applied power and climbed out, turning crosswind over the departure end—exploiting this airplane's supreme climb gradient—and set up for the downwind.

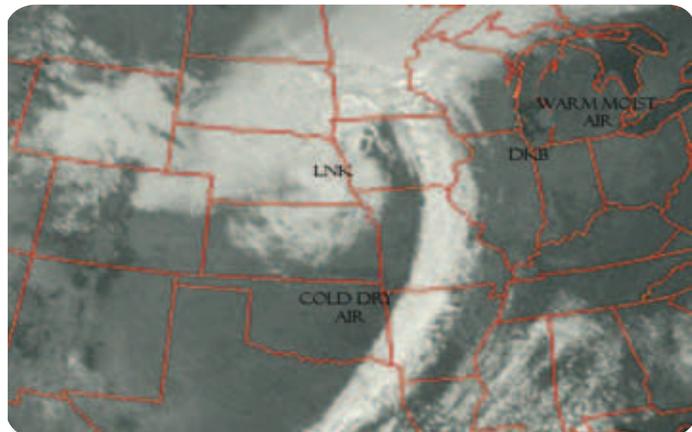
Same configuration, same speed, same altitudes. This would be the wheeled attempt.

Continued on Page 6, Upper Left

Question Corner

In the last issue we talked about GPS approaches and what altitudes we would be expected to descend to. Since GPS is a relatively new and constantly changing innovation to aviators, I think it is safe to say there are many things to learn about the “oh so great” GPS. Now, in the previous “situation” we were flying into LNK from the south west at 8000. ATC had advised to **expect** the RNAV/GPS to 18. At 30 miles away from CUSUP we would be expected to descend to 4100 and no lower until we are cleared for the approach. Although some of the time ATC would give an altitude restriction. For example; Cessna 123 cleared for the RNAV/GPS runway 18 maintain 8000 until established on a published portion of the approach. In this case we would stay at 8000 until reaching CUSUP.

THE SITUATION: You are planning an IFR flight from Lincoln, NE (LNK) to De Kalb, IL (DKB). It is mid-July; your planned time of departure will be 1800. There is not a published TAF for that specific airport, but the METAR says: KDKB 151824Z AUTO 20007KT 10SM SCT080 SCT100 30/24 A3007 RMK AO2



Satellite picture showing your departure and your destination

T02950244. There is a SIGMET 12C out for the area you will be traversing through. On a side note, what does the “C” mean attached to the 12 on the SIGMET? You also look at the satellite view of the area and it shows distinct lines of visible moisture. What is the meteorological term for the moving frontal boundaries? By looking at the picture what type of weather is to be expected along your route? What are some additional factors you would consider in making a “go/no go” decision?

Email questions, comments or concerns to: Zach.Miller@Nebraska.gov.

Harrison Ford Flies in

By Barb Atkins

In case you had not heard, or paid attention to the news reports, Harrison Ford was flying his Citation to Lincoln for the 2010 National Special Olympics, being held in Lincoln for the first time. He arrived on the west ramp by the former Goodyear hangar at

Continued on Page 8, Right Column



Continued From Experiment, Page 5

The wheels were “plastered”—and things went poorly. Thanks to Wes’s additional mass, inertia was not in our favor; our rearward CG and excessive descent rate exacerbated a pendulous influence on the tail. As I touched down, the tail fell; I was airborne again. Realizing that this would invalidate my test, I added power and climbed out.

The sun was setting; the airport lights were coming on. I had one more shot.

This landing was spot on—as was my elevator control. I was enraptured with the aesthetic feel of a properly executed wheel landing. Wes brought me back to reality: “One taxiway, two landing lights, and two concrete squares”, he said. Actually, he yelled this; for some reason, our radio/intercom batteries had been working on an incomplete charge.

We departed to the east--NORDDO--content in our accomplishments.

But the day’s challenges were not yet over. We still had a train on short final that we had to clear—and a deer on the field added to my apprehension. The train was no big deal; he stopped to watch. The deer was another issue; I know those guys travel in packs. (I had a fear of being stranded over the field at night with two-hours of gas while a pack of deer worked over our turf.) But, because I am so smart, I figured that the wind through our tail rigging would act as a kind of deer whistle. I initiated a high-speed pass and watched him scramble.

So what did we learn in this little adventure? Aside from the fact that flying the Champ is fun, I learned that heel brakes are a nice advertising gimmick but are not a requirement, that the mass moment of inertia that I learned about in school does exist, and that gypsies should not caravan near the water. Other than that, not a whole lot.

Central City Fly-in 2010

By Don Imhof

This years fly-in was met with sighs of relief as the first of some

58 aircraft landed, with pilots and passengers ready for breakfast. The



Barbara Jean, Harry Barrs' P-51

weather couldn’t have been better, with clear skies and moderate temperatures. The crowd began to gather and watched as Harry Barr landed his immaculate P-51, the Lincoln Sport Parachute Club jumped with the American Flag and the Nebraska State Patrol helicopter touched down. Harry Barr donated a ride in Barbara Jean to be raffled off, with the proceeds going to the Nebraska Veterans Home in Grand Island.

