

PIREPS

A monthly newsletter for Nebraska pilots and aviation enthusiasts



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

PIREPS

June 2003

Volume 55, Issue 5

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This is the official publication of the Nebraska Department of Aeronautics PO Box 82088, Lincoln, NE 68501. Phone 402-471-2371. See our web site at www.aero.state.ne.us

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Circulation: 3638

Young Eagles Soar at Lincoln

Seventeen "Young Eagles" arrived at the Department of Aeronautics on Friday, May 9, and wound up having the time of their lives with a flight around the Lincoln Airport. They were delivered by bus



Craig Siekman, D.J. Buresh, Don McNealy, & Tom Trumble

promptly at 9 a.m. and spent the remainder of the morning as guests of the Experimental Aircraft Association (EAA).

These Young Eagles were 6th grade students from Saint Patrick's school and on their annual field trip to learn more about aviation and receive a free airplane ride from EAA members and pilots; Tom Trumble, Doug Hill and Phil Jossi. Tom Trumble arranged the morning, lining up guest speaker Diane Bartels who gave an excellent presentation about the life of Ord, Nebraska avitrix Evelyn Sharp.

Flying Buddies Forever

The goal of the EAA Young Eagles Program is to give one million young people ages 8-17, a free introductory airplane flight by the 100th anniversary of the Wright brothers' first powered flight, December 17, 2003. These rides are provided through the generosity of more than 31,000 volunteer EAA pilots and members of other authorized aviation organizations. So how do you get your child a free airplane ride?



Sarah Lindenstein, Maecie Goodwin, Makayla Krenk & Phil Jossi

Step one: contact the Young Eagles office at 1-877-806-8902. Step two: They'll tell you where to find a pilot near you! Step three: Take off!!! You and your personal pilot will zoom through the skies. As long as you're between the ages of 8 & 17, you can be an EAA Young Eagle just like that! Over 896,000 Young Eagles have flown while six months remains to achieve the one million mark.

As you may have guessed, everyone had a wonderful time and what a field trip these young adults had that day! Not pictured were author Diane Bartels, students Hannah Boltz, Andy Drees, Ronald Hurlbut, Taylor Landwehr, Abby Westling and EAA pilot Doug Hill.



Mitchell Schlaman & Ben Pham

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Alanea Dressen, Molly Sailors, Stephanie Endrulat & Tom Trumble



How does my airport function?? Or, how should it function?



Kent Penney
Director, Nebraska
Dept. of Aeronautics

On a regular basis I field questions about how airports are being governed and financed. The Nebraska Aeronautics Commission, the Department of Aeronautics and University of Nebraska Omaha-Aviation Institute will be researching these issues through the summer. This study will help point out successes and failures so that we can make our airports the best they can be.

In the interim, some basic definitions may help everyone understand who is doing what at your local airport.

Airport Owner - the citizens of the city or county jurisdiction which owns title to the airport.

Airport Owner's Representatives - the governing body, elected by the citizens, responsible for setting policy regarding how the airport operates. This includes decisions such as who is allowed to operate at the airport and under what terms, projects which will

be pursued, and employing someone to carry out their policies and see to the interests of the owner. This group can be a city council, county commissioners or airport authority. An advisory body exists at some airports but the policy decisions are still made by the governing body.

Head of the Governing Body (Mayor, Chair of County Board, Chair of Airport Authority) - this person, except in a strong mayor form of government, is a figure head position responsible to preside at meetings and may only carry out additional duties if specifically authorized by the governing body. Often they are charged with executing contracts the governing body has approved.

Airport Manager - the employee of the owner's representatives who has two primary responsibilities in carrying out the policies of the governing body. To: manage and control the 'public asset' that is the airport and the current/potential services provided there, and to effectively understand the aviation system and how the local airport is 'connected', or 'not connected' to it with access and services.

Airport Tenants - individuals or companies who choose to operate at the airport to provide services and/or utilize airport facilities.

Airport Users - pilots, passengers, shippers, and others who utilize aviation, directly or indirectly, through their local airport.

I hope these definitions have been helpful and look forward to providing more information on this subject in the months to come.

