

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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9/11 – One Omaha Pilot’s Experience

By Jerry Tobias

“ATTENTION ALL AIRCRAFT: THERE IS NOW A GROUND STOP IN EFFECT FOR ALL AIRCRAFT AT ALL LOCATIONS FOR ALL DESTINATIONS.” That announcement from Chicago Air Route Traffic Control Center was our first hint of the gravity of the situation. It was Sept. 11, 2001. I glanced across the cockpit of our corporate jet at fellow pilot John Baker; neither of us had any idea of what was happening.

Now, of course, we know. And, now, these ten years later, it is appropriate and important to reconsider the events of that terrible morning.

As John and I flew on, we were soon informed that no flights were going in or out of New York Center’s airspace and to expect delays to any destination in that area. I asked Chicago Center about Baltimore, our destination, and was told that we could still land there. Just a few minutes later, however, Chicago Center called us and said, “We have a situation developing here, and we’re going to have to land you at the nearest suitable airport.”

John asked the controller about our options. “Fort Wayne or Indianapolis,” he replied. “Take your pick.”

We were only about 40 miles west of Fort Wayne at the time, so we both agreed - certainly for descent purposes - that Indianapolis would be better. John told him of our preference, and we were immediately cleared direct to Fort Wayne to join the arrival routing to Indianapolis. I typed “FWA” into the navigation system and turned in that direction while John pulled out the Indianapolis approach charts.

After that, things really began to happen in a hurry. John immediately got the Indianapolis weather report, loaded the appropriate approach into the navigation system, computed the landing data, etc., while I began the descent.

One memorable component of this unprecedented scenario was the absolute calm, professional manner in which all flight crews and controllers responded to the situation. No one asked or said anything other than the appropriate calls and responses necessary during such a recovery. Everyone apparently believed, as did we, that whatever was going on was incredibly serious, and all just did - exceptionally well - what they were asked to do.

We continued following assigned headings for sequencing to the airport, and eventually received clearance for a visual approach to “follow the heavy Airbus ahead.” We kept the traffic in sight as we turned a 15-mile final, continued the approach and landed on Runway 5 Right.

We taxied clear of the runway and continued as directed by Ground Control to the corporate aircraft parking area. A ramp employee then directed us to a parking place near the corporate terminal facility. I shut down the engines, completed the immediate checklist items, opened the captain’s side cockpit window and asked the ramp worker what was going on - and only then did we learn, with incredible



Jerry Tobias

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Water, Water Everywhere!

By Ronnie Mitchell

The U.S. Army Corps of Engineers started releasing large quantities of water from the five dams on the upper Missouri River in late May and by early July, 160,000 cfs (1 million gallons/second) was flowing from the Gavins Point Dam at Yankton, SD. Results of this immense amount of water has been extensive flooding in Nebraska and Iowa's Missouri Valley region.

Omaha's Eppley Airport has undertaken Herculean efforts to keep the airport operational, drilling 70 wells to a depth of 90 feet and pumping ground water back into the MO River. The water table levels have dropped from a normal 3-4 feet below ground to 8-10 feet protecting our state's busiest and most commercially viable airport. Flooding is expected to continue until late August or early September precluding any major rain storms upriver.

Changing the topic, the FAA released guidelines for the voluntary marking of meteorological evaluation towers (METs) in an effort to make them more visible to pilots conducting agricultural and other low-level operations in their vicinity. In its policy statement, FAA urges parties constructing these towers to acknowledge the potential hazard caused by these towers. The guidance is not mandatory but it is hoped that in the interest of aviation safety, developers and landowners will consider this guidance for METs and follow the guidelines.

The Open Canopy of Quotes

--Death is just nature's way of telling you to watch your airspeed.

-Anonymous-

--There are Rules and there are Laws. The Rules are made by men who think that they know better how to fly your airplane than you. Laws (of Physics) were ordained by nature. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.

