

PIREPS

A monthly newsletter for Nebraska pilots and aviation enthusiasts



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

PIREPS

July 2003

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Summer's for Airplanes, Fly-in Breakfasts and Airshows

Wow!! There have been some fantastic Fly-in breakfasts, airshows and open houses at our Nebraska airports this summer. I hope you have had an opportunity to attend at least one of these events, but the



Gene and Donna Overturf's Cessna UC-78 "Bamboo Bomber"

good news is that there are still three more months for you to do so. By the way you don't need an airplane for these Fly-in breakfasts, you can drive to the airport and they will still feed you! The cost is low, the food is good and the camaraderie is excellent. There is also a lot of talk about airplanes

and an opportunity to see them up close and you may even get a ride in some of the aircraft.

This issue focuses on four airports and the activities which occurred at them during their annual event. Highlighted are Central City, Columbus, Fairmont and Scottsbluff.

Central City Municipal Airport had it's event on Sunday, June 1 and what a turn out of aircraft and people! 57 aircraft arrived for the fly-in portion and over 600 people attended the breakfast and lunch provided by St. Michael's Knights of Columbus, Council 10386. Breakfast consisted of pancakes, sausage and scrambled eggs with orange juice and coffee.



1942 Waco UPF-7 owned by Gary Petersen

Those who flew in got a free meal and before takeoff had to recompute their "center of gravity" limits due to the large por-



Lincoln Parachute Club member at touch down



1944 Stinson "Gullwing" owned by Don Maxfield

tions. The day opened with the Lincoln Sport Parachute Club parachuting in with the last member touching down on the last note of the National Anthem while carrying an unfurled US flag. Impressive! Harry Barr and his P-51 were there and performed some low passes over the field allowing everyone to hear the great sound of a Merlin V-12 engine and see a classic airplane in flight. Other classic aircraft included a Cessna T-50, a Waco UPF-7 and a Stinson "Gullwing".

Cont. on page 2



Enjoy the Celebration

As you can see, for this issue of PIREPS the summer has started off with many air shows and Fly-in's. My hope for everyone is that each of you have a good time visiting with flying friends and exploring old and new stomping grounds.



Kent Penney
Director, Nebraska
Dept. of Aeronautics

While you are traveling, I would encourage each of you to participate in our Aerodrome Aficionado program. The program was established with the inspiration of former Aeronautics Commissioner Richard Jeffries and encourages everyone to visit all 90 of the public use airports across our Great State of Nebraska. Those completing various phases of the program receive a certificate and a special Nebraska 'Fly the Good Life' coffee mug and hat which were wonderfully provided by the Nebraska Aviation Council.

Contact our office for a copy of the form or you can download it from our website at www.aero.state.ne.us. While you are on our website you can also look in publications, at back and current issues of PIREPS and our recent annual and quarterly reports on Aviation in Nebraska. Enjoy this celebration of 100 years of powered flight and happy flying.

Sept 14 York State Fly in. Also York Fest. EAA hosting Fly-in breakfast 8 to 1130a.m., free to PIC. Air Show, parachuting, plane rides. More info: Doug 402-362-6554

Calendar

July 5 Bloomfield Fly-in lunch, 11 a.m. to noon. Free to PIC. Pilot briefing at 12:30 p.m., Lindy fly over at 1 p.m.

July 6 Genoa Fly-in breakfast and Annual Pawnee Days. Free to fly-in's. More info: 402-933-2240 or 402-750-0185

July 11-13 David City Municipal Airport. All Nebraska Ultralight Gathering (ANUG) - 4th annual. More info: Craig 402-453-6666

July 12 Wayne Municipal Airport, annual Chicken Show Fly-in Omelet feed, 7 to 10 a.m. Fly-in's free. Young Eagle plane rides, parades, fun & games. More info: Nancy 402-375-1733.

