

PIREPS

A monthly newsletter for Nebraska pilots and aviation enthusiasts



Encourage and Facilitate the Development and Use of Aviation in Nebraska

PIREPS July 2004

Volume 56, Issue 6

Director

Kent Penney

Aeronautics Commission Chair

Steve Wooden

Aeronautics Commission Members

Barry Colacurci

Doyle Hulme

Ken Risk

Doug Vap

Editor

Ronnie Mitchell

Email: rmitchel@mail.state.ne.us

Telephone: 402-471-7945

Editorial Staff

Barry Scheinost Contributor

Stu MacTaggart Assoc

Soni Stone Assoc

John Wick Assoc

Jan Keller Assoc

Dianne Nuttelmann Assoc

Official Publication of the

Nebraska Department of Aeronautics

PO Box 82088 Lincoln, NE 68501

Phone 402-471-2371 or

www.aero.state.ne.us

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

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

When no byline is listed for an article, the editor is the author. Please give writing credit to the editor/author.

To get a free subscription to PIREPS call Soni at 402-471-7952 or email stone@mail.state.ne.us

Circulation: 3732

“Westward Airways” Takes Off

Nebraska’s only home grown airline officially began operations on June 1. Westward Airways operates out of Scottsbluff with a pressurized Pilatus PC-12 aircraft which carries nine passengers and two



Westward Airways Aircraft

pilots. Created by Westward Airways President Kristi Feusner and Executive Vice President of Operations John Warden, the thought of an airline began in 1998. It has been nurtured along by funding from Federal, State and local grants and two private placements of stock.

Routing for the airline includes two daily round trips starting at Scottsbluff at 5am with stops at North Platte and Lincoln, arriving at Omaha at 825am. The return flight departs Omaha at 845am with stops at Lincoln and North Platte, arriving at Scottsbluff at 1030am. The

afternoon route starts at Scottsbluff at 4pm arriving Omaha at 725pm. The departure is at 745pm reaching Scottsbluff at 930pm.

If you left Scottsbluff, North Platte or Lincoln you would have from 825am until 745pm to conduct business in Omaha and still be home by 930pm.

On the other hand, if you needed to do business in Scottsbluff, you could leave Omaha at 845am, arrive Scottsbluff by 1030am and return at 4pm arriving home by 725pm. Standard fares from Scottsbluff to Omaha run \$338 while reverse routing fares are the same. Stops in either North Platte or Lincoln are less. To get more information go to www.westwardairways.com or call 308-220-3737 or 877-WESTWARD.



F/O Shannon Montanye and Capt Ryan Roberts

Westward picks up and drops off passengers at the general aviation terminals of each location while security screening is not required due to carrying only nine passengers. Personnel at TAC Air in Omaha, Duncan Aviation in Lincoln, Trego-Dugan in North Platte and Westward employees in Scottsbluff will assist you with baggage or help in getting a ticket or direct you to a person who can get you a ticket.



Dr. Allen Korte, LNK Passenger

June 2, this writer visited Duncan Aviation and met Dr. Allen Korte, a Lincoln dentist, traveling on Westward Airways to Scottsbluff for personal business. He seemed very pleased with the fare structure and that he would be back home by 652pm the same evening. I also met the two pilots who had gotten up at 3am that morning so they could do the first round trip of the day. They were Captain Ryan Roberts from Indiana and First Officer Shannon Montanye from Oklahoma. Both had recently moved to Scottsbluff and were very enthusiastic concerning the future of Westward Airways. We wish success for this newest airline and their employees in the State of Nebraska.



Aviation Solution

By Kent Penney

Our sparsely populated state has always faced the challenge of connecting east and west. This expansive state stretches so far as to include two time zones. We have all been thankful of the convenience of our highways such as the 455 miles of Interstate 80 in addition to Highways 2, 6, 20, 30 and 34. Even though the highways are convenient, it is not as convenient as necessary for business and government to function in today's economy.