Congratulations



PRIVATE

- Ross Andrews - Lincoln
- Jon-Paul Griffin - Omaha
- Dan Lewis - Fairbury
- Adam Naber - Fairbury
- Thomas Suppa - Fairbury
- Franklin Peck - Lincoln

COMMERCIAL

Wade Westphal - Bellevue

MULTIENGINE

Brock Buchli - Daykin
Tyler Kovarik - Bassett

INSTRUMENT

Richard Jameson - Thedford
Mitchell Elliott - Elkhorn

ATP

Robert Lachowicz - Omaha

FLIGHT INSTRUCTOR

Wade Westphal - Bellevue
(Single engine)

Airport Construction



Alliance - Rehabilitate runways 12/30 and 8/26. Possible displaced thresholds and closures. Check NOTAMS.

Holdrege - Replace asphalt portion of runway 18/36. Runway closures. Check NOTAMS.

Lexington - Replace hangar taxiway paving.

Millard - Runway 12/30, replace lights and signs. Check NOTAMS.

North Platte - Rehabilitate runway 17/35. Possible displaced thresholds and closures. Check NOTAMS.

Omaha - Paving and lighting work with runway 14L/32R. Safety area will occur through June. Corporate hangar construction will require some taxiway closures. Check NOTAMS.

Seward - Runway 16/34 will be widened and extended. Possible displaced threshold and closures. Check NOTAMS.



Intro To Jack Jefford



Thomas Gribble

By Thomas Gribble

I sat down this morning intending to write a letter suggesting you read Jack Jefford's book, Winging It!, so as to learn more about the Anchorage Flight Inspection District Office. As usual, my pen got carried away with itself.

A Nebraskan by birth, Jack flew in his home state for a half dozen years before going to the Land of the Midnight Sun to become a living legend. So, here is

another way too long, story. My enjoyment came in the writing. Jack was a truly amazing Nebraskan native and Alaskan pilot. I met him only once, just before his unexpected death. I arrived in Anchorage six years after he retired, but never worked for him. His voluntary retirement came earlier than intended in order to save another pilot's job during one of those periodic governmental reductions-in-force. Typical of the man.

Half of his book takes place during his CAA/FAA years. To say the Anchorage Flight Check office was different than the others is an understatement. We did far more than just flight check nav-aids. My tenure began near the end of the "Golden Age", when pistons were being replaced by turbines, and freight hauling and other logistics was almost over. But, I still got in on some of the last of the interesting stuff.

One day I hauled 22, fifty-five gallon drums of gasoline to an FAA bush station in the Convair 580. Then brought 22 fume emitting empties back to Anchorage. Another day I was co-pilot on the C-123 when we hauled an NDB building to Cape Yakataga, with at least half the building protruding out the open rear ramp doors. We frequently hauled a 1,000 gallon, two-wheeled, loaded gasoline trailer in the C-123. In the Convair, I flew pallets of bagged cement and tubs of salt-free gravel to Port Heiden, which sat upon a thick layer of salty gravel. Also in the Convair, I hauled all the parts and pieces, including the building, of a new VOR to Sparrevahn, and later came back in the same airplane to do the commissioning flight inspection.

Sparrevahn, like Indian Mountain (also known as Utopia Creek) has one uphill (over 7% grade) runway, its top end against a near vertical cliff. While passing Indian Mountain in a DC-3 one day, we received a call from the isolated Air Force radar site there, asking if we would land to pick up an airman. He had broken an arm and needed to get to the Elmondorf AFB hospital. We did, of course. Things like this were routine.

Not quite so routine was the experience of another crew from our office returning to Anchorage from a flight check trip to the Aleutians. An FAA mechanic in Cold Bay had been severely injured when a split-rim truck wheel he was working on came apart. Could they land and pick him up? Certainly! The wind was gusting to 90

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Check Airman's Corner

By Lee Svoboda, Designated Check Airman

More Airspace????

During the practical examination, once the applicant and I have finished discussing the alphabet categories of airspace, we then move into a discussion of special use airspace. Sometimes I find that the applicant is not very knowledgeable of

special use airspace. A possible cause could be the fact we do not have very much special use airspace on the Omaha sectional. However, since an airplane can take us a long way in a short period of time, we will be flying in areas that have a lot of special use airspace. Thus we must be knowledgeable about it, if we want to keep our pilot certificate.

Following is a list of some but not all types, of special use airspace along with some do's and do not's.

PROHIBITED AREAS: Do not fly in these areas! As the name implies, flight in these areas is prohibited! Enough said.