July 13 Koinzan Airport at Elgin, NE 12th annual Fly-in breakfast, 7 a.m. to noon. Fly-in's free. More info: Lynn 402-843-5800

July 13 Council Bluffs Airport, IA Fly-in breakfast and Air Extravaganza, 8 a.m. to 12 p.m.. Free to fly-in's. Airshow, static displays, P-51 Gunfighter, airplanes rides. More info: 712-258-6563.

July 27 Sioux City, IA Gateway Airport Fly-in breakfast, 7 a.m. to noon. Free to fly-in's. Proceeds to Ronald McDonald House, static display of aircraft, rides. More info Diana 712-258-6563.

Aug 16 Columbus Fly-in breakfast, 730 to 11 a.m., lunch 11 a.m. to 230 p.m. Rod Run, Car show, Rockin' on Runway, 4 bands, 730 p.m. to 1 a.m. More info: Keith or Gregg 402-564-7884

Sept 7 Neligh Fly-in breakfast, 7 to 11 a.m. More info: Rick Schindler 402-887-4827.

Sept 7 S. Sioux City, T. Martin Memorial Fly-in breakfast 7a.m.-noon. Free to PIC. More info: Gene or Rick 402-494-3667

Sept 13-14 Ord, Sat. Evelyn Sharp Days. D. Bartels presents Evelyn Sharp. Classic Cars at airport. Sunday, Fly-in breakfast 7 to 10 a.m., free to PIC & companion. Lunch 11 a.m. to 1 p.m. Airshow, RC airplanes, children's activities. More: 308-728-3000.

Sept 14 Plattsmouth Fly-in breakfast 8 to 11 a.m. Tied in with King Corn Festival. More info: Roy Kessell 402-298-8468.

More Pictures of Central City's Fly-in Breakfast and Open House



Vultee BT-13 owned by Kurt Muhle



Formation Flight: DR107, BT-13 and CJ-6 Aircraft



Keith Harbour and his Chinese CJ6A



Homebuilder Paul Muhle's "One Design DR107"



RC Model of Texan T-6 with radial engine



Truth or Dare?

By Scott Stuart

It wasn't too many years ago, maybe three or four, I was enjoying a fly-in pancake fest in Hibbing, MN on a sunny Saturday morning. Come to find out, the man sitting next to me worked for the local Flight Service Station (FSS). I related how I had come from Longville, MN



Scott Stuart

(XVG) for the 'cakes', and how happy I was now that Longville has Automated Weather Observation Station (AWOS) weather reporting. He was not so happy. Seems he was about to be furloughed due to AWOS installations, part of the federal spending cutbacks. He told me that as a flyer I, too, should be a skeptic, that is, that AWOS' are not as accurate as a human being actually taking a reading. Rain, fog, snow, gloom of night, dust, it can all make an AWOS report questionable. I believed him, and still do, but, TRUTH or DARE: do you want to bet your life on it?

Just yesterday, I seriously questioned the local AWOS for Brainerd, MN (BRD), an airport just 33 nautical miles from Longville, my home port, where it was 4400 feet ceiling and unlimited visibility. BRD was giving as low as 400 feet ceiling and 2 miles visibility. Heck, I could almost see BRD when I took off, so I thought the machine was probably having a bad morning. Still, to be sure, safe, and legal, I asked center for a special Visual Flight Rule (VFR) clearance, you remember special VFR, right?! Good thing I asked, the AWOS was right!! And, I was severe clear until just 3.5 Global Positioning System (GPS) miles from the airport when a "wall" of clouds/fog/rain obscured the sky!

What is the lesson here? True or false weather reporting? I am not sure. We have all seen weather reports that are out in left field, received briefings for less than stellar weather enroute only to find severe clear. But, and it is a big but, do you want to risk it, YOUR LIFE? I think not, I sure don't! I subscribe to the Richard Collins school of flight: "if you are not sure, go up and take a look, then be prepared to return to base if you don't like what you see". Works for me, and I think I will be a lot less of a skeptic when it comes to AWOS from now on. Remember, Mother Nature always, always, always wins! And, that is the TRUTH!!!!

