

PIREPS

A bi-monthly newsletter for Nebraska pilots and Aviation Enthusiasts



Encourage and Facilitate the Development and Use of Aviation in Nebraska

PIREPS
August/Sept 2013
Volume 64, Issue 4

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Circulation: 3565

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July Fourth Aerobatic Show

By Jess Banks

In my opinion, one of the greatest spectator sports today (other than NASCAR racing) would have to be the free aerobatic show put on at Seward's Municipal Airport on July 4th! Over 2,500 spectators jammed the flightline with their easy chairs and sunglasses as "Barr's Flying Circus" performed their antics. There was something for everyone and it was a fun filled hour and 45 minutes of non-stop low-level aviation maneuvers.



Performers front row L to R: Nicole & Marcus Tooze, Harry Barr & Jessy Panzer, Larry Bartlett, Rob Ator, Greg Whisler. Back row L to R: Doug Roth, Jim Debus, Ryan Fosler, Howard Nitzel, Ed Bowes, Tom Trumble, Brian Correll and Dale Bryket-Airshow Boss

The multi-talented team of performers kept the crowd watching to make certain nothing was missed. Aerobatic performer Jessy Panzer sang the National Anthem, while Larry Bartlett skydived in with an unfurled U.S. flag streaming from his parachute. Doug Roth had taken off prior and now came in doing a low-level aerobatic routine in his Staudacher aircraft. Impressive, to say the least! Doug is one of the few midwest pilots who are qualified to do low-level aerobatics.



Panzer & Bartlett



Doug Roth "Upside Down"

Next up was one of my favorites, the "Strong Woman" holding back a J3 Cub. All were in position, with a rope tied to the J3 tailwheel and the body of "Strong Woman", portrayed by Katie Hofer. The power started increasing on the J3, taking the slack up on the rope. As more power was applied, suddenly "Strong Woman's" clothes were ripped

Continued on Page 7, Left Column



Magic?

By Ronnie Mitchell

I just finished reading the July/August issue of the FAA Safety Briefing. One of the articles was titled "What Would MacGyver Do?" Some may recall all of the wondrous ways MacGyver could escape difficult situations using mundane objects to great effect. It was almost like magic.

In the world of aviation, magic just doesn't do the "trick." It's often the small, insignificant things we sometimes overlook that seem to cause the most problems. For instance, how many times did you just refuel or add some engine oil and forget to check the security of the fuel cap or the dipstick? Perhaps, magically, the lineman did make sure they were both secure. You will find out when airborne and notice a fine mist coming from the wing that shouldn't be there or perhaps that stream of oil coming up on the windscreen making visibility a bit obscure.

Some would call modern jet aircraft magical in that they have autothrottles, autobrakes and autopilot-flown ILS approaches to a landing. It's all technology and the pilot must understand how they operate and how to make them do what the pilot wants them to do. Overlook doing one little thing to engage the autothrottles to make them maintain the airspeed of the aircraft and the next thing you know, you are below the glideslope, low on airspeed, and out of ideas. Magically, you survive that lapse of memory and perhaps go on to fly another day!

Don't depend on magic to survive your next flight, but do depend on knowledge, experience, and checking the little things you sometimes overlook. It's a busy summer of flying this year, so let's keep it safe.



Ronnie Mitchell
Director, NE Dept. of
Aeronautics

Congratulations New Pilots

Private Pilot License

Ian Cadorna – Papillion	Matthew Willford – Elkhorn
Levi French – Broken Bow	Kirk Helms – Lincoln
Beatriz Freitas – Waterloo	David Griess – Sutton
Christopher Roan – Sioux City	Jason Komyathy – Bellevue

Commercial Pilot License

Terry Roehr, Jr – Carter Lake, IA

Multi-Engine

Jeffery Castro – Crete

Instrument Rating

Jonathan Freeman – Lincoln	Benjamin Eberly – Omaha
Robert Racek, Jr – Nebraska City	Jack Fenske – Lincoln

Road Tripping

By Scott Stuart

A road trip? Seriously? Is it possible that a pilot would be willing to drive 590 miles in a car from point A to point B, over the course of 10 hours and 30 minutes? Who wants to do that?

