

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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Nebraska Airfest & State Fly-in

By Jess Banks

The planning committee for this two day event on June 16th and 17th did an outstanding job! Normally, you would only see this type of event taking place for one day, but two!! All I can say is it was magnificent!



Getting Started

Day one began at 6am with the launch of 11 hot air balloons which was truly a great beginning, especially if you got up in time to watch the unloading of equipment and all the activity that takes place to get a hot air balloon off the ground. First it is lain out with the balloon collapsed and gondola attached. Then the cold air inflation takes place before heating the air with propane burners! Slowly the tethered balloon starts rising until vertical, then the pilot and passengers get on board and as more propane is burned, the ropes are released and liftoff occurs. It's quite a site to watch 11 hot air balloons ascend into the morning sky and well worth the early bird arrival at the south end of Norfolk's airport to watch the spectacle.

Then the cold air inflation takes place before heating the air with propane burners! Slowly the tethered balloon starts rising until vertical, then the pilot and passengers get on board and as more propane is burned, the ropes are released and liftoff occurs. It's quite a site to watch 11 hot air balloons ascend into the morning sky and well worth the early bird arrival at the south end of Norfolk's airport to watch the spectacle.



Liftoff

Nebraska's Air Fest and State Fly-in naturally included a lot of aircraft and nearly all of them were aerobatic capable. The air show didn't start until 11am but there were other activities such as the fly-in breakfast which was really appreciated for those of us who got

to the airport a bit early.



John Grimes sings the National Anthem

Chris Amundson, Chairman of Air Fest, provided opening remarks and Diane Bartels, NE Aviation Council representative, presented a plaque to Doris Kingsbury who was in charge of all volunteers for her work on the event. The colors were presented by VFW Post 1644 and American Legion Riders Post 16. Thirty three

motorcyclists lined up in front of the colors, standing at attention while the National Anthem was being played. A variety of seminars took place inside the Education Hangar during the day and an estimated crowd of 3,000-3,500 people attended the air show which had been delayed from 11am until 1pm, due to a cold front with rain showers moving through the area.

The U.S. Army Golden Knights parachute team led the air show with a demonstration of team flying which looked like



U.S. Army Golden Knights "Ballet"

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Conference Go-Ahead

By Ronnie Mitchell

In the last issue of PIREPS I related there would not be an FAA AIP Conference this year. That is true; however, the Four States Conference will take its place this September 24-26 in Kansas City, MO, with a full agenda and numerous speakers from the FAA's Central Region Airports Division. The agenda is being worked by aviation organizations in MO, KS, IA, NE (NE Aviation Council) with the full backing from each state's Aviation Departments, including this Department. More information will be forthcoming so please keep your calendar open for this very important Four States Conference.



Ronnie Mitchell
Director, NE Dept of
Aeronautics

Have you taken an FAA medical recently? Beginning October 1, you must use the FAA MedXPress system which allows anyone requiring an FAA Medical Certificate or Student Pilot Medical Certificate to electronically complete the FAA Form 8500-8. Information entered into MedXPress will be transmitted to the FAA and will be available for your AME to review at the time of your medical examination. So hone up on your computer skills.

Did you know that exposure to a green Class 3A laser will cause retina damage in as little as 60 seconds? Brief exposures to low-level laser radiation are more likely to result in temporary visual impairment. Anyone convicted of illuminating an aircraft cockpit with a laser faces a civil penalty. The maximum the FAA can impose is \$11,000 per violation.

This year, pilots have reported more than 1,100 incidents nationwide of lasers being pointed at aircraft. Laser event reports have steadily increased since the FAA created a formal reporting system in 2005 to collect information from pilots. Reports rose from nearly 300 in 2005 to 1,527 in 2009 and 2,836 in 2010.

Summer will soon be over but the State Fly-in at Norfolk in June was an astounding success. Please read more about it in the following pages. Fly-in breakfasts have been numerous and there will be more articles concerning those in PIREPS as well.

The Open Canopy of Quotes

-Better there it is, than where is it. --Alfonso LePera--

-The probability of survival is equal to the angle of arrival. -Anon.-

-There are three simple rules for making a smooth landing: Unfortunately, no one knows what they are. -Anon.-

-Good judgment comes from experience and experience comes from bad judgment. -Anon.-

Movie Time

By Scott Stuart

Not that many years ago, actor Samuel Jackson played the lead roll in the film The Negotiator. Many years ago we all know who played Bond, James Bond. So, now that you are reminded of the age of this writer perhaps there is a point to this story?