Editors note: Thank you Scott for your insight into the weather problems we all face at one time or another when flying aircraft. Scott is a resident of Lincoln and long time pilot. Perhaps you, the reader, recall that Scott was the author of a recent article in the April issue of PIREPS dealing with the problem of remembering to extend the landing gear prior to touchdown!

Check Airman's Corner

By Lee Svoboda, Designated Check Airman

Is It The PIC's Responsibility?

In accordance with FAR 91.7 (b), "The pilot in command of a civil aircraft is responsible for determining whether the aircraft is in condition for safe flight".



Lee Svoboda

During practical examinations, the applicant is the pilot in command (PIC). Based upon this regulation, one of my favorite questions to an applicant during the oral portion of the practical examinations is, "Show me that this aircraft is airworthy".

Normally the applicant will reach for the aircraft logbooks. In deed this is a good place to start determining that the aircraft is in condition for safe flight. Now the question is, "what must we find in the logbooks?" Starting with the engine logbook, if the aircraft is for hire, there should be an entry stating that the engine was inspected and approved for return to service within the preceding 100 hours. Now moving to the aircraft logbook, we must find evidence of the annual inspection, and if for hire, evidence of a 100 hour inspection. However, there are several other inspections that must be documented in the aircraft logbook. If the aircraft has a transponder installed, there must be evidence that the unit was inspected within the preceding 24 calendar months. If the aircraft is flown IFR, there must be evidence that the pitot static system was inspected within the preceding 24 calendar months. Now for the ELT, there must be an entry reflecting the date the battery is due for replacement. Also, in accordance with 91.207 there must be evidence that within 12 calendar months after the last inspection, the unit was inspected for proper installation, battery corrosion, operation of the controls and the crash sensor, and presence of a sufficient signal radiated from its antenna. If there have been any airworthiness directions, (AD's), issued for the aircraft, there must be evidence that they were accomplished. Depending upon the aircraft, there must be evidence that they were accomplished. Depending upon the aircraft, there may be a propeller logbook, which must reflect that the required inspections have been accomplished. This is just the first step the PIC takes in determining that the aircraft is in condition for safe flight or airworthy. Next month I will discuss onboard documents and the aircraft preflight. Now remember, this does not apply to experimental aircraft.





Jack Jefford: Nebraska Pilot, Alaska Legend



Thomas Gribble

By Thomas Gribble

This article began as an "Introduction to Jack Jefford" in the June issue of PIREPS. The conclusion will be in the August edition. Jack Jefford was born and raised in western Nebraska. He saw his first airplane at age six, an old Wright Pusher, at the 1916 Scotts Bluff County Fair. Watching it fly, he was, in his own words, "...caught from that time onward by the

wonder, the excitement, the adventure of flying." His first time aloft came in 1925. He and his brother Bill had saved enough money - \$10- to buy two tickets for a ride in an OX-5 powered Jenny. This experience was, he said, pure magic to him. As a young man, he was working for his building contractor father in Ogallala. One day while shoveling sand, gravel, and cement into the mixer, he heard the drone of an early airmail plane overhead. That instant he thought flying has to be better than shoveling! He decided then and there to become an aviator. By this time the Great Depression had both our state and nation in its grip. Money was hard to come by, and spending it on flying lessons was considered by most folks to be a foolish waste. Nonetheless, he started doing just that. But, the instructor in Ogallala, Jack Westfall, charged \$35 an hour for dual in his OX Travel-air. It took Jack two weeks to earn one hour's worth of flying! At this rate, it would take eight years to get a Transport License. By borrowing from friends and selling all his worldly possessions, he was able to buy, at a depression-forced sale price, an OX Robin. He took it to Denver, where big city competition made prices lower, and by May 1931 had a Private Pilot License. Jack by now had a job with Goodall Electric Manufacturing Company in Ogallala. In addition to his other duties, he flew his Robin "in furtherance of a business", but not for "compensation or hire". His employer, Bob Goodall, did however, pay all expenses. Jack's flight time gradually built up, and by March 1933 he had his coveted "Transport" License. While still working for Mr. Goodall, he began instructing at Ogallala in his Robin, but like his own first instructor there, he was reluctant to let students solo his precious Robin. So, Jack took a leave of absence from Goodall's and spent the summer barnstorming in Nebraska, eastern Wyoming, and eastern Colorado. His brother Bill served as both a wing-walker and a parachute exhibitionist. That winter, Jack and Claude Kimbal earned six bucks a kill hunting coyotes. Jack had somehow acquired a Curtiss-Wright Pusher with a forty-five horsepower Szekley engine. Jack flew from the rear seat, while Claude did the