It's a fact that I rarely get sick. Mrs. Stuart would say that I should not even put that out there for question. But knock on wood; so far, I have been lucky in my 66 years. However, two weeks ago I got a headache returning from a flight from central Minnesota to Lincoln. The flight duration was approximately 2 hours and 25 minutes. I usually don't get headaches, and if I do, they are brief and light. This one was different and painful. It lasted approximately six to seven hours. Thinking back to my primary training, I was thinking about the symptoms of carbon monoxide poisoning! It was the only logical thought. The following morning, I called the supervisor to investigate the possibility. After pressurizing the exhaust system, there was a leak. Large enough that the media used to test the system was actually blown away from the failed area! I was grounded the weekend before the 4th of July. Not good, and now faced with 590 reasons!



Scott Stuart

I was told to expect 2-3 weeks at TCM. Lucky for me, the failure was part of the new engine/stacks/turbo that I purchased in March 2012. But the road trip was imminent. Better to drive and know the mechanical is being repaired, than gamble with a maybe. Weather is something that we normally can fly around, wait out, see and avoid, or land and let pass. But a mechanical problem can and will kill you just as quick, if you let it go. It is always best to deal with uncertainty with action and attention. It is essential to strive to delete as much uncertainty as possible.

I thought it was a bit strange. I felt fine the entire flight, only experiencing the headache after landing. Is it possible the failure occurred near the end of the flight? Don't know and, frankly, don't care. Safe is good. There is no substitute for peace of mind.

In our personal health, we must monitor our bodies for functions/health. Similarly, we need to pay close attention to the health of the machine that gives us so much pleasure. The road trip was my first in 13.5 years. How spoiled I have become by the convenience/speed/freedom of private aviation! There is no question that planes can be expensive. We all have our life's pleasures such as golfing, boating, horse riding, racing cars, and gambling. Perhaps even with the odd grounding, I am taking flight as a #1 priority for discretionary dollars, remembering that there is no substitute for quality maintenance. These dollars are not discretionary, but rather the dollars that separate the pilots from the dead. Maybe that headache was good luck after all! You too, can learn about it from my good fortune! Gear down and locked?



“Know When to Hold'em,

By Tom Gribble

Know when to fold'em, know when to walk away, and know when to run". As I recall, it was Kenny Rogers singing that little ditty.



Tom Gribble

Ronnie Mitchell joined the Nebraska Department of Aeronautics on August 21, 2002 and, as the new kid on the block, he became editor of PIREPS. In one of his early efforts he wrote that PIREPS was for **YOU** and he wanted **YOU** to write articles for PIREPS.

Several readers responded, but wrote only sporadically. On the other hand, two of us initially - Lee Svoboda and myself - soon became fixtures. Not

long after that Scott Stuart joined the regulars.

This trio has been filling three or four pages in each issue of PIREPS since April 2004. Scott is always interesting and Lee, as a designated examiner, gives on-the-money advice to instructors and pilots planning to take a practical exam. That is, the fearful "flight test".

I also wrote a column in the Gering Citizen, a weekly newspaper that began publishing in June 2009. My effort was a day-by-day history of WWII, seventy years to the date later, beginning with the September 1, 1939 German invasion of Poland. My effort first appeared in the September 2, 2009 issue of the Citizen.

The continuous studying of war and the writing of war and of death and destruction eventually wore me down. I found I frowned and I was losing the ability to smile. With that, I ended that writing effort with the immediate aftermath of the Pearl Harbor attack and the loss of Wake Island.

And now, I am looking at a blank sheet of paper, wondering what I will write for the next PIREPS. I have my logbooks open, but I see nothing new. It seems I've pretty much covered everything worth telling.

I've written about my work in USMC GCA units; a CAA ARTCC before they had radios, let alone radar; a CAA Air Traffic Communication Station. I told of the change from CAA to FAA and the name change to Flight Service Stations. I worked in two of them.

I've regaled readers with my being an instructor, and a corporate co-pilot, and working in a control tower with approach control authority. I've described my work as a pilot at two FAA Flight Inspection bases, one in Anchorage, Alaska, the other in Oklahoma City.