About Rules:

a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.

b. If you deviate from a rule, it must be a flawless performance.. (e.g., If you fly under a bridge, don't hit the bridge.) -Anonymous-

--Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over I know of no expert who has volunteered to be a passenger in a non-piloted aircraft. -Anonymous-



Ronnie Mitchell
Director, NE Dept of
Aeronautics

Warm and Fuzzy!

By Scott Stuart

Don't you just love it when a plan comes together? Ah, Hannibal, thank you for your ability to turn a phrase, as I have used it many times since, well, hearing it several episodes a long time ago! If you, my reader, remember that line then perhaps we have met in the Social Security line?

Ok, enough silly stuff. The plan was simple: seek out some low IFR and go flying! And, yesterday it was 200 foot ceilings and one mile visibility in LNK when I departed for OMA where they were giving 500 foot ceilings and one mile visibility. Good practice weather for sure, and, alas, I was the only one "silly" enough to go practice in it! Wheels up, a quick scan of both attitude indicators and I was off, with the pitot heat on! Both towers wanted PIREPS as did the departure and arrival controllers, and I obliged. It is one thing to be concentrating on the Vee-bars, and quite another to pass along cloud info, but it can be done. Pat, pat, I flew a darn fine approach to Omaha!

While I was there, slurping coffee thanks to Mr. Elliott, I got the opportunity to spend some time with Mr. Big Iron from San Jose. I love hangar speak, I can learn! As we spoke, not 20 minutes after I arrived the clouds parted and the blue skies made their presence known! Finally, I am getting to the point! Delay gratification. Don't push it. Want to fly? Make sure you get the weather you are trained for and nothing less. Reading the Nall Report it is still the same two things that erase most of us: running out of gas, and flying into weather. Please don't.

I came upon this "pearl", if you can call it that, because while enroute to OMA, ATC was alerting me to traffic. I could see it on my TIS system, but not visually. Hey, I was on top at 5000 feet, IFR, and this nutcase was VFR on top 500 feet below me and not talking! And, readers, there was not a happy haven for miles. Had he waited, just another 60 minutes, 60 minutes...well, you get my drift! But, how do we get the ones who don't get it to read this stuff and take heed? Speak up when you see it coming. I have, and will again. Better a cranky flier than a deceased one.

Mr. Big iron? He was captain of a Falcon 2000. While we were talking he had 1100 gallons of Jet-A put in his plane. The bill? \$5700.00! Sure makes flying our piston bangers out for fun, coffee, pancakes, conversation sound like a bargain to me! Now if that doesn't make you feel warm and fuzzy, I am at my usual loss!

Hey, thanks for reading! Gear down and Locked!



Scott Stuart



77 Years Of Living

by Tom Gribble

In response to a PIREPS reader in North Carolina (!) Zach Miller, PIREPS editor and recent P-51 pilot, asked three of us - Lee Svoboda, Scott Stuart, and myself - to write a brief autobiography. I wondered how I could cram 77 years of living into anything "brief."



Tom Gribble

Then I read what Lee and Scott wrote for the June/July 2011 issue. Their bios definitely define "brevity," -which Shakespeare claims is "the soul of wit." I lack wit and am a stranger to brevity, so this may take a while.

I was born at home at 4:45 p.m. on Mendota Avenue in Detroit, Michigan on January 11, 1934, my sister's 13th birthday. My 16 year old brother had taken her to a movie theater so as not to expose her to the awful event.

At the age of 15 months I persuaded my parents to move to Mount Clemens, 10 miles north of Detroit. I graduated in the bottom half of the 220 students in the MCHS class of 1952. Being somewhat slow of wit, as well as lazy, I joined the U.S. Marine Corps on August 27, 1952, exactly 11 months to the day before the Korean War ended. It didn't dawn on me that I might end up there.

As it turned out, I did not go to Korea. After 14 weeks of Boot Camp and Infantry Training, I was sent to the first of three Navy schools, a naval aviation prep class. This was merely a basic review of high school math and physics, along with an introduction to the enlisted Naval aviation ratings.

(At that time I thought physics was a disorder of the bowels. See my class standing above.)