shooting from the front. The Szekley had no carburetor heat, which brought their enterprise to a halt with a crash near Thedford. That same winter, brother Bill had earned an Airframe Mechanic license. Jack himself, meanwhile, had gotten an Engine Mechanic license. With this and much optimism, Bill and Jack established an FBO in Broken Bow in the Spring of 1934. Both brothers did maintenance work, and Jack made charter trips in the OX Robin. For flight instruction, they bought an Alexander Flyabout, a two-placer also powered by the forty-five horsepower, three cylinder Szekley. They soon added a 5MBA Stinson to their livery. An event occurred that year which stayed with Jack and guided him during the rest of his flying career. 1934 was the year of the Great Republican River Flood. Railroads were upended, bridges collapsed, roads washed out, houses floated downstream. People were stranded and their very lives threatened. Jack in his Stinson, and Dr. Loren Beck - a student pilot with only a little over ten hours at the time - in Jack's Robin, flew rescue missions. They dropped food and supplies to the stranded and relayed positions to rescuers on the ground. When possible, they landed to pick up the injured, taking them to McCook where the hospital was operating on emergency power. Neither Jack nor Harold Montee, the CAA inspector responsible for the Broken Bow FBO's oversight, ever uttered a word about Dr. Beck's flying these rescue missions with only a Student Permit. The combination of Dust Bowl, Great Depression, and two tragedies eventually put an end to the Broken Bow operation. A customer from Colorado, Terry Hatchett, had entrusted his Curtiss Robin with the brothers for a recover job. They loaned the Alexander Flyabout to Mr. Hatchett to use while the Robin was tied up. While flying back to Lamar, a defective weld on a front right lift strut broke, the wing peeled off, and the Flyabout plummeted to earth, killing Terry, the sole occupant. With borrowed funds, the brothers bought an Aeronca C-3, with its thirty-six horsepower, two-cylinder Aeronca built engine, as a replacement trainer. Jack only had about ten students in Broken Bow, so he started going to Loup, Burwell, and Ord to give instruction and built up a student base of about forty. One of his former students in Burwell,

Chris Bald had a recent accident, which damaged his own C-3 slightly.



Aeronca C-3 Aircraft

Shortly after this Jack was in Burwell when Chris asked to use Jack's Aeronca. After take off, Chris began circling a friend's house at low altitude. The turns tightened. The underpowered C-3 stalled, and spun in. Chris Bald died shortly after being taken to the Burwell hospital. These two deaths, the loss of two airplanes, and unpayable debts shut down the flying portion of the Broken Bow business. *To be continued in the August edition of PIREPS.*



Fred Ihlenburg Memorial Fly-in Columbus

How often have you wanted to soar like an eagle surveying your aerial domain? Or perhaps you've dreamed of being Baron von Richthofen flying your trusty Fokker DR1 tri-plane looking for enemy aircraft to engage! You could have fulfilled portions of these dreams at Columbus this past June 4-8 if only you would have had a Russian YAK 52 or Chinese Nanchang CJ6A. Over 200 of these aircraft are in the United States and being flown by private owners who have acquired them from various sources at prices ranging from a few thousand dollars to over \$80,000 depending on finish, avionics and condition.