Scott Stuart

I thought it was summer? Even fall! What happened? Where did it go? The answer is AWAY until March! And, thus once again it took me about "that long" (Maxwell Smart) to be reminded of icing in the wintertime. It was Oct. 23rd, 32F, and I departed KXVG for LNK and had filed for 12,000', my typical cruise. Airborne, I could see plenty of rain ahead using the Mark-One eyeball, and the XM receiver. I opted for 6000' as the OAT was now 34F, by "negotiating" with ATC, he wondered why, and I told him simply: Ice. My Beech is a good climber, but no way was I going to out climb the rain, clouds and ice. About a quarter way into the trip, past the rain, up I went to 12,000'. Later it took 14,000' to top the clouds, to remain clear of clouds and ice. Remember? Icing is at its worst smack in the cloud tops! Yes, it is. Try it out, see what happens, but do so when it is warm down low and you can then shed the stuff! And, finally, down to 10,000', to get under the clouds, tops and ice. Plenty of negotiation, but an otherwise decent ride, though for the 2 hours 19 minute total time enroute I was unable to finish my coffee until Fremont due to the flying and the bumps.

Yes, this trip "stirred" my memory bank, but I was not "shaken" by the flight. Mr. Bond would prefer it the other way around! Having a plan is a good thing, amending it to suit the flight conditions, a better thing. Think ahead, plan ahead, and the very best time to do this? Now, right around your home patch where you can experience "the worst" you want to experience, and then dump it in the warmer fall air. Leaving you safe and sound, and better prepared to negotiate the real stuff next time so only the coffee gets shaken, not you and your passengers!

Gear down and Locked?

2012 Airport of the Year

It's that time of year again to start thinking about your favorite airport, and nominating it for Airport of the Year. Remember there are two categories for the award. Air carrier airports and general aviation airports. The nomination form can be found on the Department of Aeronautics website: www.aero.state.ne.us



The Corporate Co-Pilot

by Tom Gribble

In the Feb/Mar 2012 issue of PIREPS I reported leaving the FAA on July 16, 1966 for a full-time CFI job at Instrument Flight Training in Minneapolis. During the five weeks with IFT I accumulated 150 hours instructing, nearly all in the Beech A23 Musketeer.



Tom Gribble

I had also introduced you to the Chief Pilot of North Western Refining Company, who later offered me a co-pilot job. Refining had three airplanes: the Super DC-3 (DC-3S); a King Air A90; and a B55 Baron.

To operate them the firm had four pilots and one mechanic. The mechanic held an ATP with DC-3/DC-3S type ratings and had thousands of hours, but was tired of traveling. He now wanted to fly only as a substitute on a when-needed basis only. This was my opening. Our Baron had no de-icing equipment other than alcohol for the windshield and props. It was flown single-pilot and not in hard ice-laden Minnesota IMC. Our A90 King Air was the first of its type to leave the factory without an autopilot. It was always flown with two pilots. The original 1930's DC-3/DST type certificates (there were seven) required only one pilot. While the CAA did not amend the type certificates, by the 1930's it had mandated two pilots for most DC-3 operations. On the other hand, the new Super Three (DC-3S) got a new type certificate which specified a requirement for two pilots. And, an autopilot had not been certified for the DC-3S.

My goal was to get 1,500 hours total, including at least 250 hours PIC, 500 hours multi-engine, with at least 250 of those 500 hours in aircraft with a gross take-off weight of more than 12,500 pounds, a minimum of 150 hours instrument/night including not less than 40 hours actual IMC, and 100 hours within the last 12 months. These were the absolute minimum flight times needed to get into flying FAA "Flight Check" aircraft. For active air traffic controllers (tower or center) the required flight time within the last year was 50 hours. I will eventually take advantage of this loophole.

My trips with Refining took me to 46 of the lower 48 states. We hit big cities and busy airports (DCA, ORD, LGA, JFK, etc) and the tiniest of burghs, including Philip, South Dakota. I went there in the Baron, but the old FBO operator was gone by then.