The Navy's control tower school followed that, and, after a short time in the control tower at El Toro, California Marine Corps Air Station, I attended the Navy's GCA (Ground Controlled Approach) school. And, GCA work is how I spent the next two and a half years, first at El Toro and then in Iwakuni, Japan.

It was while at Iwakuni that I decided I wanted to fly. The Naval Aviation Cadet (Navcad) program was open to single enlisted personnel, but I had married my high school sweetheart, Pat Atkins, on October 10, 1953, immediately following GCA school. We will soon celebrate 58 years of wedded harmony.

One of the guys I worked with divorced his wife, entered Navcad, and then they remarried afterward. There was no way I would do that. Our first born child had arrived at U.S. Naval Hospital, Corona, California on February 4, 1955, three weeks before I went to Japan. (At that time, Marines could not have dependents with them at overseas bases.)

In April 1956 I transferred to Grosse Ile Naval Air Station, sited at the south end of an island bearing the same name, at the

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Too Hot?

By Lee Svoboda

July 2011 has been and is very hot. Many applicants are somewhat amazed at how much farther the aircraft rolls before it reaches lift off speed during the hot temperature. Then when we finally get airborne it takes a long distance before we reach that 300 feet below traffic pattern altitude and finally can turn crosswind. Coming off of runway 12 at Millard with a PA-28-140 fully loaded almost puts us in the traffic pattern at Offutt AFB



Lee Svoboda

before we turn crosswind. WHY, the old culprit called DENSITY ALTITUDE is stealing power from the engine, thrust from the propeller, and lift from the wings. This can and has proven to be a deadly combination in many aircraft accidents. As a matter of fact, there is no takeoff performance given for a PA-28-140 if the density altitude is above 7000 feet. Given that factor, do you think it is safe to take off in a PA-28-140 from a Denver airport when the temperature is 100F? The answer to that question could be yes or no, depending on many circumstances. However, as instructors and examiners, it is our responsibility to ensure that students and applicants recognize the dangers associated with high density altitude and while applying scenario based training and evaluations that the pilot makes acceptable single pilot resource management decisions. Simply stated, the pilot must understand high density altitude and be able cope with it by not attempting a takeoff, taking off during a cooler part of the day, taking less of a cabin load or less fuel, etc. As instructors, it is your responsibility to teach the subject, because let me assure you, examiners will test it.

BREAK, BREAK, new subject. INADVERTENT VFR FLIGHT INTO IMC. Are you teaching your students what to do, if they are only VFR qualified, and they happen to fly into clouds or less than VFR conditions? During practical tests I initially approach the subject during the ground/oral portion of the test. It is as simple as a question, "what would you do if you inadvertently flew into a cloud?" During the flight portion of the test it kind of goes like, "we are simulating flying into a cloud, put on your view limiting device and show me what you would do." In both situations I get many different responses, both verbally and physically. The responses cover all the four ways you can fly an airplane and that is straight and level, climbs, turns, and descents. The Private Pilot Practical Test Standard (PTS) does not specifically address this event. However, it does require the private pilot applicant to demonstrate that he/she can fly the airplane solely by reference to instruments. They must demonstrate the ability to fly straight and level, climb, turn, and descend. So regardless of what ever their response happens to be, they meet one of the requirements and if they mess it up, they get to recover from an unusual attitude, which is another

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**Continued From Front Page, 9/11**

disbelief, about the horrific attacks upon our nation.

John and I soberly deplained the passengers and quickly completed the steps necessary to de-power and secure the airplane. I desperately hoped that I would wake up soon so this nightmare could end. It wasn't a dream, though, as the eerie and surrealistic silence in the skies and on the runways and taxiways around us soon verified.

9/11 changed our nation and probably every person in it. I know it changed me forever. How can any of us erase the memory of the terrible video replays of United Airlines Flight 175 hitting the second World Trade Center tower, or the devastating images of both towers' later collapse?

We now face challenges and uncertainties that most of us assumed would never reach our shores. The unbelievable events of that morning should have prompted us to not only re-evaluate our nation's security, but also our own lives, values and priorities.