Kent Penney
Director, Nebraska
Dept. of Aeronautics

Companies and government regularly use general aviation to cover these distances but for trips with only one or two people, it can be pricey to charter a trip. As of June 1, 2004, aviation has provided a convenient solution with Westward Airways and their Pilatus PC-12. Westward Airways is connecting the state with two roundtrips per weekday to the cities of Scottsbluff, North Platte, Lincoln and Omaha. A unique component of their service is where passengers are boarding. In Scottsbluff, Westward uses the airline terminal but in North Platte, Lincoln and Omaha they use Trego/Dugan Aviation, Duncan Aviation and TAC Air respectively. Welcome these passengers as you see them in our FBO's.

Frequently I have heard naysayers concerning the success of this venture here in Nebraska. Rest assured the FAA is watching the company from a regulatory standpoint as they do pilots, mechanics, and other businesses. Westward Airways must overcome hurdles that all start up companies encounter and they do not need additional stumbling blocks.

I would encourage all of you to be supportive of the effort this company is making as you speak in your community and to friends. Aviation has come through with a solution for us in Nebraska, let's be supportive of this new venture.

Editor Comments

The Tuskegee Airmen Convention is coming to Omaha's QWest Center on August 4-8 and is open to the public. Over 20,000 World War II airmen are expected to converge in the local area and there will be displays in abundance including a Red Tailed P-51 such as were flown by Tuskegee Airmen during the great war. Don't miss out on this 33rd National Convention.

Retraction: The State Fly-in for 2005 will be held at Hastings Municipal Airport. Your editor mistakenly said it would be at Kearney.

Thanks for all the support you have given to PIREPS this past year. **Your** publication is coming along nicely. Let me know if there is something you would like to see in the next issue.

If you would like to read PIREPS on the internet, go to www.aero.state.ne.us Once there on the left side, scroll down to Publications and click on that. The last 17 issues are online.

"Fire and Ice"

By Scott Stuart

Ah, if only this story was about a spicy and fiery hot mexican dish along with a frosty margarita!! Read on?

On a recent flight to Chattanooga I was once again reminded about the value of fire and the threat of ice. What is this guy talking about? Not sure, but mostly about having plenty of gas on



Scott Stuart

board, gas makes fire, to complete the intended flight safely. With a tailwind of 15 knots and at 15,000' we did. There was ice below, and the normally aspirated flyers were not faring too well. Tops were 12,500' and bases 4500', mountainous terrain below, there were not a lot of choices. The problem was too much ice and too little power. Ah, the value of turbocharging!!! The normally aspirated guys could not make it to the tops due to accretion of ice and decrease in power as altitude increased. It was not pretty, and I even got enough ice in the descent to coat up the whisker antennas, only to have them start to go harmonic and break off!!! If a guy had to land for gas, there was little escape available due to the terrain.

The lesson is simple: have plenty of fire/power to get to the clear air above, stay there, and a solid escape route below if you cannot.

Speaking of ice, you may think this is no longer the season for same. You would be wrong!!! And, wrong can get you wrinkled. Keep in mind that the lapse rate is not always as it should be and cold air aloft can freeze in a minute, especially right in the cloud tops. So, be careful. Also, it is prime carb ice season. I have had it a number of times in the Husky, and remember a Cherokee 235 I was piloting to MSP in 1966 that taught me a lesson in vigilance when it comes to carb ice. And, while you are at it, don't forget the pitot heat either!!!

Now, back to CHA.....go, and when you are there Jane and I highly recommend a Mexican place called La Meson. Darn fine hot and spicy and cold as ice if you know what I mean!!! Now that is the best way to experience fire and ice!





“The Game”

By Tom Gribble



Tom Gribble

While based in Anchorage, a few of us from the office engaged in an aeronautical challenge requiring finesse and careful planning. Returning to land at the home airport on those glorious days which allowed unrestricted visual flight, and therefore

minimum interference from ATC, the pilot flying would “win” the game by following these simple rules: (1) the power may be reduced by any amount, at any time, and as often as desired, but may never be increased; (2) drag may be increased by any amount, at any time, and as often as desired, but may never be reduced.