Russian YAK 52 with two Chinese Nanchang CJ6A's

Thirty aircraft were expected, but due to weather and mechanical problems only nine CJ6A's and seven YAK52's flew into Columbus for four days of planned aerobatics, formation flying and aerial demonstrations over the airfield. Friday and Sunday were the best flying days, while Saturday was a down day due to almost continuous rain. All efforts by the pilots to get airborne started with a briefing on the planned flying activities and who was going to do what and in which sector of the sky.

Harry Dutson, an orthodontist from northern Virginia, was the coordinator for the formation flying. Harry had a metal briefing plate which divided the airspace around Columbus into four sectors and listed who would be the lead formation pilot, the backup lead, position three and four. Some of the sectors were for two ship formation, another for three ship and four ship formation flying. After assignment on who would be flying each sector, the pilots then broke up into their individual formation group where they briefed various signals for engine starting and taxiing, how they would line up for a formation takeoff, gear retraction signals and power settings for climb. Emergency procedures were also discussed and how radio communications would be handled in event of engine, gear or other mechanical problems. Then the exciting brief for formation flying! How to execute crossovers, echelon formation, in-trail and finally the pitchout maneuver prior to landing.

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What do you think? Are you ready to buy your first YAK 52 or Nanchang CJ6A? First, you should become a member of the Experimental Aircraft Association (EAA) as these aircraft are flown under the Experimental Exhibition Category and the EAA has the expertise to assist you with the Federal Aviation Regulations dealing with these aircraft. Then start your search either on the internet or by talking to the owner of one of these aircraft to find out how and where to buy one.

Keith Harbour at Columbus would be a good person to start with as he has a Nanchang CJ6A and has modified it to conform to FAA standards. What about parts once you have acquired your machine? The good news is that both the Russian YAK52 and the Nanchang



Harry Dutson Briefing Formation Sectors

CJ6A are still in production and you can get new parts from distributors here in the US. A new engine runs about \$10,000, a new propeller around \$1,000. Keith tells me pilots here in the US are getting around 1200 hours on their engines before an overhaul or new engine is required. Both types of aircraft use pneumatics to operate the gear, flaps and brakes so you don't need to worry about messing around with hydraulic fluid and associated leaks! Even the engine is started using compressed air which is contained in a tank behind the engine and is constantly refilled by the engine driven compressor. Since both aircraft are used as trainers for the Russian and Chinese pilots they are extremely sturdy, pulling a positive 6 G's and negative 3 G's in the



YAK 52 Undergoing Maintenance

CJ6 and +7/-5 G's in the YAK. The YAK has a 360 HP nine cylinder radial engine while the CJ6A has a 285 HP nine cylinder radial engine. From hearing the pilots talk, both aircraft are a real pleasure to fly and it's debatable which is the best, depending on who is doing the talking! Currently there are five fly-in's throughout the US where you can meet and fly with other YAK and Nanchang owners, talk about the aircraft and generally have a great time learning more about these machines which are in the "affordable" price category.



Family Fun Day at Scottsbluff/Gering Field

By Tom Gribble

Sunday, June 8, dawned bright and beautiful, clear and calm. Unfortunately, the annual Fly-In/Drive-In at William Heilig Field was on Saturday, June 7. A cold, blustery wind, with gusts to 30 knots or more, bringing low clouds and frequent rain squalls across the pan-handle, both dampened and chilled the affair. The weather kept Scottsbluff's Airport Family Fun Day more "drive-in" than "fly-in". Not much more than a half dozen non-local airplanes came in for the event, though Ed Nelson did manage to dodge the worst of the weather getting his new American Champion Citabria Aurora in from Sidney. In years past the ramp has been full of visiting aircraft. As announcer Stan Hill said, "We pick the date, but we can't pick the weather!" Even so, several hundred locals drove out for the festivities. Either the weather or mission contingencies prevented the planned Army helicopters of the Wyoming National Guard from attending. However, members of the Nebraska Air National Guard's 155th Air Refueling Wing flew a KC-135 in from their Lincoln base. Captain John Williams and his crew delighted the local citizenry with conducted tours through the big Boeing tanker. Captain Williams, an AOPA member, fits right in with the EAA crowd: in his spare time he is restoring a 1939 Stinson 105. I gave one of his crew members an EAA membership application to pass on to him! Other aircraft on static display