We also covered five of the Canadian provinces. The DC-3S did make it into Mexico, but not with me aboard. I began at Refining with 574 hours total, 66 instrument with 20 actual, and no multi-engine. On my own, I got the MEL in an Aztec in December 1966. By June 13, 1968 I had 1,502 hours total, with 931 multi. I went

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PTS Changes

By Lee Svoboda

At the end of my last edition, I pointed out that there was a new Practical Test Standard (PTS) for the Private Pilot Test and the Commercial Pilot Test about to become effective. Well it is here and it has been effective since 06/01/2012. However, there are already three changes to the Private PTS and three changes to the Commercial PTS. The FAA website has the new PTSs and changes. I have found that the commercial PTS providers have the basic PTS but so far they do not have the changes. Personally, I bought the commercial edition and then went to the FAA website and got the changes. However, there is the option to print all 143 pages of the Private PTS from the FAA website.



Lee Svoboda

Starting in the front of the PTS, you will find that Single Pilot Resource Management (SRM) is getting more attention. The six items of SRM, aeronautical decision making, risk management, task management, situation awareness, controlled flight into terrain awareness and automation management must be taught and tested.

Another of the significant things that changed is that Runway Incursion Avoidance went from a special emphasis item to a Task. That means that the FAA wants us instructors and examiners to give it more attention. Also some wording has changed, like "exhibits knowledge" has changed to "exhibits satisfactory knowledge". In the Private PTS, the Task of an emergency descent has been added. In the Commercial PTS, the Task of accelerated stalls has been added. Then there are the changes.

The changes do have a significant impact on what we do or do not teach and test. Change 1 to both PTSs eliminated the Judgment Assessment Matrix. As far as I am concerned, that was a good change. Changes 2 and 3 to both PTSs were basically some word changes to takeoffs and stalls. Not drastic changes, but you need to get them. Of particular concern is the wording for the stalls. For the Private it reads, "Recognizes and recovers promptly after a fully developed stall occurs". For the Commercial it reads, "Recognizes and recovers promptly at the "onset" (buffeting) stall condition". This is pretty well what we have been doing, but now the PTS makes it more specific.

From a personal standpoint, I view these new PTSs, with their changes, as part of the FAA's program to get us to augment our training and testing procedures in an attempt to improve the general aviation safety record. It seems we have been doing pretty good with the "stick and rudder skills", but we have not been doing real good with the SRM part of the teaching and testing. This is where scenario based training and testing can help us with the

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NTSB Warns Pilots: Weather Radar Can Be Misleading

Reprint From AvWeb

The “age indicator” on some in-cockpit weather displays can show a time stamp that’s off by as much as 20 minutes, the NTSB warned in a safety alert issued on Wednesday. “Even small time differences between the age indicator and actual conditions can be important for safety of flight,” the safety alert says, “especially when considering fast-moving weather hazards, quickly developing weather scenarios, and/or fast-moving aircraft.” The NEXRAD “age-indicator” on the cockpit display indicates the time the mosaic image was created, not the time of the actual weather conditions. The NEXRAD image is always older than the actual weather conditions, the NTSB said.

The NTSB said it has investigated two fatal weather-related aircraft accidents in which NEXRAD images displayed to the pilot were presented as one minute old on the age-indicator, but contained information that was up to five to eight minutes behind the real-time conditions. The mosaic images, which are available to pilots via flight information service-broadcast (FIS-B) and private satellite weather service providers, are created with radar data from multiple radar ground sites. When a mosaic image is updated, it may not contain new information from each ground site. “Let your fellow pilots know about the limitations of in-cockpit NEXRAD,” the NTSB says, and always get a preflight weather briefing.

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to the local FAA Flight Check base and presented my credentials.

Boy! Was I in for a rude awakening! The boss said the 1,500 hours was the minimum, but most applicants had more than 5,000. He suggested I re—hire into air traffic and wait for an opening during one of those freezes when the FAA can not hire from the “outside.” With that, I applied to the FAA Western Region and gave

Refining two weeks notice. My last flight with the company was in the King Air on June 22, 1968. I now had 1,515 total hours, with 944 multi including 136 multi PIC. On June 28, 1968 I began what turned out to be an enjoyable ten year stay in the Cheyenne, Wyoming control tower. Our four kids, then aged six through thirteen, all think they grew up in Cheyenne. Hang on. I will fly in Alaska for seven years. And then four more out of OKC.

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SRM skills. We need to put attention in this area if we expect to improve our safety record.

In my eyes, SAFETY IS REDUCING THE RISK TO AN ACCEPTABLE LEVEL AND THEN PRESSING ON.