None of us would ever allow the approach to deteriorate to an unsafe condition. In addition, the pilot not flying would always insure corrective action would be instituted should the situation even begin to appear questionable. For example, until crossing the threshold, descent below VASI on-path, or any fly-up indication on the ILS Glide Slope, required an immediate application of power. And, of course, the pilot flying would “lose” that round.

This “Game” was in reality a very good training exercise. Our approaches to the modern, fully equipped, and unobstructed airports were normally of the “stabilized” variety. However, there are many Alaskan landing sites which make no allowance for this luxury. The runway at Cape Romanzof, for example (I understand this lovely spa is now closed), ran along a hillside. The NDB approach was from the other side of the hill. One could not see the runway until rounding the hill and turning a short final. Dutch Harbor, while not built on a hillside, is nonetheless similar in that the runway is not in sight until the aircraft is in a position to turn a final which would probably not be described as “long”.

The pilot flying conducted the “Game” by visual reference almost exclusively, with very little reliance on electronic aids to navigation. The Starting Point would be the initiation of descent from cruising altitude when approaching Anchorage. This might be as low as 1,500 feet above Cook Inlet in a piston engined airplane. Or, the “Game” could commence in the Flight Levels when flying a turbine powered machine. With some forethought, and no surprises from ATC, a stabilized approach could sometimes be flown in the kerosene burners, but almost never in the recip.

The piston pounders took the greatest amount of planning. The maximum airspeeds for lowering the landing gear and extending flaps are relatively low, and the range between those speeds and minimum approach speed is quite small compared to the turbo-props we operated. In addition, the flight manuals strongly recommended against reducing engine manifold

Continued on page 4

Check Airman’s Corner

By Lee Svoboda

On takeoff roll the aircraft is tracking left. At rotation speed the nose of the aircraft moves left and the applicant puts in some right aileron. The nose of the aircraft moves further left and the right wing dips. As turns are made during departure, the nose of the aircraft is swinging



Lee Svoboda

back and forth sometimes looking like it is doing the waltz, maybe the rumba, maybe even a polka. As we level out and start to accomplish the required maneuvers, every time the applicant turns, the nose of the aircraft initially goes in the opposite direction. As the power on stall occurs, the aircraft rolls left. On final approach to landing with a crosswind, the waltz/rumba starts again and the aircraft touches down a bit sideways with a squealing of tires.

If we were to analyze each of these situations looking for a common cause, poor rudder usage would show up in each situation. I know I have discussed this issue in the past, but lately its ugly head is coming over the edge of the desk again.

The tracking left on the runway and the movement left at rotation is especially apparent during the soft field takeoff. The nose is held high, the speed is low, P-factor and torque are high, and rudder effectiveness is low. With that nose up, the nose tire does not help to keep the aircraft tracking straight. The P-factor and torque are high because of the angle of attack. And the rudder effectiveness is low because there is not much air going over the rudder when the airspeed is that low. Then if the pilot inputs right aileron, adverse yaw, from the left aileron pulls the nose further left. With all of these elements working against the pilot, it takes a lot of right rudder input to keep from running off the left side of the runway into the grass.

As for the nose of the aircraft swaying right and left during the climb, poor rudder usage again is the cause. Most light trainer aircraft do not have a very effective rudder trim. Consequently, when turns are made during a climb, the most effective way to handle torque, P-factor and adverse yaw seems to be with the application of more or less right rudder, little left rudder is needed.

When the aircraft is flying level and the airspeed is at cruise, the built in engineering of the aircraft will normally take care of torque and P-factor. But adverse yaw is still there, so that every time an aileron is moved, the aileron moving downward is creating more lift, but along with lift comes drag. This additional drag will pull the nose of the aircraft in the opposite direction from the turn initiated with the ailerons; i.e., ailerons right, the nose goes left. Next month, use of rudders during stalls and crosswind landings.