Continued on Page 7, lower right column

Aurora Fly-in Bkfst

By Jess Banks

One of those typical bright sunny days with very little wind!



“Calico Clown” aka Judy Holtzen with Two Youngsters

Something you don’t often see in Nebraska, but that’s the way it was on June 26 at Aurora’s Municipal Airport Fly-in breakfast. Over 285 aviation-interested people either drove in or flew in for a great pancake and sausage meal.

Calico Clown was there making animal shapes from balloons for the youngsters and even offered to do one for me! What a treat!

Later in the morning, Director Ronnie Mitchell re-presented the 2009 Airport of the Year Award to Aurora Mayor Marlin Seeman. Your community airport is the gateway to your city, while jobs and money usually arrive on an airplane and not on the bus! Our airports are significant contributors to the economy of this state.



Director Ronnie Mitchell and Mayor Marlin Seeman

Jerry Brown, Airport Manager, was in control of air traffic for the day and was waiting for the pattern traffic to subside so Branden Larson could



Airport Manager Jerry Brown With Chinook in Background

do an RC model demonstration with his large scale Edge 540 aircraft.

Branden was also getting some pointers from Airport Authority Chairman Ross Beins as to where he should perform to keep the crowd safe. Branden did a spectacular 10 minute performance of aerobatic skill and then later that afternoon, performed again just to the

south of the airport at the RC field.

Aurora has a very progressive Airport Authority whose members know how to promote aviation, and along with their manager, Jerry Brown, held an outstanding fly-in breakfast.



Ross Beins With Branden Larson



BIE Fly-in Lunch

By Jess Banks

Weather is always a factor at any fly-in, and as I headed south toward Beatrice on June 19, the sky was dark and the winds were strong. Uh-oh, it didn't look good for a fly-in lunch! The AWOS observation indicated winds from the southeast at 25 knots, gusting to 29 knots, 10+ miles visibility, light rain, scattered layers at 4900' and 7000' with overcast skies at 12,000 feet. It sure looked a lot worse as we kept heading toward Beatrice by automobile.



L to R: Mary Preliwitz, Cristi Higgins and Diana Smith

Once inside the terminal building I came upon Diana Smith (airport manager), Cristi Higgins and Mary Preliwitz who were all busy working with youngsters who wanted their "first" airplane ride as part of the

EAA's Young Eagle program. You might notice the wagon in the background. That is the "Flying Conestoga's" wagon as this was their fourth annual fly-in lunch.

Around noon-time, the weather had moved to the east and the Young Eagle program was getting underway. Randy Preliwitz and Bill Stelling were telling a group of Young Eagles all about



In Back: Randy Preliwitz and Bill Stelling With "Young Eagles"

an airplane and how aerodynamic forces allowed it to fly. Shortly after the briefing, Tom Trumble took up three in his Cessna 172, followed closely by John Cox in his



"Young Eagle Pilots" L to R: Jason Linder, Tom Trumble, Ed Printz, John Cox and Dean Doyle

Piper Cherokee 180. Other pilots helping with the rides were Ed Printz, Dean Doyle and Jason Linder.

I did say earlier this was a fly-in lunch, so where's the food? Over in the big hangar Heather Wester and Morgan Kahill were busy handing out juicy burgers and those famous Fairbury hot dogs. Mmmm, were they ever good! Then someone suggested a hot dog smothered in juicy burger sauce and I had to partake. It was even better that way and all for a "freewill" donation. A great lunch and, yes, I put \$6.00 in the kitty.



L to R: Morgan Kahill and Heather Wester

After lunch I visited with members of the Bryan LGH Medical BK117 Eurocopter helicopter team who had dropped in to show what they could do for patients. Pilot Mick Sagar, RN Jason Peterson and Nurse Tam Christen (Stuart, NE) were all very pleasant to visit with as they described their duties. Tam told me her busiest day was six flights, they normally do one flight per day.



"Bryan LGH BK117 Eurocopter" With Crew L to R: Tam Christen, Jason Peterson and pilot Mick Sagar

Next I visited with Butch Lottman (Call-sign: Iceman) who flies a powered parachute. No, Butch didn't take up any Young Eagle riders but there was a great article about him and his flying machine on the June 21 edition of the Lincoln Journal Star. Butch provided me a picture of his machine airborne.



Infinity Commander C582, N7593A. Rotax 582 65 hp engine, 500 sq. ft. canopy made by Performance Design.

Weather didn't dampen the day for Young Eagle rides or a great fly-in lunch at Beatrice. You should have been there!

Continued From Page 6, Central City Fly-in



A look down the flight line

Other notable airplanes that arrived were Paul and Duane Muhle in their Pitts Specials and the Red Star formation flight from Columbus.

In all, over 550 breakfasts were served along with about 200 lunches. Thanks to the generosity of the crowd, over \$1300.00 was raised for the Veterans Home. In all, Don Shorney and his crew hosted another great fly in!

Continued From Page 2, Hear No Evil

and Live, a new twist on an old saying.

Respect the weather and know your abilities, and every flight will be a thing of beauty and joy forever!