I've written about flying in Alaska, out to the end of the Aleutian Islands. And, flying across far northern Canada getting to Greenland and flying over that ice cap, and flying 700 miles north

Continued on Page 7, Right Column

Pilot Preflight Part 2

By Lee Svoboda

Summer has definitely arrived in Nebraska. As I write this article, the heat index outside is around 105F. But that is okay, since I only give tests in air-conditioned aircraft. However, most of those aircraft have a 4V105 system. That is four vents and 105 knots.

Previously in our quest of determining aircraft airworthiness, we have discussed instrument requirements, inspections, logbooks, etc. Last time we discussed the preflight inspection. This time let's discuss cockpit management, engine starting, taxi, and before-takeoff check.



Lee Svoboda

Concerning cockpit management, the big deficiency I find in this area is the failure of the applicant to give a good briefing on the use of safety belts, shoulder harnesses, doors and emergency procedures.

Engine starting can sometimes be an adventure, especially if it is a fuel-injected engine and the engine is still warm. However, if the applicant cannot get the engine started and there is no mechanical problem, the examiner has no choice but to issue a disapproval notice.

As for taxiing, I find the most frequent problem to be that the applicant fails to perform a brake check immediately after the airplane begins moving. Then, depending on the airport, the applicant's failure to use a taxi chart while taxiing at larger airports becomes a problem.

As for the before-takeoff check, more commonly known as the run-up, I find a myriad of issues, especially when we start discussing why each item is checked and how to detect a malfunction, and is the airplane airworthy if there is a malfunction. For example, is the aircraft airworthy if there is no RPM drop when the carb heat is turned on? If the vacuum gauge reads 0, can the aircraft be flown? What is the indication of an alternator failure? What about the magnetic compass? Can the aircraft be flown if the liquid has drained out and it is not turning? Wow, I find many deficiencies here and they are never the same.

This is about the final time for determining airworthiness. The briefing on safety belts, shoulder harnesses, and doors is also making sure they work correctly. Engine start and taxi is really determining that the engine will run and brakes and controls work properly. And of course, the run-up is determining that all the systems required for the flight are working correctly. My final question to the applicant about airworthiness prior to take off; "When do you determine that the aircraft is airworthy?" I get many answers there, too many to enumerate here.

When do you determine the aircraft is airworthy? Personally, I make my decision that the aircraft is airworthy when I apply backpressure for take off. Up until that time I am still determining.



Midwest Aerobatic Contest

By David Moll, Contest Director

During the last weekend of June every year, the Midwest Aerobatic Club sponsors the Midwest Aerobatic Championship contest at Seward. This year 31 competitors from North Dakota, Minnesota, Iowa, Missouri, Texas, Kansas, Colorado and Nebraska competed against each other in 4 different skill categories.



David Moll

Friday was registration and practice day, followed by a steak fry supper Denny Bornmann does every year for the contest. During the supper introduction, it also gives me the pleasure of telling who our sponsors were this year: Duncan Aviation, GIS Workshop and the Seward Airport Authority.

Saturday morning briefing came with a forecast of sunny but windy conditions. Since the pilots fly in an "aerobatic box" of basically 1000 meters in length, width and height, a strong wind from the north makes everybody adjust their procedures quite a lot. Not only are the loops graded on a 1 to 10 scale; pilots have penalty points deducted for maneuvers flown outside of the "box." With these windy conditions, quite a few penalty points were issued and few of the loops were round.

Flying outside the aerobatic box is not a safety issue, because the FAA gives us an airspace waiver large enough so mistakes like this will still be in protected airspace up to 7000 feet MSL. Notams are filed 3 days in advance to keep all landing and departing traffic on the east side of the airport, because the aerobatic box is on the west side of the airport. Additionally, we have volunteers who monitor the Unicom frequency advising incoming traffic. Our final safety factor is the Chief Judge, who is in constant radio contact with the competitor in case a wandering pilot enters the aerobatic area, or if the competitor flies too far outside of the box.

Sunday morning briefing came with sunny skies again, but light winds. These favorable conditions ignited the 4-time National Collegiate Champion team from the University of North Dakota. This team won all 3 medals in the Primary category,

led by Amelia Gagnon winning the First Place Trophy. Lincoln's Jessy Panzer took home the First Place Trophy in the Sportsman Category while Doug Roth earned the Second Place Trophy in the Advanced category.