**"The Game"****Continued from page 3**

pressure in inches below RPM in hundreds; that is, at 2200 RPM, do not go below 22 inches Hg manifold pressure. Abiding by this recommendation will extend the engine life of those large radials.

This recommendation also added to the constraints of the "Game". The maximum speed for flap extension in the C-123 is 132 knots. The minimum approach speed for our "J" model was 108 knots. So, it took the patience of Job and the finesse of a bridge player to get the aircraft configured and the power set so as to maintain not less than 108 knots in level flight and not more than 132 in a descent. And then, cross the end of the runway at 50 feet and Vref, with the gear down and the final flap setting completed.

Practicing this type approach and landing under the ideal condition of excellent daytime weather and the familiar environment of the home field allowed these pilots to routinely and safely operate into and out of such marginal places as Cape Newenham, Sparrevohn, and Indian Mountain (also known as Utopia Creek).

John McLain, writing in the April 16, 2004 *General Aviation News*, tells new pilots there are three ways to make approaches and landings: the right way, the wrong way, and the FAA way. The latter will get you the certificate. The first will get you into busier airports without incurring the wrath of fellow pilots and ATC.

The FAA flight test emphasizes being slowed down and flying at a constant airspeed - and establishing a near constant power setting - well in advance of the landing. McLain points out that frequently when flying our typical trainers into a major airport, a higher than normal speed must be flown until it is absolutely necessary to slow down. This may require the aircraft be reconfigured and a major power adjustment made while on short final.

For example, the recommended approach speed for my Aeronca is 55 MPH (48 Kts). While I'll never land my NORDO Airknocker at Omaha's Eppley Airfield or Lincoln Municipal, I can still be a source of irritation for those flying into almost all the rest of Nebraska's airports. I usually fly final at 65 to 75 MPH - even 80 to 85 if others are in the pattern - then slow it down on short final.

Perfecting this technique with an instructor at an airport the new pilot is intimately familiar with will be a safe way of learning John McLain's "right" way.

Nominations for NE Aviation Hall of Fame

By Barry Scheinost

The Nebraska Aviation Hall of Fame was created to preserve the memory of extraordinary aviation contributions by citizens of Nebraska who contributed immeasurably to the Great State of Nebraska and the United States of America. Each year, a duly appointed selection board will choose from public nominations, one or more individuals for induction into the Nebraska Aviation Hall of Fame. The nominee's service of achievements in aviation may have been accomplished worldwide, nationally, or in the State of Nebraska. The nominee must be a native born Nebraskan or have

performed significant portions of their aviation-related work while a resident of Nebraska. Nominations may be made by any firm, organization or individual familiar with the nominee's achievements. ***Nominations must be received by the Nebraska Aviation Hall of Fame not later than September 15th of each year.*** Induction usually occurs during the annual Nebraska Aviation Symposium. A copy of the nomination form is on the NDA website at www.aero.state.ne.us under NE Aviation Hall of Fame form or it may be obtained from NDA.

Fly'n For Make a Wish

By Harlon Hain

This event will be one for your log book! On August 14-15, there will be an all out effort on the "Fly'n for Make-A-Wish" goals which are: at least one landing on all Nebraska public use airports with a total of 1,000 landings and raise \$50,000. You can be part of the flying team to accomplish this milestone of 1,000 landings. You may start anywhere, anytime and touch down on as many airports as you desire. If you make 10 or more airports on August 14th and RON at North Platte you will be treated to a free steak dinner. Land at a total of 20 or more different airports for the weekend and you will receive a 2004 Fly'n for Make-A-Wish flight cap. A Nebraska Aviation Aerodrome Aficionado Certificate will be issued for landing at 30, 50, 70, 80 or 90 airports. Get your form from Harlon Hain and fill in the Date of Visit column with date/time, i.e., "14-08:30" or "15-14:20" and fax or mail the completed form back to Harlon.