TEMPORARY FLIGHT RESTRICTIONS (TFRs): Since 9/11, TFR's have been added all over the USA. DO NOT fly in these areas. Do check NOTAMS during flight planning to ensure that your route of flight will not take you through a TFR.

RESTRICTED AREAS: Flight in these areas is not wholly prohibited, but is subject to restrictions. Do not fly in these areas unless a clearance is provided by the controlling agency and/or the area is not in use. Do check on the sectional charts to ensure that your route of flight will not take you through an active restricted area.

WARNING AREAS: The hazards of flying in a warning area are just as high as flying in a restricted area. However, since these areas are located over international water, flight within them cannot be prohibited or restricted. Do not fly within a warning area if it can be avoided. Do check when the areas are active.

MILITARY OPERATIONS AREAS (MOA): We do have some of this airspace in Nebraska. These areas can be flown through; however, you should exercise extreme caution while flying in an MOA. Do not perform maneuvers within an MOA. Fly into and out of it as soon as possible. Do check during flight planning for times when military aircraft will be flying in the area.

The bottom line to special use airspace is that during your flight planning you must check to see if your route of flight will take you through an area. If it will, then you must check times of activity, check for the top and bottom altitudes of the area and the lateral limits.





Hitting the Spot

From NASA's Callback,

Distractions are a common factor in flying. Usually they are overcome by concentrating on the task at hand or through the use of checklists. But, as this pilot and his instructor learned, when fixation and fatigue team up with a distraction, costly mistakes can result.

The instructor told me to execute a spot landing on the second stripe of the runway centerline. Abeam the numbers...I reached forward to the place where the landing gear switch is found on (my type aircraft), but where the cowl flaps control is located on this type aircraft. I closed the cowl flaps, but before I reached for the landing gear switch, the instructor startled me by switching the radio back to...Approach. He informed Approach that we were remaining in the pattern. I switched back to CTAF and announced our position. I proceeded to "complete" the (landing) check. ..turned final, and adjusted power to ensure that we would touch down on the designated spot. I fixated on the spot landing target and failed to make my customary recheck of "three green". Evidently, the instructor distracted himself as well when he made the radio call...because he did not catch my failure to lower the gear abeam the numbers. He also must have fixated on the spot-landing target. The airplane's gear up warning horn was inoperative and did not sound. The prop struck the runway as the belly settled onto the second stripe of the centerline. The sound of metal striking concrete was horrible, but the actual landing was surprisingly soft. Distraction, fixation, and motor memory confusion all played a roll in this unfortunate incident, but the underlying cause was fatigue. My sleep-deprived mind focused reasonably well on one thing at a time, but was thrown off by a relatively minor distraction. The assumption that I could safely fly dual when I was too tired to fly solo was my basic mistake. If one is too tired to fly solo, one shouldn't take the controls of an airplane period.

Cessna Selects Garmin Avionics For Mustang Jet

From Business Aviation

Cessna Aircraft selected Garmin International last week to supply avionics for its new entry-level business jet. Garmin's new, integrated glass cockpit, the G1000, will outfit the Cessna Mustang with three glass displays and two 10-inch primary function displays. In addition, a 15-inch multifunction display will be placed at the heart of the panel. Cessna President Charlie Johnson said the G1000 combined "simplicity and technology" that the company wanted for the Mustang. "Because many of our customers are stepping up to the Mustang from single engine and turboprop airplanes,

it's essential that the system be easy to use," he said. "The avionics package will allow the Mustang to hold true to Cessna's hallmark of offering the easiest planes to fly in the industry." Cessna chose Garmin over Honeywell, which was offering its Primus Epic avionics system for the Mustang. A Honeywell spokesperson stated "While the Mustang loss is certainly disappointing, we have full confidence in our design of APEX architecture and are continuing to pursue applications for general aviation platforms."

New Piper Expands Saratoga II

From Business Aviation

New Piper Aircraft is expanding its Saratoga II aircraft family with two fixed-gear versions, the Piper 6X and the Piper 6XT, the Vero Beach, FL plane-maker announced during the 2003 Sun 'n Fun Fly-in. The Piper 6X is a normally aspirated six-place aircraft, and the 6XT will be the turbocharged version. Both will be powered by 300-horsepower Lycoming IO-540 engine variants, which will provide a maximum speed of 153 knots for the 6X and 165 knots for the 6XT. The 6X completed its first flight in February at New Piper's Vero Beach facilities. First flight of the 6XT is expected shortly. New Piper plans to begin delivery of both aircraft in August. The manufacturer is still finalizing option-package pricing, but plans to price a standard equipped Piper 6X at \$336,000 and Piper 6XT at \$350,000. Pricing includes the Garmin GNS-430 standard avionics package. "Pilots are looking for a high-utility airplane with terrific value and these two new aircraft provide uncompromised performance at boldly competitive prices," said New Piper President and CEO Chuck Suma.