The aerobatic collegiate team from Kansas State University was scheduled to compete at this contest, but the reality of \$6 aviation fuel made different priorities. I received a phone call from their coach saying he and some of his pilots were on combines, harvesting the winter wheat and could not come. A simple lesson in economics: work first and then play.

A special thanks goes out to Greg and Terri Whisler, along with Harry Barr, who always go out of their way to help make the Seward airport a great environment for aerobatic competition.

Wings of Freedom

By Debra Potratz, Admin Assistant GRI Airport

The Collings Foundation Wings of Freedom Tour was on display at the Central Nebraska Regional Airport in Grand Island on July 8th, 9th & 10th.

Visitors had the once-in-a-lifetime opportunity to tour the inside and outside of a B-17 Flying Fortress, a B-24 Liberator, and a P-51 Mustang. WWII Veterans were able to tour these rare aircraft at no cost. Flights were offered aboard the B-17 and B-24. For those wanting more, "stick time" was available in the P-51.

"We are excited to have the Collings Foundation come to our airport to showcase their P-51 Mustang, B-17 Flying Fortress and B-24 Liberator," said Executive Director Mike Olson. "It's not every day you are able see vintage WWII aircraft up close," said Olson. He also stated: "We appreciate the Collings Foundation's mission to pay tribute to WWII veterans, as this is something we are very passionate about as well." The Central Nebraska Regional Airport looks forward to their return in the future.

Several WWII veterans attended the tour and shared their stories with the public. The Collings Foundation flew Mel Engeman, a WWII B-24 Bomber pilot, and his family from Fort-Collins/Loveland, CO, to Grand Island. During the flight, they let him fly the B-24 plane for a while. At 92 years old he thought he would never get the chance to do that again.

The Collings Foundation is a non-profit educational foundation devoted to organizing events that allow people to learn more about their heritage and history through direct participation. The Wings of Freedom Tour travels the nation. Visit www.collingsfoundation.org for more information.



Aerobatic Hangar Stack



Tours of the B-17



Central City Fly-in

By Rob Markise

It was a cool jacket-wearing morning on June 30th. An absolute perfect crisp-day for a fly-in breakfast at the Central City Airport. But this time was different. I was going in style, the kind of style that few people can say they had an opportunity for.

I was asked to be at the T-hangars in Lincoln by 7:30am; so, I was there at 6:45am! Probably would have pitched a tent and camped, if I could guarantee that I wouldn't miss my flight due to being arrested or questioned by airport police. As I swiped my SIDA badge to open the gate, Harry Barr was about 50 yards ahead of me. I pulled up and parked right behind him and helped him get "Barbara Jean" out of the hangar. "Barbara Jean", Harry's P-51 Mustang, glistened with the morning sunrise as the door opened. A Duncan ramper appeared with a tug and parked it right in front of her. He jumped off, and Harry jumped on to tow it. Can't say that I blame the ramper at all! I would never want to be responsible for hangar-rash to this gorgeous gal.



Harry Barr's P-51 "Barbara Jean"

Part of the preflight included a briefing of the airplane, parachute operation, and overview. Soon afterwards, the engine fired right off. I noticed two things immediately. The first is how cool that 12 cylinder engine sounds. And yes, it sounds even better, sitting in the airplane. The second thing I noticed is the smell of exhaust; the smell was that of nostalgia. Sorry Lycoming and Continental; it's just not the same.

Harry taxied her gracefully back and forward, side to side, looking for traffic and to get a better visual reference to objects, since you can't effectively look over the nose. We taxied to runway 32, went to the run-up pad, and waited for the engine to warm up. We departed with "Barbara Jean" letting her hair down and out. She didn't need much runway at all. Now, we all remember our first flight or our first solo; the feeling of being awestruck. This was no different. I could not see my face, neither could Harry, but I can only imagine that I had the look of a kid in a candy store.