It will only take 5,000 people with \$10 or more to meet the \$50,000 goal for youth. Any team that raises \$1,000 will receive a GRAND Shirt. Use your imagination and share your ideas. Have checks made out to 'Make-A-Wish Foundation' or 'Fly'n for Make-A-Wish' and mail them to Fly'n for Make-A-Wish, Great Western Bank, P.O. Box 104, Bellevue, NE 68005. All monies go to Make-A-Wish and can be claimed as a donation.

Lunch will be provided at Kearney Airport, August 14 from 11:30-13:00 CDT provided we have enough making the rest stop there. On Sunday, August 15 lunch will be provided at Lexington 11:30-1300 CDT. Send your meal reservation request to Harlon Hain.

A total of 30 rooms have been reserved at Quality Inn and Suites (308-532-0165) North Platte, under Fly'n for Make-A-Wish. Call and make your individual reservation ASAP. One, two, three persons/room \$50.00, this includes a full breakfast starting at 6am Sunday the 15th. Those needing a room to RON in Omaha, please contact Harlon ASAP.

If you are planning to join the Fly'n for Make-A-Wish on August 14 and 15, please send your name, address, e-mail, phone number, aircraft type, number of estimated landings and route you plan to fly. An overlay showing all flight plans will be made as your individual route of flight is received. ***More info: Harlon Hain 402-293-1818, or www.hainsr71@aol.com***



Nebraska City Fly-in Breakfast a Success!

By Bill Carroll, Airport Manager

On Sunday, May 2, The Nebraska City Jay-Cee's and the Nebraska City Airport held their annual Arbor Day weekend Pancake Fly-in breakfast. We had over 45 Aircraft fly in this year and quite a diverse array of aircraft for the non-flying public to enjoy ranging from a Citation III ; a vintage 1949 Cessna 195 beautifully reconditioned; and a Chinese YAK (pictured with me and my son); a formation flight of 3 Experimental Aircraft and the list goes on and on.

By the time the breakfast had started at 7am, about 6 early birds had already lined up at the feeding

trough. The weather was a bit chilly but sunny and about 200 non pilots and admirers came out to see and enjoy the event, I think the highlight was when the Citation took off at the height of the event at around 8:15 am.



Will Carroll and Dad, Bill, posed with a YAK
Photo by: Nebraska City News Press



Daryl Steinman Cooking!
Photo: NE City News Press

Nebraska City Airport hosts two annual events timed with the local Chamber of Commerce; One in the spring on Founders Day (Arbor day weekend) which just passed and the other in the fall at harvest time during the Apple Jack festivities.

The Apple Jack Event this year will host our Third Annual RC controlled Air Show on Sat, Sept 18, from 9am till 1pm. This is a fantastic event as well that features 3 flight clubs from Council Bluffs, Omaha, and Lincoln.

Beatrice Terminal Building Dedicated

An early morning thunderstorm dampened some flyers enthusiasm for the Fly-in breakfast and dedication of Beatrice's new terminal building on Saturday, June 5. Even though skies were overcast and seemed threatening, several interesting aircraft did come on the scene! First to arrive (by trailer) was the Lincoln Air National Guard's F4 Phantom, a real favorite for the younger crowd who could get a free ride. Shortly thereafter, Linn Sunderland taxied over in his Baby Great Lakes which he had built with the able

assistance of Joe Hawkins and Ken Rouhnke, all from Beatrice.

All of the pilots and a number of drive-ins from the community enjoyed a great breakfast provided by the Flying Conestogas'. Bonnie Koenig and Pat Sunderland were the greeters and the promoters of the meal while several very capable assistants were cooking the biscuits, sausage gravy and ham.

Chris Condon from Lincoln flew in his Rans S-12 kit ultra-light while Ken and Deanna Laughlin from Adams came in their Dragon



Linn Sunderland and Baby Great Lakes



Chris Condon and Rans S-12



Ken and Deanna Laughlin with Dragon Fly

Fly Mark II homebuilt powered by a highly modified Volkswagon engine. Ken told me he plans to sell his aircraft so if you are interested,

give him a call.