Once-in-a-Lifetime Honor

From www.naa-usa.org

In recognition of this year's 100th anniversary of the Wright Brothers' historic airplane flight in North Carolina in 1903, the National Aeronautic Association (NAA) is offering individuals the opportunity to qualify for a unique Commemorative Record Certificate by establishing an official aviation record in the year 2003. In the United States, NAA serves exclusively as the national authority in overseeing and certifying aviation records. They are making this special offer to encourage any flyer who has ever dreamed of getting in the record book to make 2003 the year that he or she attempts to do so.

In addition to its design, which will not be repeated after 2003, the Commemorative Record Certificate will bear the signature of one of five famous aviators living today from the post-World War II period of aeronautical achievement. Each certificate will be personally signed by one of the following aviators:

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Air Race Classic Stops in Grand Island

From www.airraceclassic.org

The Air Race Classic is the only all-woman, transcontinental air race flying today. Women's air racing all started in 1929 with the first **Women's Air Derby**. Twenty pilots raced from Santa Monica, CA to Cleveland, OH, site of the National Air Races. Racing continued through the '30's and was renewed again after WWII when the **All Women's Transcontinental Air Race (AWTAR)**, better known as the **Powder Puff Derby**, came into being. The AWTAR held its 30th, final and commemorative flight in 1977. When the AWTAR was discontinued, the **Air Race Classic, Ltd., (ARC)** stepped in to continue the tradition of transcontinental speed competition for women pilots and staged its premier race. The Air Race Classic was reincorporated in 2002 into the **Air Race Classic, Inc.**, a non-profit organization.

The early air races were the "on to" type, with noon and night control stops, and the contestants more or less stayed together. In that manner, weather and flying conditions were practically the same for each entrant and the race officials could release standings to the media after each day of racing.

The current race routes are approximately 2,400 statute miles in length, and the contestants are usually given four days, flying VFR in daylight hours, to reach the terminus. Each plane is assigned a handicap speed – and the goal is to have the actual ground speed be as far over the handicap speed as possible. The pilots are thus given the leeway to play the elements, holding out for better weather, winds, etc. The objective is to fly the "perfect" cross-country. In this type of race, the official standings cannot be released until the final entrant has crossed the finish line. Actually, the last arrival can be the winner. All participants are true winners in their own right, flying the best possible race.

At a time when some people are inclined to down-play and have only negative views of general aviation, it is encouraging when each summer dozens of women pilots casually get into their airplanes and safely race each other over transcontinental routings. There is a spirit of camaraderie in spite of the keen competition, and the Air Race Classic proves a boon to aviation in general. At the same time, it gives the fliers the opportunity to hone their flying techniques. Many other people are drawn into the annual events through sponsorship, ground/air assistance, timing, officiating and as spectators.

Award wise, the Air Race Classic started in 1977 with an \$8,550 purse for the top-ten crews, with additional leg prizes for those finishing outside the selected group of ten. The awards have been increased over the years, so that the current top-ten purse is \$15,000.

Twenty-six years, 61,861 statute miles, and 1045 teams later, the Air Race Classic remains a venue for competitive flying. Louise Thaden is quoted as saying, "... added skills are developed, self confidence is increased and enduring friendships are made". Blanche Noyes added, "Flying is ageless."

This year the Air Race Classic will start in Pratt, KS on June 21, proceed to Grand Island, NE, then on to seven other destinations before terminating at Manteo, NC on June 24. Our NE chapter of the 99's will be serving as timers for the fly-by or stop, depending of course on individual plane considerations, wx, etc. Sadly, I must report that no Nebraska women pilots are participating in this year's race. Expense is probably the biggest reason. Perhaps for 2004, sponsors could be located that would donate use of an aircraft and expenses for two or more worthy pilots. How about it pilots of Nebraska, wouldn't this be the perfect time to start searching for both the pilots and sponsors for 2004? I hope to be able to write about the Nebraska participants next year and how well they did in the Air Race Classic!