Yes, the debris from the Boeings and the buildings has long since been laboriously cleared away. But, we must continue to ensure that the precious lives lost, the realities comprehended, and the significant lessons learned that day are never forgotten.

FAA History and Actions on 9-11-01

(Source: faa.gov)

0800. American Airlines Flight 11, a Boeing 767 with 92 people on board, takes off from Boston Logan airport for Los Angeles.

0814. United Air Lines Flight 175, a Boeing 767 with 65 people on board, takes off from Boston Logan airport for Los Angeles.

0821. American Airlines Flight 77, a Boeing 757 with 64 people on board, takes off from Washington Dulles airport for Los Angeles.

0840. FAA notifies the North American Aerospace Defense Command's (NORAD) Northeast Air Defense Sector about the suspected hijacking of American Flight 11.

0841. United Air Lines Flight 93, a Boeing 757 with 44 people on board, takes off from Newark airport for San Francisco.

0843. FAA notifies NORAD's Northeast Air Defense Sector about the suspected hijacking of United Flight 175.

0846. (approx.). American Flight 11 crashes into the north tower of the World Trade Center.

0902. (approx.). United Flight 175 crashes into the south tower of the World Trade Center.

0904. (approx.). The FAA's Boston Air Route Traffic Control Center stops all departures from airports in its jurisdiction (New England and eastern New York State).

0906. The FAA bans takeoffs of all flights bound to or through the airspace of New York Center from airports in that Center and the three adjacent Centers - Boston, Cleveland, and Washington. This is referred to as a First Tier groundstop and covers the Northeast from North Carolina north and as far west as eastern Michigan.

0908. The FAA bans all takeoffs nationwide for flights going to or through New York Center airspace.

0920. The FAA establishes an open phone line with other government agencies and the military to share information about missing or suspicious aircraft. (revised entry 10/21/04)

0926. The FAA bans takeoffs of all civilian aircraft regardless of destination - a national groundstop.

0940. (approx.). American Flight 77 crashes into the Pentagon.

0945. In the first unplanned shutdown of U. S. airspace, the FAA orders all aircraft to land at the nearest airport as soon as practical. At this time, there were more than 4,500 aircraft in the air on Instrument Flight Rules (IFR) flight plans.

1007. (approx.). United Flight 93 crashes in Stony Creek Township, PA.

1039. Reaffirming the earlier order, the FAA issues a Notice to Airmen (NOTAM) that halts takeoffs and landings at all airports.

1215. (approx.). The airspace over the 48 contiguous states is clear of all commercial and private flights.

Notes:

All times are Eastern Daylight. For UTC/Zulu/GMT, add four hours.

Flight departures are actual takeoff times, not scheduled or gate departure times.

GRI Direct to DFW

By Jess Banks

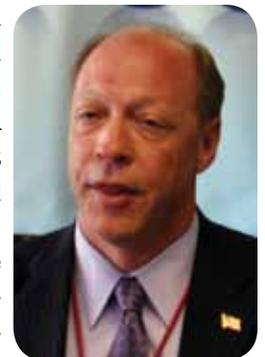
Central Nebraska Regional Airport (CNRA) at Grand Island inaugurated its first direct flight to Dallas/Fort Worth (DFW) on American Eagle's 50-seat Embraer 145 Regional jet, June 9.

Airport Executive Director Michael Olson has been instrumental promoting Grand Island's airline service, first with Allegiant Air operating twice weekly between CNRA and McCarran International Airport (Las Vegas) and Phoenix/Mesa, Arizona Gateway Airport. In 2010, CRNA had 37,371 boardings and now with direct flights to DFW they expect an additional 20,000 boardings per year.