At 10am, everyone moved to the new terminal building which has Airport Manager Diana Smith's office, a very nice main room with candy, soft drink dispensers and comfortable seating for about ten people. The remainder of the terminal includes a flight planning area, a public room with TV and easy chairs, a quiet room for pilots (remaining for extended waits) and a lunch/break room.



Beatrice New Terminal Building

Beatrice Airport Manager, Diana Smith, gave opening comments thanking the community, the Airport Authority and the County Board of Supervisors for their foresight and assistance in providing funding and promotion of the new terminal building. Several other speakers, included former Airport Manager Don Fitzwater, Mayor Dennis Schuster, Allen Grell and State Senator Dennis Bayers. Their remarks all promoted the economic development which the airport provides to the local community and progress made at the airport with the addition of a new terminal building.



Central City's Social Event of the Year

Heavy fog blanketed the area from Lincoln well past Aurora and into Central City on Sunday morning, June 6. Ceiling and visibility were no better than 100 feet and 1/4 mile in any direction but that didn't keep the crowd of drive-ins from the Fly-in/Drive-in breakfast at Central City's Municipal Airport. There was already a crowd of people at 7am eating a great breakfast put on by St. Michael's Knights of Columbus Council #10386. As the morning went by over 500 people had fresh pancakes with hot grilled sausage and scrambled eggs, juice or coffee.

The weather was just starting to break at 10am when the Ameri-



Lone Tree Post 6 Presenting the Colors

can Legion, Lone Tree Post 6 of Central City presented the colors. This was followed by the dedication of a United States flag, pole and commemorating stone for an early airman and supporter of the airport, Donald Bankson. Donald's family had donated all the items and they are beautifully decorated and placed in front of one of the hangars at the airport.

Weather started improving about 1010am and shortly thereafter the Lincoln Sport Parachute Club arrived with four jumpers who had been waiting out the fog at Loup City. The jumpers were Bill Lahman and Mark Bousek of Lincoln, Chuck Crinklaw and



Jumper, Joan Garvey

Joan Garvey of Omaha and pilot Shawn Lester of Omaha. They all did a marvelous job while Joan was captured by the camera during her final descent.

After the parachute jumps, over 30 aircraft started streaming in with the first arrival being Quinn Dunker from North Bend and

his helicopter. Ron Elge and several other volunteers in motorized carts helped park the aircraft while Ken Schmitz of Petersburg was the second aircraft to arrive. He did it in style with his 1957 Bellanca, one of only 66 of that model still in existence.



Ken Schmitz and his 1957 Bellanca

Announcer and DJ Deryl Hilligas from Hampton kept everyone apprised of what was going on and where you should be for the next event. He had a great selection of music which played in the background practically the entire day. A lunch of grilled bratwurst and hamburgers was provided by the Nebraska Christian School with ice cold soft drinks and plenty of bottled water as the temperature began to climb into the mid 80's. Plane rides began around lunch time and were piloted by John Armatys and Kent Grosshans.

Several mid afternoon arrivals came in starting with Gene and

Donna Overturf in their Staggerwing Beechcraft painted in yellow with black trim. Another interesting aircraft was



Gene and Donna Overturf's Staggerwing Beech

the Buckeye Dream Machine, a powered parachute. Not to be outdone, the Radio Control models from Grand Island and Central City were also in attendance putting their machines on static display and flying some of them, putting on some fantastic aerial shenanigans.

The community support provided to the Central City Municipal Airport is absolutely outstanding! It seemed to be the social event of the summer with folks just coming out to eat, visit and see all the activities. Airport Manager Don Shorney put together a great Fly-in breakfast that will long be remembered!



