

PIREPS

A monthly newsletter for Nebraska pilots and aviation enthusiasts



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

PIREPS

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Hebron Hosts State Fly-in

The State Fly-in occurs only once a year and it was Hebron's honor to have the event at their airfield May 5. Clarence McGhghy (Hebron's Airport Manager) had the field in immaculate condition with all activities thoroughly organized. The morning started out with a Fly-in breakfast sponsored by the Hebron Lions Club consisting of pancakes, sausage, and juice or coffee. Over 250 people attended the meals while the Hebron Volunteer Fire Dept. staffed an excellent lunch of fresh grilled hamburgers, potato salad, baked beans and a huge variety of wonderful desserts provided by the Ladies Auxiliary.



Breakfast Seating With Silverhawk King Air in Background

Dan's Cessna 195 started life as a corporate aircraft and eventually wound up as an almost abandoned fuselage! As you can tell from the picture, it now reflects the glory of its former days and is perfectly suited for landing on the sod runway at Hebron.



Gary Petersen With His YAK52TW

the World". Susan Biba was selling raffle tickets for the blanket which will be auctioned off about May 1, 2005.

Airplane rides were available all day with aircraft and pilotage being provided by Jeff Engels and Randy Prellwitz. There was a continuous line of people waiting their turn for a great airplane ride.

Following lunch, several activities took place which included Boy Scout Troop 305 *Continued on page 2*



Airport Manager Clarence McGhghy

At least 25 aircraft of various types flew in for the event including Dan Petersen's beautifully restored Cessna 195. Not to be outdone, Gary, Dan's father, flew in his Romanian built YAK 52 TW. Painted in the colors of a Russian aircraft, it was in immaculate condition with a three bladed prop and 400 horsepower radial engine.



Dan Petersen's Cessna 195

Morning activities at the field consisted of all the pilots taking part in the breakfast with a considerable number of town people driving in for the meal.

The 99's, an international women's pilot group, were there displaying a hand made blanket which depicts a "Trip Around



Another Group Waiting Their Turn



General Aviation Security

The Transportation Security Administration (TSA) issued Information Publication A-001 "Security Guidelines for General Aviation Airports" in May. The much awaited publication is not regulatory and is not "intended to suggest that any recommendations or guidelines should be considered a mandatory requirement." The TSA emphasizes that this is Version 1.0 and that this "living document will be updated and modified as new security enhancements are developed and as input from the industry is received." The TSA is soliciting input on this information publication via e-mail to general.aviation@dhs.gov.



Kent Penney
Director, Nebraska
Dept. of Aeronautics

The publication can be found at www.tsa.gov by following links through their Travel & Consumer, and Air Travel sections, and finally selecting the General Aviation section. We will also maintain a copy of IP A-001 on the Department's website.

In brief the Information Publication provides all airports, public and private, a means to assess their need for security enhancements and a thorough list and description of those enhancements. This is a must read document for all airport owners.

In the General Aviation community, we should all be pleased

"Hebron Hosts State Fly-in" Continued from Page 1
presenting the colors while Tim Fangmeier sang the National Anthem. Though small in stature, Troop 305 carried our flag of which we can all be proud. It gave us time to pause and consider the many troops and others who have and are sacrificing so that those of us at home can enjoy the freedoms of this great country.



Troop 305 with their Leader



Hebron Mayor Pat Kenner

After the colors were presented, Mayor Pat Kenner gave a short speech concerning how much aviation has meant to the Hebron community. He dedicated the new Automated Weather Observing System (AWOS), which has recently been installed at Hebron, and also the terminal building. Additionally, Ray Mieth as past President of the Hebron Airport Authority, was recognized for his efforts on behalf the Hebron Air-

port and made an "Honorary Colonel of Fort Butler", an early military fort located near the present city of Hebron.

Diane Bartels was at Hebron in her capacity as Event Coordinator for the Nebraska Aviation Council and recognized pilots who had come the furthest distance, was the youngest and also the oldest. Earlier in the day she had made a presentation about Nebraska's aviatrix, Evelyn Sharp.



New Pilots and Certificates

PRIVATE

- Brian Loggie - Omaha
- Paul Cornell - Omaha
- Joel Rourke - Lincoln
- Cynthia Garner - Omaha
- Jack Lasher - Omaha

COMMERCIAL

- Ryan Foreman - Homer

- Levi Gray - Harrison

MULTI-ENGINE

- Victor Roeder - Fremont

- Ron Levander - Albion

FLIGHT INSTRUCTOR - INSTRUMENT

- Robb Burbach - Columbus

INSTRUMENT

- Jason Beissenherz - G Island

- David Van Dyke - Omaha

ATP

- John Harrison - Council B.