Bucket List

By Ida Mrsny and Jess Banks

During the State Fly-in at Norfolk I met a daring “young” lady who said it was on her “Bucket List” to take a ride in a hot air balloon.

Her name is Velma Backer and she lives in Randolph, NE. This was the day she got up at 4am in order to watch the balloon inflate and climb into



Lisa Martinez and Velma Backer

the wicker basket with her pilot, Gordon Emery and another rider,



Liftoff

Lisa Martinez from Norfolk.

The wind was nearly calm and the temperature was almost cool in the early morning air, just a perfect day for a balloon ride. I thought to myself, perhaps I need to put this on my “Bucket List” of things to do, it looked so peaceful and quiet! I just couldn’t resist when Ida Mrsny, Velma Backer’s daughter sent me this message concerning her mother’s dream of being in a balloon.

“My Mom was the 82 year old who went up in the hot air balloon this morning in Norfolk. My mother had nine children, me being the sixth one. I have to tell you, watching her go up in that balloon was WELL worth the effort of getting up at 4am this morning, I had a blast! For my Mom, it was a dream come true. Something she has talked about for years and now she’s able to mark it off her “Bucket List”.



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they were performing an air ballet.

Next up was Harry Barr flying his Hyperbipe and doing a snap roll almost immediately after takeoff!



Harry Barr and the Hyperbipe



Jim DeBus (standing), Steve Beerhouse and son Adam in Corvette

Impressive! Then inverted, Harry starts the race with a fast Chevrolet Corvette which wants only to bear down on it. Jim Debus was giving the driver last minute guidance and just like that the race was on! It was a draw on the first race but the airplane

definitely won the second one, even inverted!

Jesse Panzer was up next performing her amazing aerobatic routine in a One Design aircraft. Jesse will head to Hungary this summer for the 10th FAI Aerobatic World Advanced Championships July 26 through Aug. 5. She qualified for the U.S. Advanced World Aerobatic Team at the U.S. aerobatic championships in Denison, Texas, last September.



Jesse Panzer

Next up was a simulated "dog fight" between a P51 Mustang and a Japanese Zero with realistic sounds of 50 caliber machine guns being fired. Fortunately no one was shot down!



Doug Roth

Doug Roth then performed his amazing low altitude aerial routine in a Staudacher aircraft. Wow!! Doug really could make that aircraft do everything he wanted it to! Doug is an aircraft salesman for Duncan Aviation but I believe he could make it on the air show circuit with the likes of Sean Tucker!

Performing in a Pitts S2S

was Brian Correll putting on an amazing show of low altitude daredevil flying that kept everyone watching to see what he would do next! Brian is a KC135 Kansas Air National Guard pilot when he isn't flying his Pitts.



Brian Correll and his Pitts S2S

The weather was perfect, temperature in the low 80's and



Jim DeBus

the sky was blue. Must be time for Harry Barr to land his J3 Piper Cub on the Midwest's Smallest Runway.

That is the roof of a Chevrolet Suburban. Right in the middle of the

action was Jim DeBus driving the car which Harry was going to land on. Jim is always there as part of the ground crew and he is vital to help



Harry Barr's J3 on Midwest's Smallest Airport

make all these acts work. Harry always makes landing on top of the Suburban look easy and he does it by looking at the right main landing gear tire and the top of the car!! At least that is what he told me but I'm not about to try it myself!!

When you looked at the flight line you saw just a great group of aircraft ranging from a Mitchell B25 medium bomber, an Avenger



Mitchell B25 Medium Bomber

Torpedo Bomber, a Japanese Zero, and two P51 Mustangs.

What a sight.

Sunday's activities were much the same as Saturdays with a few exceptions. Winds were out of the south at 26knots gusting to 34

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KAC Fly-in

By Phil Jossi

Kearney Aviation Center (KAC) celebrated its first year of operation with an open house on June 9, 2012. In spite of mid-morning winds at 35 Knots, the fly and walk-in crowd number exceeded 150 pilots and families from the community. EAA Chapter 1091 Young Eagle flights were flown with 12 happy participants hoping to be pilots some day.

Possibly the highlight of the day however, was the EAA "Plane Train" which gave rides to small children. The happy faces and smiles were priceless as evidenced by the pictures. A flight crew



EAA's new "Plane Train"

from Rodgers Helicopters, Inc. landed their medical helicopter that flies off the roof of Kearney's Good Samaritan Hospital for open house visitors to have a tour and ask questions about medical helicopter operations. Young children were given a set of lapel wings after their viewing. The crew was most gracious. A Civil Air Patrol mission crew also brought in the aircraft stationed in Grand Island.