Shortly after take-off, Harry handed the controls over to me. Wow! Stable, stiff, strong and built like a tank, yet responsive and easy to control. Harry asked if I wanted to roll it. I think I said, "yes" before he finished his question. But I felt like the tug driver and was a little apprehensive. Harry said, "How about I do the

first one". So he did, with a "yee-haw" during the middle of it. Now it was my turn. I did one to the right and then one to the left. The 20-plus-minute flight seemed like it was just under 2 minutes. We landed and taxied to parking. As we taxied, everyone was just staring at us. But let's not kid ourselves; they



Stearman and P-51

were staring at "Barbara Jean". As the nostalgic smell dissipated after engine shutdown, it was immediately replaced with that of breakfast. Weather was perfect and there was food galore: eggs, sausage, pancakes, and juice were on the menu. It was well-organized and lots of people showed up by driving-in and flying-in. A few helicopters, a pair of matching Christian Eagles, Stearman, Cubs, Cessnas, and Pipers; just to name a few. A variety of airplanes



Pilot Breakfast Fellowship

were on static display, which makes up a traditional fly-in breakfast. Over 400 people attended the event.

We were there for a couple of hours and enjoyed the fellowship of the other aviation enthusiasts. However, Harry had another commitment. So we started to saddle up the chutes and get into position. We departed and came back around for a fly-by. The sound of the engine and wind noise was unique. The sense of speed was exhilarating with the proximity to the ground. I could only imagine at that moment, that you could hear a pin drop on the ground at Central City. All attention was given to the beauty of "Barbara Jean".



Taking the runway at Central City

I am very thankful for the generosity and the opportunity to fly in Harry's P-51 Mustang. I will never forget it. Pure awesomeness! I went for much more than a ride. I have done very little aerobatics in my flying career, and thought it was not for me. Wrong!! Got bitten by the aerobatic bug that day. Thank you, Harry.

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Fly-by in P-51



Holdrege Air Show

by Holdrege Airport Authority

The Holdrege Airport Authority was host to a spectacular Air Show on June 15th in conjunction with its Annual "Swedish Days" celebration. The Air Show was the first such event in Holdrege since 2008, when the Nebraska State Fly-In was held at the Holdrege Brewster Field Airport. Pre-show activities began on Friday afternoon prior to the main-event that was held on Saturday. Throughout both days, there were many opportunities for folks to enjoy many aviation-related activities.

The EAA Chapter in Kearney and others provided airplane rides to youngsters as a part of their Young Eagles program. Helicopter rides were also provided by a local helicopter owner. It was really fun to see the kids get out of these aircraft with huge grins on their face while jumping, dancing, and exclaiming "THAT WAS AWESOME!!" "Plane-train" rides for the very young were available – a train that is designed so that each car looks like a real airplane, complete with wings and cockpit controls. Even the engine was designed to look like a jet-powered airplane.

A practice session for the air show performers had been planned, but the stormy weather on Friday evening allowed only three of the performers to practice their routines in preparation for the main-event on Saturday. Visitors and guests also began to arrive on Friday, and more came in on Saturday morning in anticipation of the afternoon air show. A Saturday free-will donation breakfast was provided by the EAA and Ultralight Flyers club. The menu included sausage, bacon, pancakes, and eggs. Eggcellent, thanks to the cooks!

Guest speaker Col. Tom Brewer provided a welcome and patriotic perspective to the weekend, based on his experiences as a career military professional. Our national anthem was sung by Liz Piening, as the show was opened by the parachutists of the Lincoln Sport Parachute Club from Weeping Water, Nebraska descending with the American Flag.

The Holdrege air show had many world class talented professional performers. Jessy Panzer, from Lincoln/Omaha, put on a fantastic aerobatic performance flying her "One Design" aerobatic plane. In addition to performances across the U.S., Jessy has performed worldwide as a member of the USA's Advanced Aerobatic Team. Rob Ator, from Granite Falls, Minnesota thrilled the crowd with his performance in a Pitts Special bi-plane. Rob put his Pitts through its paces in an action-packed and crowd-pleasing performance. Harry Barr, from Lincoln, landed on the "world's shortest airport" (a landing on a suburban), and flew his aerobatic "Hyperbipe" in a drag race with a sports car. How exciting is that? Doug Roth, from Lincoln, put on his excellent performance in his aerobatic "Staudacher". What a machine, and what a performance by Doug! And finally, the performance and wing-walking act by Gene Soucy and Teresa Stokes was spectacular! Gene's aircraft is a highly modified Grumman Ag-Cat that is now called his "Show Cat". The airplane is originally an agricultural aircraft (crop-



Gene Soucy and Teresa Stokes

duster) that was modified. Gene did a solo performance followed by an amazing performance with Teresa riding atop the upper wing. All performers conducted loops, rolls and many other maneuvers. The white smoke and propeller noise with a beautiful blue sky as a back drop, was breath-taking.