- Brian Bronson - Omaha

- Steve Lehr - Bellevue



Ray Mieth

Others who were at Hebron included Highway Patrol officers displaying their squad cars and the Patrol Helicopter flown by Ron Rife and Frank Peck. The Hebron Volunteer Fire Department also demonstrated the "Jaws of



Patrol Copter with Ron Rife and Frank Peck

Life" and a hydraulic cutting tool to free victims of car accidents. It was a warm and windy day for airplane rides, to tour airplanes, as well as the conversation and fun of just seeing all the "action". The people who attended the Hebron State Fly-in would agree they had a wonderful time.

The 2005 State Fly-in will be at Kearney Municipal Airport.



Scared To Death!!!

By Scott Stuart

I think we all have to admit that at one time or another we have come around a corner at home and been startled by another family member. Or, someone has come up behind you and scared you. Remember how your heart sorta "skips a beat?" Fright is real, and physiological.



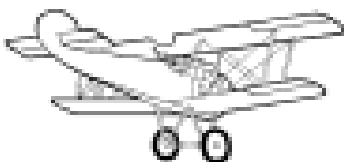
Scott Stuart

Last Thursday I took off from Longville in my Husky for a 25 minute flight to Grand Rapids to have some minor maintenance work done. Longville was clear and 5, forecast for more of the same, or better. GPZ was giving 100 & 1/4 in fog, but the sun was out, I had 5 hours of fuel aboard, and what the heck, I figured that by the time I got there the fog would have burned off. Boy was I ever wrong!!! Still, I tried the ILS as I can always use the practice, and I also figured that at 80 MPH it would be a piece of cake. Pea soup would have had better visibility.

When I reached the marker (middle) not only did I not see the runway or its environment, I did not see the telltale signs of earth, the darkness looming up from below. Executing the miss, I told center that I would just go back to Longville (KXVG) and come back later in the morning. I landed at KXVG no problem, put the plane in the hangar, went home for some hot coffee, and put an hour of IFR into the log.

I was home for about 5 minutes, maybe 10, when I looked out over the lake only to see.....nothing. A shroud of fog had enveloped the entire area, unforecast, but there in all its grayness. To say I could see 50 yards would have been a gross exaggeration. It was then my heart skipped a beat, then maybe again. I was safe on the ground and still, I thought, wondered, what I might have done if I had been caught by the fast-paced changing spring weather. Again, I was on the ground, and safe, but still my heart skipped that beat. It was that bad, the worst I have seen in my 39 years of flying. Yes, I was darn glad to be on the ground!!!

Like my dad taught me many years ago, 'tis better to be on the ground wishing you were in the air, than in the air wishing you were on the ground!! The ground is the only place to be when your heart is in auto-rough, making being scared to death just a "what if" instead of reality, or worse, finality. Wheels down and locked??



Check Airman's Corner

By Lee Svoboda

Now you find yourself with a commercial certificate for airplane single engine land and an instrument-rating airplane. Your aviation certificates and ratings have been quite a financial investment up to this point and now you would like to put that commercial certificate into use and make a few dollars. If your aviation training and experience just met the commercial certificate requirements, your chances of immediate employment are, well, slim to non-existent. Today's aviation environment almost dictates well over 500 hours of flying time and a multi-engine rating with at least 100 hours of multi-engine flying time, if you expect to get hired for a flying job that will allow you to live above the poverty level.



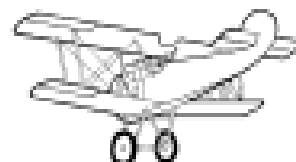
Lee Svoboda

The question becomes, how to get the experience? There are a couple of ways to make that happen, but the most common path followed is to make a further investment and train to become a certificated flight instructor (CFI). Once the CFI requirements have been met, what aircraft must be used for the CFI practical test?

Believe it or not, the aircraft requirements for the CFI practical test are similar to those for the commercial certificate. The flight instructor applicant is required by 14 CFR part 61, section 61.45 to provide an airworthy, certificated aircraft for use during the practical test. Further, the aircraft must:

1. Be of U.S., foreign or military registry that is of the category, class, and type, if applicable, for the certificate and/or rating for which the applicant is applying;
2. Have fully functioning dual controls except as provided in 14 CFR section 61.45(c) and (e); and
3. Be capable of performing all appropriate TASKs for the flight instructor rating sought and have no operating limitations, which prohibit the performance of those TASKs. A complex airplane must be furnished for the performance of takeoff and landing maneuvers and appropriate emergency procedures.

Now I am not saying that working as a CFI will keep you above the poverty level. But it can give you the opportunity to acquire experience that will qualify you for a job in aviation that will place you well above the poverty level.