Mr. Terry Gibbs and UNK instructors, as well as student pilots, were on hand to help answer questions about the UNK Aviation Systems Management program. The only unexpected fly-in was a retractable wing Stits-Playmate airplane from the 1960's on a cross country flight to Alabama. The pilot demonstrated the lifting of the wings to their retract position.



Stits-Playmate

A free delicious barbeque was served to all those attending, making for a very enjoyable day!

P51 Mustang Ride

By Roger Brestel and Jess Banks

While at the NE State Fly-in and NE Airfest in Norfolk, pilots of a P51 Mustang called "Gunfighter" were giving backseat rides



Leyon Brestel

to anyone willing to go up for a 20 minute thrill of a lifetime. It was Friday afternoon and Leyon Brestel was the first paying customer. This picture was taken just after the flight and the smile is still on Leyon's face. It seems appropriate to mention Leyon is a WWII veteran and both of his sons were there to

see him through this great adventure.

Roger Brestel was kind enough to send the following information. "Some background information on my father, Leyon Brestel, who fulfilled a dream last Friday to fly in a P-51 Mustang. This flight was a very special father's day weekend experience for him. I am sure it will take several weeks for his big smile to fade to just a grin.

My father is 86 years old and still an active private pilot with 991 hours total flying time. However, now he always has another pilot with him for safety when he flies his airplane. He learned to fly in 1946 on the GI Bill after getting discharged from the Army. His instructor was Kak Fiese, who managed the Gothenburg airport, and the airplane he trained in was a Piper J3 Cub.

After getting his pilot license he rented airplanes to fly for enjoyment and sight-seeing. He also used aircraft to check on the family ranch and farm near Brady.

Over the years he has flown a variety of aircraft including the Piper J3 Cub, Taylorcraft, Piper PA-11, J5 Cub Cruiser, Piper Pacer, Cessna 140, 170, 172, 182 and his current aircraft a Kappa KP-5.



L to R: Ronald, Leyon and Roger Brestel

In 1975 he moved to Montrose, Colorado and soon became active in the Civil Air Patrol. Before retiring back to Nebraska, he was the squadron commander of CAP 141 in Montrose and was involved in many search and rescue missions over the Rocky Mountains.

I think one of his favorite aircraft was his Cessna 182 that made a number of trips back to Nebraska for visits when they lived in Montrose, CO. At one point in time, my brother Ronald, my father, and I each owned a Cessna 182 all at the same time.

My brother is an engineer for Fisher Controls in Marshalltown, IA and flies his RV-8 quite regularly. I have a 1965 Beech Debonair in my hangar." "It was a great ride." Thanks Roger.



Midwest Aerobatic Championship

By David Moll

The Midwest Aerobatic Club sponsored its annual aerobatic contest again this year at the Seward Municipal airport. While



attendance was lower this year than in prior years, contestants from Nebraska, North Dakota, Minnesota, Iowa, Missouri, Kansas and Colorado flew in.

Aerobatic contests are much different than air shows, even though the maneuvers may look the same. The contestants strive for exact precision in each of their maneuvers that are graded by a panel of 5 judges and a Chief Judge on a 1 to 10 numbering system with 10 being the best. The ability of the pilot is separated into five different categories starting at the Primary level which is basically a loop, spin and a roll. Each category is assigned a sequence of maneuvers that progressively get harder until you get to the Unlimited category. Very few pilots can fly the Unlimited category, but Doug Roth, a member of the Midwest Aerobatic club, has competed in this category for years.

This year the team from the University of North Dakota, who are the 4 time Collegiate Team Champions, dominated the contest. These collegiate pilots won the Primary and Sportsman categories and then their coach won the Intermediate category. These students are not only good at academics, but well trained and well coached aerobatic pilots. The best surprise of the contest was the entry of 2 pilots from the Kansas State University aviation program. While



From the left are: Jack Henry, Joel Harts and safety pilot Troy Brockway

this was their very first aerobatic contest, they finished 4th and 5th in the Primary

category out of 7 contestants.