There were many VIPs to help start the program Thursday including Congress-



Lynne Werner



Mike Olson

man Adrian Smith, Mayor Jay

Vavricek, Hastings Mayor Vern Powers and Hall County Board of Supervisor Chair Pam Lancaster. Hall County Airport Authority Chair, Lynne Werner, welcomed everyone and commented about the economic opportunities this flight would make available to the tri-city area. With



American Eagle Taxiing to the Terminal

the direct flight to DFW, it offers central Nebraska over 250 cities in 40 countries with more than 3,400 flights world wide. Mike Olson commented that "with Grand Island getting the State Fair and worldwide flights, Mayor Vavricek had been seen measuring the State Capital to see how much land would be needed for it in Grand Island".

Around 2:20pm the "Eagle" had landed and was taxiing to parking near the terminal which had been built in 1954. Thirty five people had ridden in from DFW while the plane was booked full for the outbound flight. Lynne indicated a new and larger terminal building would be the next project for CNRA.

A Western Nebraska Pilot's Aviation Legacy

By Diane R. Bartels

Keeta Thompson grew up in Hastings, Nebraska. Her first remembrances of wanting to fly were during WWII when she watched the B-17s practice their low-level flying maneuvers over her farm. Thereafter in her bedtime dreams, she jumped from the branches of their big cottonwood tree, using her arms as the wings of an airplane. A story reminiscent of Kansan Amelia Earhart.

After her four sons were grown, a Christmas gift of flight lessons led to Keeta's dream to fly. Ultimately, she qualified as an instructor in SEL, MEL, Instrument and Glider. In 1984, she was recognized as a Gold Seal Instructor.

On April 19, 1981, Keeta earned an ATP certificate, the second woman in Nebraska to hold such. Her check pilot was Bernie Bauer, former FSDO Inspector, who held the first.

Keeta began her professional career at Valley Airways in September, 1978, serving as a charter pilot and instructor. Later, she flew as a corporate pilot for Mutual of Omaha, Papas Trucking, Coca-Cola, Brown Bean Co. and Western Pathology Laboratories. Keeta was hired by the US Federal Parks System to detect and count wildlife and also served as an aerial photography pilot in Nebraska and Wyoming for National Geographic Society.

She served as president of her own company, Bluff Aero, Inc., which offered flight instruction.

Keeta has received many awards for her contributions to

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The New Barnstormers

There is a new restaurant at the Norfolk, Nebraska Airport (KOFK) called Barnstormers. It is located in the old terminal building. This place is the best thing to happen to aviation in Nebraska in decades! Barnstormers has to be seen to be appreciated! World Class! A nice sit down restaurant, a grill to order area, banquet room and there is a pilots lounge area with a pool table! Nice breakfast buffet on weekends. Call ahead to see what they have.



Barnstormers Restaurant

This is going to be a great destination for pilots from all over! Spread the word and help support it! Have your next fly in meeting there! EAA meetings! Poker run final destinations! They will have limo service to local motels if you want to stay over night! This is a perfect fly-a-way, destination, stay over place! Their phone number is 402-371-8050. Hours are 10-10 7 days a week!

Beatrice Fly-In

By Cristi Higgins

The Beatrice Airport held its 5th Annual Fly-In lunch sponsored by the Flying Conestogas, on Saturday, June 18. The Fly-in was held in conjunction with the Beatrice Homestead Days Celebration. Four Flying Conestoga members started off the parade, delighting the people on main street below by flying a diamond formation of Piper Aircraft. The aircraft were piloted by Randy Prellwitz, Kim Jordening, Bill Stelling and John Cox. EAA Chapter 569 provided Young Eagle flights for kids ages 8 to 17.



Piper Formation

Fifty eight kids were flown with big smiles thanks to pilots Gary Bartels, Mark Gaffney, Justin Linder, Eric McCubbin, John Cox Jr. and Tom Trumble.

Approximately 300 people attended the Fly-in. The airport guests enjoyed hot dogs, sloppy joes, chips and drink while watching airplanes land and take off into a partly cloudy blue sky. Many folks commented that Beatrice Airport which recently had the runways and ramp repainted and renumbered was a beautiful location to fly into with great home town service.