The war-birds are always a big attraction for any aviation event. This year we were privileged to have two Nanchang aircraft that demonstrated a graceful-formation type of performance. It resembled an aerial ballet. We had the privilege of having two P-51 Mustangs ("Sweet Revenge" from Granite Falls, Minnesota owned by the Fagen Group and "Gunfighter" flown by Col. Larry Lumpkin from Omaha). The Fagen Group also pleased the crowd with their restored P-40 that many of the kids referred to as "the shark plane" because of the unique paint scheme. War birds are always a crowd pleaser.



Fagen Group's Restored P-40

Many contributed to the success of the event, including a gentleman who had an actual cockpit of an A-7 Corsair jet that was used extensively during the Vietnam War era. Participants could climb up into the cockpit and have their picture taken, complete with helmet and other related flight gear. Raffle tickets were also sold for the chance to win rides in several different airplanes, including single-engine aircraft, helicopter, business jet, and a P-51 Mustang. Several food vendors were also available. We want to thank everyone that planned, prepared, attended, and contributed to this exciting event. It was a huge success by any measure. Unofficial estimates placed the attendance upwards of 3,000 people.



"July 4th Aerobatic Show", Continued From Front Page



"Strong Woman" (Katie Hofer) Before, During, and After!

off, leaving her with only a bikini swimsuit! After that, it was no problem for Harry to takeoff and land his J3 Cub on top of the "Midwest's Smallest Airport", a converted SUV with a platform! Harry says the bow wave off the SUV is very turbulent and if you ever followed one on a motorcycle you will understand what it feels like; it just moves one all over the pavement. With a 15 knot wind, Harry made it look easy.



Harry Landing on Midwest's Smallest Airport

Then there were aerobatic flights by Rob Ator in an S-1 Pitts and Jessy Panzer in a One Design. Both put on a wonderful performance, stunning the crowd with their antics and showing what can be done with these powerful, small aircraft.

Upside down Harry decides to race a 1992 Ferrari but it took two tries to beat the car! Later, I did hear Harry ask Marcus Tooze



Hyperbype Races Ferrari

(owner/driver of the Ferrari) if he really did win the race. Marcus said he had to decelerate as he was approaching the end of the runway!! I'm not certain who won but it was a fun to watch.

Ed Bowes arrived in an Air

Force F22 and claimed to be a pilot, but the F22 was really a model on a golf cart chassis. Ed looked debonair in his flight suit and helmet and soon was in a J3 Cub getting flight instruction from Rob Ator, who was on the ground! It didn't



"Debonair" Ed Bowes Exiting F22

look like Ed was getting very good instruction but all was resolved with a smooth landing.

Brian Correll from Manhattan, KS, followed next in his Pitts S-2B aircraft, and what an amazing performance. Brian did a "Knife Edge" maneuver about 20 feet above the runway while cutting a ribbon held on long poles by two daring bystanders. Impressive, to say the least.

Then it was time for a North American P-51 "Mustang" to do an aerobatic demonstration. It's always a pleasure to hear the sound of that Merlin V12 engine as it approaches max power during its routine.

And finally, Larry Bartlett once again parachutes in to add a very nice finale to a great demonstration of talented folks who perform without pay, just the cheers and applause of the crowd. Oh, there was a fledgling pilot there as well who decided he needed to try the controls on a J3 Cub. He will probably be doing the aerobatic routines next!



Next year's performer, Joshua Markise

"Know When to Hold'Em" Continued from Page 3

of the Arctic Circle. And about flying the DC-3, and the Convair 580, and the Sabreliner, and the Grumman Gulfstream, and the King Air A90 and 300.

I've written about buying my Champ up in Montana and bringing her home to the Panhandle. I have told of several trips to Minden for the Antique Airplane Fly-in. I've covered the Scottsbluff Fly-in in conjunction with the Sugar Valley Rally antique car convention.

Now, I feel I have nothing left to say. I have covered all that's worth the telling. So, with that, like Kenny Rogers, I know when to fold'em and when to walk away. But, I won't run.