The contest is not all about collegiate pilots, and local pilots also did very well. Ryan Fosler of Lincoln won the prize for the Highest First Time Sportsman competitor. Harry Barr won 3rd place in the Sportsman category, plus Jon Vanderhoof won 2nd in the Intermediate category followed by Jim Piros in 3rd place. Doug Roth flew against one of the members of the U.S. World Advanced

Aerobatic Team and finished a very close 2nd place.

Lance Schwartz of KOLN 10 11 TV did a very nice interview with Ed Bowes about our contest. It can be seen at this link. http://www.1011now.com/ourtown/headlines/Our_Town_Seward_Aerobatics_Championship_160575105.html

New FBO at Blair

By Jess Banks

Blair Municipal Airport is getting a fixed base operator, SkyWerx Aviation. A ground breaking ceremony was conducted on June 14th for a 90' X140' hangar, pilot lounge, and offices for the business. Completion will occur early in September 2012.



L to R: Rod Storm, Darrell Podany, Yasmina Platt, Jim Realph, Lydia Brasch and Gerry Combs

On hand for the event were numerous dignitaries notably, Rod Storm, Blair City Administrator, Darrell Podany, Constituent Services Representative for Senator Mike Johanns, Yasmina Platt, AOPA Regional Representative, Blair Mayor Jim Realph, State Senator Lydia Brasch, and Airport Authority member Gerry Combs.

Bob Joyce, manager for SkyWerx, indicated the business would be a valuable asset to Blair providing charter services, maintenance, fuel and a fixed base operation that would be second to none. SkyWerx has hopes that Blair's Municipal Airport will be the general aviation reliever for Omaha's Eppley Airport. Expansion plans for extending the runway length to accommodate larger jet aircraft is underway and should be complete



Bob Joyce

in the next year or so.

Participating in the groundbreaking ceremony was co-owner Yoland Hauder wielding a symbolic shovel of dirt. SkyWerx is looking forward to Blair's Airport expansion and fulfillment of their expectations as the general aviation reliever airport for Omaha.

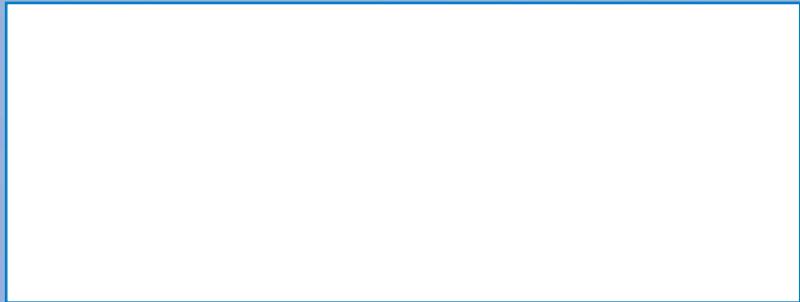
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Events Calendar

- **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.
- **Aug 5**- Red Cloud Airport. 0700-1000. Breakfast Sponsored by Red Cloud Lions Club.
- **Aug 18**- Hay Springs Airport (4V6). 0700-0930. More information: Mary Hansen 3098-638-4466
- **Aug 19**- Hartington airport fly-in. 0700-1230. Breakfast free to fly-ins. For more information contact Bud Becker: 402-841-0658
- **Aug 25-26**- Defenders of Freedom airshow. Offutt Air Force Base. 0900-1700.
- **Aug 26**- Fremont Municipal Airport Fly-In Breakfast 0730-1100. For more information contact Steve Pribnow: 402-721-3454
- **Sept 15**- Loop City airport. Fly-in breakfast. 0800-1100. For more information contact: Larry Reiter 308-383-0352.
- **Sep 8**- Grand Island Airport. 0900-1600. 75th Anniversary Celebration. For more information : Debra Potratz 308-385-5170 ext. 110.

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knots. That presented quite a challenge for much of the airshow but not for Harry Barr landing on the Suburban. Harry "nailed" that landing in the first 1500' of runway but they did have to tie the aircraft struts to the top of the car to keep it from getting blown off the roof.



Howard Nitzel and Dave Amick

Howard Nitzel and Dave Amick MC'd the entire two day event making it under-

standable and enjoyable for everyone who came to the airshow. Howard has announced aerobatic routines and happenings on the flight line for many years and he is one of the best.

This was another outstanding event for Nebraska and congratulations are due to all the fine competitors, organizers, volunteers and all the other folks who make these events happen.



Harry Barr "On Top Of The Midwest's Smallest Airport"