Continued From Page 3, "Too Hot"

required task. However, if we use the opportunity to get into a scenario-based environment, we get the chance to observe single pilot resource management. What we are looking for is that the pilot recognizes that it is a very serious situation, does not panic, maintains aircraft control, and if he/she deviates from straight and level, that they do it at a very slow rate. This is a survival situation and it requires the pilot to have a lot of self-discipline.

High-density altitude is going to happen. How we handle it determines our safety record. Flying into less than VFR conditions can be avoided, however, if a pilot is only VFR qualified and he/she inadvertently flies into a cloud, that person must know how to handle it. We must ensure that each pilot has the knowledge and ability to handle both situations.



Central City Fly-in

By Jess Banks

It was one of those beautiful days without a cloud in sight and temperatures in the comfort zone! Don Shorney really picked a great Sunday on June 5 to hold his annual fly-in breakfast and lunch! 499 breakfasts were dished out by the Knights of Columbus while the Girl Scouts had a decent lunch turnout.



Chuck Feser Streaming Our Flag

About 8am the National Anthem was being played while American Legion "Lone Tree" Post was standing at attention as the Lincoln Sport Parachute club came in streaming the U.S. flag. The jumper was Chuck Feser who has 3500 jumps over 33 years of skydiving and is the partsman for the City of Bellevue.

Of course right after that it was time for breakfast and there were a lot of folks sitting down doing the same thing I had in mind! Several veterans came by bus from the Grand Island Veterans Home and the Central City Memorial County Hospital and Merick Manor. They were well received.



Many of the Veterans Eating and Mingling

You're probably wondering, when is he going to talk about airplanes? I counted about 33 airplanes that flew in which included



three helicopters, one of which was the NE State Patrol's Bell 407. Oh yes, Harry Barr flew his fabulous P51 "Mustang," Barbara Jean in, and we all had an opportunity to look it over. Probably one of the cleanest, best maintained aircraft at the fly-in!



"Barbara Jean"



Sarah and John Armatys

Before the event was over I had the opportunity to visit with John Armatys and his daughter Sarah. Sarah graduated from high school this spring and has passed her written FAA Commercial, John has been her flight instructor through it all.

This was certainly another great fly-in day for Central City Municipal Airport and a testament to the great community support it receives.

Continued From Page 5, "Western Nebraska Pilot"

aviation. In 1982, she was selected as the Central Region "Flight Instructor of the Year". The next year, the Nebraska Dept of Aeronautics presented her with an "Outstanding Service Award". In 1990, Governor Kay Orr appointed her to the Nebraska State Airline Authority. The following year, Governor Ben Nelson asked Keeta to serve on the Nebraska Aeronautics Commission. She was the first woman to do so. Keeta is also credited with initiating and directing a successful promotion to the Kansas City FAA for the installation of a RCO at Heilig Field in 1992. It was Keeta and Bill Heilig who were instrumental in chartering EAA Chapter 608, the host for the successful 2011 Nebraska State Fly-In.



From the Left: Keeta Thompson, Sherry Fisher and Diane Bartels

Keeta has logged nearly 7,700 hours. Her contributions to the aviation industry, her public support of aviation, and her willingness to educate youth in her community are exemplary. I am proud to have called Keeta a Nebraska Ninety-Nine.



Aurora Fly-In Bkfst

By Jess Banks

Thunderstorms abounded over central and eastern Nebraska the evening and morning before Aurora's Fly-in breakfast on June 25 and I almost didn't get out of bed to attend. Finally though I made it up and out by 6:15am and was on my way! My wife and I arrived about 8:15 that morning and the line wasn't too long for pancakes, sausage and juice or coffee but where were the airplanes? The ramp was bare but oh my! All the cars and pickups!



L to R: Ross Beins, Dr. John Wilcox and NDA Director Ronnie Mitchell



Alvin Herrold III's 1976 Bellanca

Over 370 people drove in for breakfast including State Senator Annette Dubas and Mayor Marlin Seeman along with a whole group of other folks. What a great outpouring of community support for Aurora's Municipal Airport. Airport Authority Chairman Ross Beins, Vice Chair Dr. John Wilcox and NE Aeronautics Director, Ronnie Mitchell got together for a brief picture while they all felt the gathering was a huge success.