Rutan Flys High

Excerpts from articles by Jon Bonne of MSNBC and the EAA

Aircraft designer Burt Rutan has secretly developed and built an aircraft to propel the next line of adventurers into outer space. This unusual pair of ships were unveiled on April 18 at Mojave, California for the full inspection of the press and other invited guests.



WhiteKnight One

The mother ship, called White Knight, will carry SpaceShipOne under its fuselage to an altitude of 52,000 feet. It will then release



SpaceShipOne

the three person SpaceShipOne which will burn its single engine for one minute, achieving an altitude of 54 nautical miles above the earth. To reenter the earth's atmosphere, the rear portion of SpaceShipOne, which includes its twin tails and flaps on the trailing edge of the wing, will go almost vertical to create huge amounts of drag and slow it down to the point where it can glide easily back to the ground. With a maximum speed of Mach 3.5 and an eventual reentry speed of 155 knots, it is far easier to

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Bamboo Bomber Flies Over Kansas

From The AvWeb

The Jayhawk Chapter of the Commemorative Air Force is no stranger to historic aircraft, but their latest project still catches the volunteers' attention. Most were on hand April 25th to see their restored Cessna UC-78 Bobcat — affectionately called the "Bamboo Bomber," take off. "It's a very rare aircraft. There are just a handful of Bobcats flying now," John "Hooter" Myers, spokesman for the group, recently told The Wichita Eagle. The aircraft was one of 4,600 advanced trainers built to teach thousands of bomber and cargo plane pilots during World War II. The all-volunteer crew overhauled both engines and installed a new interior and wheels. The aircraft languished in the Arizona desert for decades and was found in fairly good condition so the overall restoration project was not too expensive, only running about \$6,000 to \$7,000. Local aviation companies also helped with the restoration by donating equipment. This specific bomber was manufactured in 1943, then assigned to Douglas Army Air Field in southeast Arizona during World War II before it was purchased by a private owner who stored it in the airplane-friendly environment of the desert. The UC-78 Bobcat was Cessna's first twin-engine aircraft and the company later developed a civilian version. The military trainer cruises at about 150 mph. The group's next project is another military trainer, a Fairchild PT-23.



Bamboo Bomber

Still struggling under the weight of a recession and the uncertainties of war, the business jet market sagged dramatically in the first quarter as overall general aviation aircraft shipments fell 16.4 percent compared with the same period in 2002, according to the quarterly report prepared by the General Aviation Manufacturers Association. Total billings for the industry worldwide tumbled 33.2 percent in the first quarter to \$1.87 billion from \$2.8 billion in 2002. First quarter shipments of business jets totaled 98 units in the first quarter, falling 42 percent from the 169 units that were delivered during the same period last year. Total first quarter GA shipments decreased from 531 units in 2002

GA Shipments Drop in First Quarter

From Business Aviation

to 444 units. "Unfortunately, a decline in general aviation shipments and billings was not unanticipated," said GAMA President Ed Bolen. "Lost in all the noise about the troubles of the airlines has been the fact that, since 9/11, many general aviation manufacturers have had to layoff workers and slow or even temporarily halt production lines. These are very tough times. The only segment of the market that was able to hold its own in the first quarter was the single-engine pistons." Piston-powered aircraft shipments were steady at 315 units in the first quarter, compared with 316 units in 2002. Turboprop shipments dropped from 46 aircraft in the first quarter last year to 31 this year. GAMA also reported a 24 percent drop in exports of American-made general aviation airplanes, from 84 units to 64 units. First quarter export billings declined to \$249.3 million this year from \$383.1 million last year.

VFR Route Opened To Russia

From the AVWeb

Flying to Alaska can now be the start of an even bigger adventure. The FAA has issued a NOTAM opening a VFR route from Alaska to Russia. Route B-369 takes the venturesome GA pilot from Nome to Provideniya, a 275-nm trip that includes 39 miles over open water. Alaska Region FAA staff have been working on the route for three years and hope it eventually leads to a safe VFR route to Japan. But before you start packing your fur hat, be mindful that the legendary Russian bureaucracy must have its due. Pilots with passports can expect to wait at least 30 days before finally getting the nod to take off. First, you need an invitation to apply for a visa. Then you need to actually apply for the visa and, 14 days in advance, you must get permission from Moscow to make the flight. On the day of the flight, an ICAO flight plan must be filed. Keep your wallet handy. Russia imposes an air traffic fee of \$49 per 100 kilometers — about \$200 for this flight. The VFR corridor is 10 km wide and approved altitudes are 5,000 to 10,000 feet.