"Why Yes, I'm a Fighter Pilot"



Two Young Eagles Waiting for a Hand-Prop Start



Jack Price and His Award Winning Mustang II

included the Regional West Medical Center's helicopter. "Airlink 1", a Bell 407, is piloted by Gil Watkins. Flight Paramedic Warren Shaulis was on hand to answer questions. In spite of the weather and smaller than usual crowd, EAA Chapter 608 set a new record for Young Eagles flown here in one day. There was a steady, if short, line-up for these free introductory flights provided to the 8 to 17 year old future aviators and eight volunteer pilot/chapter members flew 121 Young Eagles! Stacey Schmidt, Joanne Thompson, and Jennie Hall kept the line and the paperwork flowing smoothly. The Young Eagle pilots and their planes were Jack Price, Mustang II; Paul Phillips, Kit Fox; Neal Smith, Piper Arrow; Dell Weber, PA-32; Al Thompson, Cessna 172; Orville Rohlck, Mooney; Jerry Tripple, Piper Cherokee; and Keith Austin,

Cessna 175. Ernie Schmidt, of Sidney, is in charge of the Chapter's Young Eagle program. There was also a steady line-up of Too Young Eagles, the less than eight year olds, to "fly" the P-51 "Glorious Glen". Retired dentist Don Gerner, who has flown many Young Eagles himself, with the help of Keith Austin built the pedal plane two years ago after seeing disappointment on the faces of those too young to qualify for a Young Eagles flight. In addition, the local FBO, Valley Airways, took 104 paying passengers, too old or too young to be Young Eagles, on 20 minute "flight-seeing" trips in their Piper Archers. A new feature this year was the "Peoples' Choice" award. All spectators were given a ballot as they entered the airport. On it they were to write the "N" number of their favorite airplane and drop it in the ballot box on the way out. No other qualifications mattered; just "this is the one I liked best." Jack Price's Mustang II, "Price Fighter", won handily. Jack started the Mustang II project in 1982, building it by himself. Even the outstanding paint job is his! He flew it for the first time in March 1996, and now has about 250 hours on it. I must admit, if I had been a spectator, I'd have voted for "Price Fighter" myself. EAA Chapter 608 sponsors Scottsbluff's annual Fly-In/Drive-In, breakfast/lunch, open house, static display, air show (sometimes), and Young Eagles flights every year on the same weekend the Sugar Valley Rally takes place. Let's hope, for the sake of flyers, drivers, and spectators at both events, the weather next year is like the day after this year's!



Young Eagle Arthur Peterson and Pilot Paul Phillips



Fairmont Celebrates 100 Years of Aviation

Fairmont Army Air Field was built between 1942-1943 and consisted of over 140 buildings which could house and train 6,000 men at one time on how to fly and maintain heavy bombers. In 1946, the base was declared surplus, dismantled, sold, destroyed or buried. The only remnants are a red and white striped water tower, four large wooden hangars, a huge concrete ramp area with two runways of 4300' and



Historian Bill Callahan, Senator Ben Nelson, NDA Dir Kent Penney, and Fairmont Mayor James Atmore