With improved weather, about 9:30am a lone aircraft came onto the field from Seward where the Midwest Aerobatic Competition was being held.



Ross Carstensen's J4 Piper

It was an aerobatic 1976 Bellanca owned by Alvin Herrold III of Seward and what a nice, clean aircraft it was. Ross Carstensen of Aurora was also flying his 1941 J4 Piper Cub around the area and putting on a good demonstration of hand propping an engine.

The aerobatic performance was one of the best I've ever seen!



Brandon's Dad watching the demonstration

Performed by Brandon Larson flying a 36% scale, Extra 260, radio control aircraft with a 100CC engine putting out 9.8HP. Smoke was

included during an astounding 10 minute demonstration of rolls, loops, vertical standups and spins. Another great event in the heartland of Nebraska.

Midwest Aerobatic Competition

By Jess Banks

On the way back to Lincoln from Aurora's Fly-in breakfast, the Midwest Aerobatic Club's aerobatic competition at Seward was just a logical stop. Thirty competitors from all over the midwest had shown up including eight students from the University of North Dakota at Grand Forks. Jim DeBus graciously volunteered to show my wife and I around in his electric



David Molny Flying A Giles G200
Photo By: Gary Schenaman

cart while explaining a lot of things about the competition. For instance the contestants have a rectangular box to perform in which begins at 1500' above ground level (AGL) to 328' AGL depending on the class of competition. There were seven classes competing with



Judges Relaxing Between Routines
Photo By: Gary Schenaman

nine in the Primary, six in Sportsman, seven Intermediate, six Advanced and two in the Unlimited. Normally each contestant will be given three attempts during the competition;

however, due to weather problems most only got to fly one routine. Doug Roth from Lincoln was the Chief Judge but for each flying event a total of 20 judges were required. Some were relaxing in their lawn chairs but during the flights they were carefully watching each maneuver to make certain the contestant was performing their routine properly. From judging to flying to food it all had to be planned out and someone had to make it work. It didn't matter whether you were a spectator, performer or judge, nearly everyone had a job to do which made the event.

Doug Roth told me if it weren't for the splendid volunteers the event couldn't have taken place. The Midwest Aerobatic Club is Chapter 80 of the International



Harry Barr On The Wing Strut "Helping Turn The UND Aircraft"

Aerobatic Club, a division of the Experimental Aircraft Association.

Chapter 80's activities are organized around three main categories: Critique & Practice Days, Competition and Social Events. For more information or to join: Google - Midwest Aerobatic Club

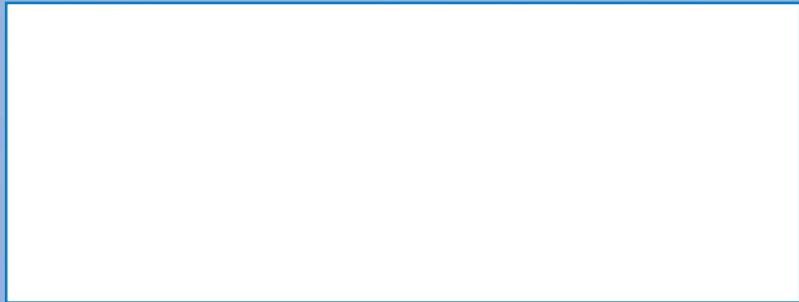
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Events Calendar