Buckeye Dream Machine



RC Model of a Stinson Gullwing



Scottsbluff, "Airport Family Fun Day"

By Tom Gribble

In delightful contrast to last year's annual Fly-In at Scottsbluff's William Heilig Field, Saturday, June 5, 2004 dawned bright and beautiful, clear and nearly calm winds. The wonderful weather drew an enthusiastic crowd of local citizens. It was estimated that around 2,000 people attended the festivities.

The 155th Air Refueling Wing of the Nebraska Air National Guard once again brought a KC-135 here from Lincoln. A long line of folks waited in the warm sunshine for a chance to view the interior. The crew conducted tours and answered questions until it was time to prepare for departure.



L to R: MSgt Matt Ellison, MSgt Jeff VanNortwick, Maj Tony Dunning, Capt Anne Bredauther, LtCol Tom Dolnicek, SAmm Vincent Wellman and A1C Shawn Murphy.

the fighter's high speed passes over the runway followed by nearly vertical climbs back to altitude. After landing and parking in front of the spectators, a loud cheer and thunderous applause greeted him as he climbed down



Capt Brett Berringer & EL Corr

from the cockpit. While answering questions, one person asked how young people could prepare themselves to follow in his footsteps. He advised them to continue in school, get all the education possible, and participate in athletics. He also emphasized the requirement that no drugs be experimented with and "Obey your parents. When your mother tells you to clean your room, do it, because you'll have to do it in the military". The parents cheered! It appears many local youngsters now have dreams of becoming military pilots. Nebraska ANG Capt. Bredauther showed them it is not limited to just the boys in the crowd. She was kept quite busy signing autographs for the young ladies.

EAA Chapter 608 flew eighty Young Eagles, ages 8 to 17, on free introductory flights. The participating pilots and their aircraft were Al Thompson, Scottsbluff, Cessna 172; Ernie Schmidt, Sidney, Cessna 170; Rick Kirby, Kimball, Piper Tri-Pacer; Joe Weber, Alli-

ance, Piper Colt; Neal Smith, Gering, Piper Arrow; and Steve Zigelstein, Gering, Piper Cherokee. Stacey Schmidt, Joanne Thompson, and Renate Zigelstein kept the Young Eagle line and paperwork flowing smoothly.



L to R: Morgan Lease, Al Thompson, Tyler Wolf & Spencer Wood

Flight seeing was also

available from JAARS, the Christian missionary air service folks. Pilot David Wey carried a total of fifty passengers on eleven flights in the organization's Helio Courier. With full span leading edge slats, three-quarter span slotted flaps, and 295 horsepower from the single Lycoming GO-480, the slow flight and short field capabilities of the Courier are phenomenal.

Many local aircraft, including a number of home built, were on display along with several from out of town. Norman Hand flew his pristine Ryan Navion in from Kearney. Scott Benger brought his equally aged and good looking classic Luscombe up from Colorado Springs. Dusty Peterson flew his Piper Comanche in from Alliance, and Jerry Wright hopped over from Torrington in his nifty 150 trainer. Chapter 608 member Jim Spadaro flew his Ultralite T-Bird non-stop from Sidney. Also included among the visiting aircraft was a sharp Taylorcraft, of the same vintage as the Navion and Luscombe, with shark's teeth painted on the nose. A beautiful RV-8 showing exquisite workmanship made an appearance. Of course, there was the usual collection of Cessnas, a couple of Bonanzas, and an assortment of Pipers.

The food hangar offered up a hearty breakfast courtesy of the local Lions Club. Delicious lunches were served there by Western Nebraska Regional Airport's Skyport Restaurant.

The "Peoples' Choice" award is a feature of the day. All spectators are given a ballot as they enter the airport. On it they are to write the "N" number of their favorite airplane and drop it in the ballot box on the way out. No other qualifications matter; just "this is the one I like best." This year's winner was Joe Ostry's Long EZ. Joe, a Scottsbluff resident and long time member of EAA Chapter 608, began his project in 1980, finished it in 1982, and now has about 1,300 hours on it.