Boeing 727's Retired

From Pacific Flyer

As part of a cost-cutting fleet simplification plan, Delta Air Lines has retired the last of its Boeing 727 jetliners. Delta's last commercial 727 flight was flown from Greensboro, N.C. to the airline's home base in Atlanta, GA last month. The airline introduced 727s into its fleet in 1972 and eventually acquired a total of 184 of them. Delta also announced that it was going to retire its last three McDonnell-Douglas MD-11s later this year. When that happens, it will give the nation's number-three airline an all-Boeing fleet con-

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Introduction to Jack Jefford, continued from page 3
knots! Higher than their G-1's stall speed! Fortunately, it was down the runway. How they got the car to the airplane, which had stopped on the runway, would be a hair-raising story in itself.

By the time I got there, the FAA and Weather Bureau bush stations that we hauled groceries to were down to about a dozen and a half. Most of the nav aids had been installed! The construction era was drawing to a close! The remoting of communications and installation of automated weather reporting was bringing our logistics flying to an end! When I left in 1986, it was all over. Only two airplanes were left, used only for flight check. Soon, only one remained. The base closed in the mid-1990's. Flight check crews from the Sacramento Office made the trip to Alaska to do the routine flight checks.

What I am trying to emphasize here is that the most exciting times for the Anchorage FIDO were long past when I got there. So, if I got to do what to me seemed a lot, but in reality was a trifling little, just imagine the times of Jack Jefford. He started the whole thing. He was there, running the show and doing it all, from the very beginning. A most unusual man, during a most unusual time, in a most unusual place with the most unusual weather, doing a most unusual job for a CAA/FAA behaving in a most unusual manner. I hope you can use this account of Jack's early flying here in Nebraska. His fellow Nebraskans ought to know something about this native son. They ought to read his book, too; it recounts a fabulous time!

Editor Comment: I hope you've enjoyed Tom's account concerning flying in Alaska. This was originally a letter Tom wrote to me in March of this year. I found it to be interesting reading and hope you will do the same. Tom is now a resident of Gering, Nebraska and a frequent contributor to PIREPS. Next month starts a two part article, written by Tom, concerning Jack Jefford and his flying career both in Nebraska and Alaska.

Rutan Flys High, continued from page 5



SpaceShipOne and White Knight Just Separating

maneuver than the NASA space shuttle. Burt has done all of this with a group of 107 employees through a company called Scaled Composites. He will be speaking at the Experimental Aircraft Association's AirVenture fly-in convention on August 2 & 3, 2003 in Oshkosh, Wisconsin. To learn more about this project go to www.airventure.org and/or www.scaled.com

Once-in-a-Lifetime Honor, continued from page 4

- Chuck Yeager, first person to fly faster than the speed sound (1947)
- Guy Townsend, pilot on the first flight of a Boeing B-52 bomber (1952)
- Scott Crossfield, first pilot to fly faster than Mach 2 and first pilot to fly faster than Mach 3 and survive (1960)
- Richard "Dick" Rutan, pilot on the first non-stop unrefueled around-the-world flight (1986)
- Clay Lacy, holder of an around-the-world speed record in a commercial airliner (1988)

The certificate includes illustrations of ten important aircraft that NAA has singled out for special recognition over the past 100 years. The aircraft are displayed chronologically, one aircraft per decade, beginning with the Wright Flyer. Each of these airplanes (except the Wright Flyer) received NAA's Robert J. Collier Trophy, which was established in 1911, and is given annually to honor excellence in aeronautics. The ten aircraft are: 1900's Wright Flyer, 1910's Curtiss Flying Boat, 1920's Douglas World Cruiser, 1930's Douglas DC-2, 1940's Bell X-1 (piloted by Chuck Yeager), 1950's Boeing B-52 (piloted by Guy Townsend), 1960's North American X-15 (piloted by Scott Crossfield), 1970's Boeing 747 (piloted by Clay Lacy), 1980's Rutan Voyager (piloted by Dick Rutan), 1990's Northrop B-2. An image of the certificate is available on the News or Records portion of NAA's website (www.naa-usa.org). For more information about setting aviation records, contact NAA at (703) 527-0226 or records@naa-usa.org.