Maybe, once in awhile, to cover something special - The Antique Fly-in at Minden or the Scottsbluff Fly-in in conjunction with the Sugar Valley Rally - I'll offer something.

But, I know there are many talented writers out there in PIREPSville, both in the department and among the readership. It is time for **YOU** to taxi into position and **WRITE!**

PIREPS

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Events Calendar/Announcements

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 8:00-10:00am.
- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 8:00-10:00am.
- **Seward Airport (SWT)**, Midwest Aerobatic Club has regular meeting on 3rd Sat of the month.
- **Aug 4**- Red Cloud (7V7) Fly-in breakfast. 7:00 to 10:00am. PIC eats free. Sponsored by Red Cloud Lions Club. For more info call 402-746-3818.
- **Aug 11**- Albion Airport (BVN) Fly-in Breakfast & New Admin Building Open House. 7:30-11:00am. Free to Fly-ins. For more information contact Ron or Bob at 402-395-2002.
- **Aug 17**- Alliance (AIA) State fly-in along with the 125th anniversary of Burlington Northern railroad arrival in Alliance. Other activities include Skyview R/C Flying Club with WWII era planes, and flight sim.
- **Aug 18**- Hartington (0B4) Airport Fly-in 6:30am to Noon. Breakfast free to fly-ins. For more information contact Bud Becker 402-841-0658.
- **Aug 18**- Wayne (LCG), 1:00pm Hangar/Terminal building dedication.
- **Aug 23, 24, and 25th**- Minden (0V3), NE Chapter Antique Aircraft Assoc. Fly-In. Fri has noon meal with evening "Cream Can" supper. Sat breakfast: biscuits/gravy and eggs. Noon burgers/chips. Sat evening annual award banquet. Sunday informal gathering. For more information: Todd Harders at 308-380-5079.
- **Aug 24**- Hay Springs (4V6), Friendly Festival Fly-in Breakfast.
- **Aug 25**- Fremont (FET) 2013 Fly-in breakfast & airport open house. 7:30 to 11:30am sponsored by Fremont Rotary Club. Pilots eat free. Advance Tickets/\$5 by calling 402-721-7910. Same-day tickets at event are \$6. Pancake Man serving pancakes, sausage, juice, and coffee. Open house by Fremont Airport Advisory Board. Email nkinman@tic-ne.com with questions.
- **Sept 1**- Genoa (97Y) 2500' Turf Fly-In Breakfast. 8:00 to 11:30am. Pilots eat free. Sponsored by Genoa Lions Club. For more information email Donald Pearson at pdon@megavision.com.
- **Sept 21**- Pawnee City (50K) Fly-In Breakfast & Car-Show/Poker-Run from 7:00am to Noon. Free to Fly-Ins. For more information contact Matthew Christen at 402-335-0256.

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CONESTOGA'S Annual Banquet

By David Morris

On May 31, 61 guests descended upon Aunt Mary's Restaurant/Event Center in Beatrice for the 61st Annual Airport Banquet. As always, the prime rib meal with appropriate side dishes had everyone talking. It began with CFII John Cox delivering the invocation. The MC, Randy Prellwitz, continued with introductions of the dignitaries. Our 3rd District United States Congressman Adrian Smith had the opportunity to share some thoughts about the importance and benefits of general aviation. "I think it's important that we continue to tell the story of what things like general aviation mean to us", he said. He also shared the thought he thinks transportation in general is one of the most fundamental functions of government. Although the Congressman is not an aviator himself, he has spent numerous hours flying with his father in the family Piper Arrow. The keynote speaker was Brig. Gen. Richard J. Evans III, Mobilization Assistant to the Director of Global Operations, U.S. Strategic Command, Offutt Air Force Base. General Evans spoke about "Yesterday's, Today's and Tomorrow's U.S. Strategic Command" & "Experiences Running Air Refueling Operations for the 2011 Libya Campaign". In wrapping up his comments, General Evans spoke about the history of military aviation in Nebraska, including military pilots that became celebrities, and some of the challenges of military flyovers during the Memorial Day ceremonies. Numerous door prizes were given away and Randy relived the experience of participating in the Memorial Stadium fly-over last November, prior to the Huskers vs Gophers football game. Yes, the Huskers won that game.