3000' length and owned and operated by the State of Nebraska. June 14 & 15, the base resurrected some of its former glory with the roaring sound of high powered piston engined aircraft. Over 8500 people attended the two day affair, sponsored by local civic organizations, and were awed and entertained by the display of aircraft and aerial performances. The day began with arriving aircraft cir-

cling and then landing at the airfield. By 10 a.m. all aircraft had arrived and then the Looking Glass Heartland of America Band from Offutt Air Force Base began playing. Next on the agenda were presentations to Senator Ben Nelson, NDA Director Kent Penney and Fairmont Mayor James Atmore recognizing Fairmont Army Airfield in the National Register of Historic Places. The Lincoln Parachute Club opened the

flying activities by parachuting in with an unfurled US flag. The OmahaHawks were there with a display of radio controlled aircraft including a jet powered F-15 Eagle, P-51's, B-25's, a flying lawnmower, a flying dog house and a 35% scale model of an Edge 540 flown by Pete Rosas of Council Bluffs, IA. Pete put on an unbelievable display of aerobatics for 15 minutes terminating with a Harrier Descent and Parachute Landing. The model



Harry Barr & J-3 Piper Cub After Landing on Car

hung on the power of the engine and then in a controlled descent, landed tail first followed by the main wheels! Afterwards, other full sized aircraft put on a stunning display of aerial antics that thrilled the entire crowd. Harry Barr of Lincoln flew three different aircraft, two Piper Cubs and a P-51 "Mustang". One Piper Cub was used to land and takeoff from an automobile as it flew down the runway! Yes, that's right, I said "automobile". The other Cub flew over a motorcycle with a person seated above the handlebars, dropped a rope ladder, and then hauled the individual into the air! The P-51 was used in fighting "enemy" aircraft, strafing "German" anti-aircraft gun emplacements and an armed infantry unit. A B-25 and B-17 aircraft participated in "bombing" those same emplacements with tremendous explosions and flames provided by "Tora, Tora, Tora". A Junkers JU-52 trimotor aircraft



"Mitchell" B25 Taxiing Past Battle Reenactors

was there and also flew in the reenactment. No doubt, many names and some of the activities have been left out of this description of events. You just had to be there to see and hear all the aircraft and aerial demonstrations!



Bill Lahman With US Flag

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Pete Rosas and his 35% Edge 540 Aircraft

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B17G "Flying Fortress" at Liftoff

PIREPS

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Member National Association
of State Aviation Officials

Cornhusker Girl's and Boy's State Visit Department of Aeronautics

The Nebraska American Legion & Auxiliary sponsored Cornhusker



L to R: Jill LaBore, Anna Drvol, Tara Gade, Amy MacInnes, Cianne Suhr, and Danielle Krienert

Girl's and Boy's State where the girls and boys are elected or appointed to state positions. Twelve of these young adults visited the Department of Aeronautics on June 5 & 6. They were welcomed by Director

Kent Penney, given an informative presentation on airfield development by State Engineer Barry Scheinost and then briefed on State aircraft use and transportation of State personnel by Aviation Specialist Stuart MacTaggart. Following the presentations they were given a tour of State aircraft. By day's end each had a better understanding of how aviation assists State Government.



L to R: Tyler Kurtenback, Brandon Lucht, Taylor Dunekacke, Jeremy White, Joseph Spencer and Chris Duff

New Commission Member

Doyle Hulme was recently appointed to the Aeronautics Commission, filling the post vacated by Traci Dugan. Doyle is a former Air Force pilot and recently retired as plant manager at the New Holland facility in Grand Island. He has been a member of the Hall County Airport Authority for the last six years.



Doyle Hulme

Remembering Nancy Emken

By Mike Bockoven, The Independent, Grand Island

Nancy Emken, co-owner of Grand Island Aviation, passed away unexpectedly June 1. Nancy was known across Nebraska and the country for her hospitality, whether it was cookies or sandwiches for a waiting flight crew or a warm smile for those visiting Grand Island Aviation. Nancy and her husband Ron purchased Grand Island Aviation in 1986 and it is the only refueling business at the airport. Ron also has Avionics Systems which does both mechanical and electronics work on aircraft. Harold Rosenkotter, Chairman of the Airport Board, said "Emken's strength came not only in the expertise of her company but also the personal manner in which she conducted business with the pilots and passengers of planes that stopped for fuel or repairs". She is survived by her husband, Ron of Grand Island; two sons and daughters-in-laws of Aurora, CO. Nancy will be sorely missed.