Boeing 727's Retired, continued from page 6

sisting of 737s, 757s, 767s, 777s, plus MD-88s and MD-90s. Major U.S. airlines have been retiring older, less fuel efficient airplanes in large numbers since the 9/11 terrorist attacks led to sharp capacity cuts across the industry. They have also sought to cut back the number of different models they fly in order to reduce the cost of maintenance and crew training. United Air Lines retired the last of their Boeing 727's on Oct 31, 2001.

Some history on the Boeing 727 follows. On December 5, 1960 Boeing announced the production of its 727, the first commercial three engine jet. United and Eastern Airlines immediately placed orders for 40 apiece, the first of which (727-100s) entered service in 1964. Its unprecedented low-speed landing and takeoff performance along with its luxuriously wide fuselage would make the 727 by far the most popular aircraft in the world through the first 35 years of jet transportation. In 1967 the 727-200 was introduced with a 20-foot-longer fuselage which could accommodate up to 189 passengers. Over the years the 727-200 was continually modified and by January 1983 orders had reached 1,831, all of which were delivered to 101 different customers. As of June 30, 1996, more than 1,521 of these were still in service and by July 1991, these planes had carried almost 3.7 billion passengers. On January 1991, the first 727 built was retired.

PIREPS

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Calendar

Jun 1 Central City Fly-In Breakfast and Lunch. 630 a.m. to 3 p.m., free breakfast to fly-in's. Lunch available. Antique & military aircraft on display. More info: Don Shorney 308-946-3450

Jun 4-8 Columbus Airport, Fred Ihlenberg Memorial Fly In. On the 7th a Fly-In breakfast and lunch. 20-25 Chinese and Russian military planes, CJ-6's and /or YAKs. More info: 402-564-7884

Jun 7 Scottsbluff, Helig Field, Fly-In and Family Fun Expo, 8 a.m. to 2 p.m. Breakfast and lunch available. Free aircraft rides for those interested in the "Young Eagles" program, age 8-17. Aircraft displays. More info: Dave Fisher, 308-783-1035

Jun 14-15 Fairmont Air Field, tours of aircraft, balloon ascensions, rocket launches, flight simulators, sky divers, fly-bys, band concerts, and choir performance. Tied in with Fillmore County Milligan June Jubilee. Also, reunion for those stationed at Fairmont Army Airfield during WWII, training and flying the B-17, B-24 and B-29 bombers. More info: Stockwell at 402-759-4910

Jun 14 Gothenburg, Quinn Field, Fly-In breakfast 730 to 11 a.m. and lunch 1130 to 230 p.m. Young Eagle rides, fly-by's & RC aircraft. More info: Jerry 308-324-8770 or Rod/Tim 308-784-3868.

Jun 15 Creighton Airport Father's Day Fly-In breakfast 7 to 11 a.m., free to fly in's. More info: Harvey 402-358-5541

Jun 15 Pawnee City Fly-In breakfast 7 to 1030 a.m. 25th Open House from 11 a.m. to ? More info: Alan 402-852-2672

Jun 21 Crete Airport Fly-In breakfast 7 to 11 a.m. Young Eagle rides, aircraft displays. In conjunction with Blue River Festival Days. More info: Pat 402-826-4402.

Jun 21 EAA Chapt 80 meeting 9 a.m. to?, TacAir facility, Eppley.

Jun 22 Tekamah Fly-In breakfast, 730 to 1130 a.m. Free to fly in's. BD-5J on display. More info: Jim Pollock at 402-374-1700

Jun 28 Aurora Fly-In breakfast and lunch. Breakfast from 7 to 930 a.m., free to fly-in's. Dedication of Potter Field at 9 a.m. Barbecue lunch from 11 a.m. to 130 p.m. Poker Run at 130 p.m. More info: Terry Huffman 402-694-2728

Jun 29 Alliance Fly-In lunch, 11 a.m. to 3 p.m. Sponsored by Flying Farmers, free to fly-in's. More info: Gaylene 308-762-5311

Jun 29 Pender Fly-In/Drive-In breakfast, 730 to 1130 a.m. Free to PIC. More info: Paul Peters 402-385-2687 or 402-380-9882.

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 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

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

Sept 7 Plattsmouth Fly-in breakfast 8 to 11 a.m. Tied in with King Corn Festival. More info: Roy Kessell 402-298-8468.

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