Gear down and locked?

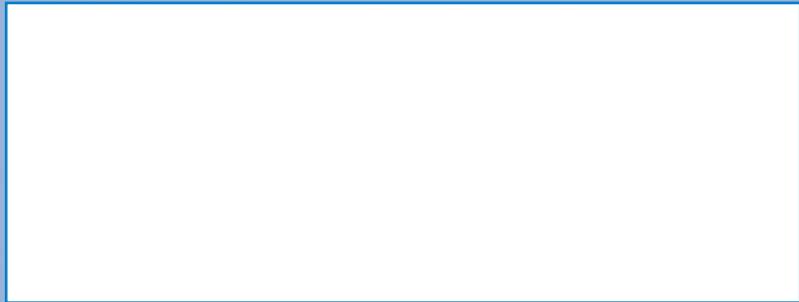
PIREPS

Department of Aeronautics
PO Box 82088
Lincoln, NE 68501

Address Service Requested

Member National Association
of State Aviation Officials

PSRT STD
US POSTAGE
PAID
PERMIT 293
Lincoln, NE



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.
 - **To report any tower with lights burned out contact-** www.https://oeaaa.faa.gov. Go to light outage reporting- under "Information Resources." Or call 1-877-487-6867.
 - **August 8-** Red Cloud 7V7. Fly-in. Free plane rides for the young ones! 0700-1000.
 - **August 22-** Hartington 0B4. Fly-ins eat for free. Best sausage in the state! 0700-1200. More info: contact Bud Becker 402-841-0658.
 - **Aug. 27, 28, 29- Minden, Ne (OV3)-** Antique Airplane Assoc. Fly-in. Friday night cream can supper. Sat. fly-in breakfast and evening awards banquet. Sun. Fun flying. For more info: Todd Harders 308-380-5079.
 - **Sat. Aug. 28 and Sun. Aug 29-** Offutt AFB Airshow Open House.
 - **Saturday, August 28-** ANUG Central City. Keep updated on the planning, by visiting our web sight www.anug.org. This years' fly in is being organized by the HUC Flying Club, you may also check their web site for up dates, www.angelfire.com/ultra/huc.
 - **Sat. September 4-** Council Bluffs Airport, Great Plains Wing of the Commemorative Air Force ANNUAL OPEN HOUSE/FLIGHT BREAKFAST. Museum Open House 8AM to 4PM. View over 1600 WWII Items, P-51 Mustang 'Gunfighter'; Stinson L-5 and Aeronca L-3; Mohawk OV-1; Alfa Jet and others. Fly-In/Drive-In Breakfast 8AM to 11AM. Featuring THE PANCAKE MAN! PIC Free- Adults-\$5.00, Children 3 to 7-\$3.00. For Info call Dale Standley 712-366-3505.
 - **Sept. 18. WNCC-** Sidney Airport. 0700-1200. Western Nebraska Community College's annual fly-in. PIC eats for free! For more information call Jon Leever 308-254-7443.
 - **September 18- Keith Glaze Memorial Field in Broken Bow, NE.** Saturday at 8:00 AM, breakfast will be served. Come and take a look at our SRE building.
 - **October 2- Nebraska State Fly In at Kearney Regional Airport (EAR)** 0800-1000 Fly In/ Drive In breakfast hosted by Kearney EAA Chapter, PIC eats free! 8 am. - 1 pm. Public viewing of aircraft, NE National Guard Exhibits, Roger's Helicopter Air Care, NE Aviation Hall of Fame, Evelyn Sharp Memorial Plate Dedication, Western NE Community College Aircraft Engine Display, 11 a.m. - 3 p.m. Music by the Rumbles 12 noon - 1 pm. BBQ on the airport. More info: jlynaugh@kearneygov.org.
- All of the above are great opportunities to meet people and do some "hangar flying." Everyone is welcome!

Continued From Page 5, Harrison Ford

about 3:50 p.m. on Saturday, July 17.

Mr. Ford came down the steps first. And as his passengers deplaned, he shook their hands and wished them well in their games. One athlete even gave him a big bear hug!



Harrison Ford

At a brief press conference, Jack Pelton, Chairman and CEO of Cessna, spoke about the athletes and Cessna's role in organizing and transporting over 800 athletes & coaches to Lincoln from across the nation. He thanked all the volun-

teers and the support from the City of Lincoln and the surrounding community. Mr. Pelton then introduced Mr. Ford, who is the Honorary Chairman of the Cessna Airlift.

Mr. Ford said he brought in 5 athletes and 2 coaches from Albuquerque, NM. They had a good flight. He went on to say that it was an honor for him to be part of the airlift. He thanked Jack Pelton and Cessna for organizing such a great event.

Ford then talked about general aviation and how it was still "misunderstood" by the general public. He stressed the importance of general aviation to the U.S. Ford called our general aviation system the "best in the world." After only talking about 2-3 minutes, he said he would be back the next Saturday to fly his passengers back to New Mexico. He talked to a few people and then was escorted to the pilot's tent. He departed shortly after in his olive-green plane.