- **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.
- **To report any tower with lights burned out contact**- [www.https://oeaaa.faa.gov](https://oeaaa.faa.gov). Go to light outage reporting- under "Information Resources." Or call 1-877-487-6867.
- **August 7-** Red Cloud, NE Airport (7V7) Fly -in/Drive-in Breakfast Sunday 7:00am to 10:00am. All you can eat pancakes Free to Pilots in command (Free will donations) sponsored by Red Cloud Airport Authority & Red Cloud Lions Club.
- **August 7-** 0900-1100 by the Genoa Lions Club. Genoa Municipal Airport - 97Y. Pilots & passengers eat free. Come join us! Held in conjunction with Heritage Farm Show - town. For more information contact Don Pearson: 402-948-0067
- **August 19-** Columbus Airport(OLU). 1000-1300. Skydiving activity. Come out and make a jump or two!
- **August 21-** 0700-1200. Columbus Airport(OLU). Fly-in Breakfast. Young eagle rides from 1000-1200 provided by EAA. PIC eats for free!
- **August 21-** Hartington Airport Fly-In. 0700-1230. Breakfast free to fly ins for more information contact Bud Becker at: 402-841-0658.
- **August 26-28-** 30th annual Nebraska Chapter of the Antique Airplane Association Fly-in. Minden Nebraska. Friday noon bbq sandwich lunch registration opens at 3 p.m. 7 p.m. free cream can supper for all registered guests 9 p.m. social hour. Saturday Aug. 27 8 a.m. Fly-in breakfast sponsored by the Kearney EAA chapter lunch available on field , 1:30 chapter meeting 6 p.m. happy hour and awards banquet. Sunday a.m. flying departures. Lodging at Pioneer Village Motel 1-800-445-4447 special rate for fly-in For more info call Todd Harders @ 308-380-5079
- **August 27-28-** Offutt Air Force Base open house. For more information call: 402-294-6158 or 402-294-6311
- **August 28-** Fremont Rotary Club is hosting their annual fly-in breakfast 7:30-11:30 a.m., at the Fremont Municipal Airport. Pancakes, sausage, juice and coffee will be served FREE to all pilots.
- **September 3-** 2nd Annual Labor Day Fly In/Drive In Breakfast 8am to 11am. CBF (Council Bluffs IA Airport) Great Plains Wing of Commemorative Air Force Open House 8am to 1PM All-You-Can Eat Pancakes by "The Pancake Man" Free for PIC - \$ 5.00 adults \$ 3.00 Children 3 to 12 Rides available in P-51 Gunfighter and Cessnas by Advanced Air, Inc. Museum contains 1500 artifacts from WWII and other wars, a Stinson L-5, Aeronca

L-3. Other classic planes on display. For more info call Dale Standley 712-366-6631 or email: dales51503@cox.net

- **September 11-** Lincoln Airport. Blue Angels are coming to town! More information to come.

- **September 11-** Tommy Martin Memorial Fly-In Breakfast and Car Show 7 AM - Noon Mid America Air Museum Sioux Gateway Airport. PIC is free. Free admission to museum. E-Mail: ralter@cableone.net Website: www.midamericaairmuseum.org

- **September 17-** KGTE, Gothenburg Airport. Fly-In Breakfast, dedication of the new hangar and welcoming the new Airport Manager!

- **September 24-** 2nd annual all Nebraska fly in event. Central City Airport [07K]. Sponsored by the Husker Ultralight and Sport Flying Club. All aircraft welcome. More details to follow. Questions, email lrhme@charter.net , or call 308-382-3870

- **October 15-** Sidney Airport. 0700-1200. WNCC and Voc-Air Fly-In breakfast. For more information: Matt Christen 402-335-0256.

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mouth of the Detroit River. With sailors filling both the control tower and the GCA unit, I ended up working in Base Operations.

Nearing the end of my term of enlistment, I was unsure of my future. Pat liked the camaraderie among military families and would not have minded my staying in the Corps. Except for the frequent separations.

Then, on June 30, 1956, my future was determined. A Trans World Airlines Super Constellation, sightseeing over the Grand Canyon while operating VFR on Top on an IFR flight plan, collided with a United Air Lines DC-7, also IFR but at a hard altitude. All 128 persons aboard, crews and passengers alike, were killed.

If memory serves, United was at 21,000 feet. There were no Flight Levels at that time. And no Positive Control Areas. Centers did not have RADAR. Nor radios. Nor were there Flight Data Recorders. And no cockpit voice recorders. Thank God.

Congress will soon expand the CAA exponentially. New rules will proliferate. And I'll be there.