Chapter 608 of the Experimental Aircraft Association sponsors Scottsbluff's annual



Joe Ostry and His Long EZ

Airport Family Fun Day, a fly-in/ drive-in, breakfast/lunch, open house/static display, with Young Eagle flights, every year on the same weekend the Sugar Valley Rally takes place. Flyers, drivers, and spectators at both events enjoyed this years great weather.

PIREPS

Department of Aeronautics
P.O. Box 82088
Lincoln, NE 68501

Address Service Requested
Member National Association
of State Aviation Officials

Calendar

York Airport (JYR), EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 8-10am. Free to PIC. Come rain or shine.

Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 7:30-10:30am. It will never be cancelled!

July 1-4 - Seward (SWT), Midwest Aerobatic Club, Chapt 80 aerobatic competition and airshow. July 1, practice and registration, July 2, & 3 aerobatic contest. July 4, free airshow 11am to noon. More info: Doug Roth 402-475-2611, Rob Ator 402-475-8600.

July 9-11 - David City (93Y), Annual Nebraska Ultralight Gathering. Friday through Sunday at the David City Airport. In conjunction with "July Jam" sponsored by David City Chamber of Commerce.

July 10 - Wayne (LCG), Fly-in breakfast, free to fly-in's. Omelet feed at Wayne State College Willow Bowl 8-10am, shuttle provided. In conjunction with the Annual Wayne Chicken Show, parades, fun & games and barbeque chicken. EAA Chapter 291 will provide "Young Eagle" airplane rides. More info: Nancy Braden 402-375-1733.

July 11 - Elgin (Koinzan Airport), 13th Annual EAA Fly-in breakfast, fly-ins free. Serving 7am to noon. More info: Lynn Koinzan 402-843-5800.

July 11 - Council Bluffs (CBF), Fly-in breakfast. 8am-noon, pancakes and sausage, juice and coffee. Static displays and airplane rides. More info: 712-323-2173.

July 18 - Sioux Gateway Airport (SUX) Jetsun Aviation Fly-In Pancake Breakfast, 7-11:30am. PIC free. Contact: Diana Kincaid or Rick

Alter 712-258-6563.

July 16-18 - Council Bluffs (CBF), Parachute Boogey sponsored by the Lincoln Parachute Club. Friday 5pm to dark, Sat & Sun 8am to dark. Skyvan provided by Harry Barr. \$25 registration with most proceeds going to American Cancer Society. Tandem jumps available \$200. More info: Frank Forlini 402-271-3804.

August 4-8 - Omaha Qwest Center and adjoining Hilton Hotel, Tuskegee Airmen 33rd Annual National Convention. Public invited to attend. Over 20,000 Tuskegee Airmen expected with many displays including Red Tailed P-51. More info: Bob Rose 402-292-8912 or rdjrj@cox.net. Additional info: www.tuskegeearmen.org and www.omahatuskegeearmen.org

August 14-15 - Columbus (OLU) Fly-in breakfast both days 730-11am. Saturday "Rockin on the Runways" featuring Lover Boy and Black Hawk. Flyovers, static displays, aircraft rides. Mitchell B-25D-1 "Tondelayo" sponsored by Michael Jones, Avcraft and EAA. More info: Rick Gasper 402-564-3777 or 402-276-1291.

August 15 - Red Cloud (7V7) Fly-in breakfast (free to fly-ins). In conjunction with Street Car Days celebration starting on Saturday the 14th. More info: Chuck Stokes 402-746-3419.

August 15 - Mapleton, IA (MEY), Mapleton Flying Club's annual Fly-in breakfast, 630am-1130am. Free to Fly-ins. More info: James Else 712-881-2764.

August 22 - Hartington (04B), Fly-in breakfast, 730am-1130am. Sponsored by Holy Trinity Grade School, providing food and table service. More info: Bud Becker 402-254-3212.

August 27-29 - Minden (0V3), NE Chapter Antique Airplane Assoc. Fly-in. Lots of activities. More info: Todd Harders 308-485-4441.