Beatrice Airport Party and Awards Banquet

By Kandi Hawkins

"Thank you taxpayers, I love my job!" was the repeated message from Chief Master Sergeant (CMSgt) Dwight Morehead of the Nebraska Air National Guard, and he definitely means it. Morehead was the guest speaker at the Airport Awards Banquet held in Beatrice, April 30, 2004. Sponsored by the local flying club, the Flying Conestogas, the annual event was the 37th for the organization.



CMSgt Dwight Morehead

CMSgt Morehead is originally (and still) from the southeast Nebraska area, but has served his country for 35 years, including military campaigns in Vietnam (twice), Kosovo, & Iraq (twice). In between those "trips" he was also stationed in Colorado, Idaho, Kansas and Nebraska. He is currently the Chief Program Manager/Evaluator & Chief Boom Operator on the KC-135R, working out of Lincoln, and boy did he have some amazing photos to accompany his stories! You name it, he's refueled it. On any given day he and his crew can be called out, go to anywhere in the U.S., refuel 5 - 7+ planes and be back by noon. Obviously, to be the Boom Operator you need nerves of steel. It can take anywhere from 10-40 minutes to fuel a plane depending upon its size; this is all with only 10 degrees of play in any direction in the boom angle.

The KC-135R can weigh up to 325,000+ lbs fully loaded with fuel. However, they can only weigh a maximum of 200,000 lbs (only?) for landing. Of particular pride for CMSgt Morehead is the fact that the Lincoln National Guard has had 93,000 consecutive flying hours without even the slightest accident. The KC-135R crew can consist of 6 people, but usually has a crew of 3; pilot, co-pilot, and boom operator. The Global Positioning System (GPS) has taken the place of the navigator. Morehead's enthusiasm and appreciation for his job was almost contagious, especially after he noted that civilians can request rides on missions. To do so, the National Guard has to have your Social Security number and personal information (for the background check), and hopefully soon, you're airborne! One of his parting observations on his job: "Only in America is there the opportunity for an enlisted man to get paid to

lay on his belly and pass gas!"

Prior to CMSgt Morehead's presentation, the annual "Knucklehead" award was given to the year's most "deserving" pilot. The award, a fur-lined old-fashioned commode, is kept for a year by the "winner", until presented again 12 months later. Unfortunately (for the pilot), "gaffs and boo-boos" have no statute of limitations and related stories are not immune to possible embellishment from those gleefully presenting the award. This year's honored recipient was Lloyd Garber of Fairbury. Lloyd joins a long list of other distinguished winners, who have blazed a trail before him. Many of those winners were on hand to give encouragement to their new comrade.

Garber's foibles involved 3 separate "offenses", all of which fortunately had happy and safe endings. From his animated and amusing "acceptance" speech he drew several distinctive moral-of-the-story thoughts (not that he actually admitted to doing any of these things): Always have a working flashlight in your airplane. ..oh and be sure you know how to hand crank the landing gear ...just in case your alternator goes out. Always check the NOTAM's before flight, so that you aren't visited by the FBI after accidentally flying through restricted air space over the President's ranch while said President is there. (CMSgt Morehead related that he thinks he

was refueling the patrolling jets that day and heard the related radio messages). Never try to take off with a 45 mph crosswind in a small aircraft. (He's still trying to find out who saw that one). Like his predecessors, Garber was a great sport, and proudly accepted his prize.



Lloyd Garber

Two miniature awards were also given to two other pilots. One to a local cropduster, another to a former student pilot. The evening concluded with the much-relished tradition of swapping "true" stories of other flying adventures.

The Flying Conestogas is a nonprofit club, open to anyone, anywhere, who is interested in flying, even if not a pilot. In addition to the annual banquet, the club also has fly-ins, game days, Christmas night flights, Christmas and Octoberfest gatherings and a monthly newsletter. Those interested in joining can send \$20 in care of the Flying Conestogas, PO Box 277, Beatrice, NE 68310.



National Ercoupe Convention In Iowa

From The Iowa Aviation Bulletin, Spring 2004

Weather permitting, anywhere from 40 to 100 Ercoupe aircraft from all over the United States are expected to arrive at the Knoxville Municipal Airport (90 nautical miles due east of Omaha) for the National Ercoupe Association Convention June 17-20.

The event officially kicks off to the public on Friday, June 18, with an evening fly-in and community dinner by the Iowa Pork



Ercoupe in Flight

Producers from 5-7:30pm. Community displays will be in place and transportation will be available for pilots to and from races at the Knoxville

Raceway. John McLaughlin from KCCI - TV is tentatively scheduled to broadcast from the event.

On Saturday June 19, an Aviation Safety Seminar will be held at the airport from 9-11am, followed by the National Ercoupe Convention banquet from 5:30-6:30pm. Transportation will again be provided to and from the Knoxville Raceway that evening.

For more information on the National Ercoupe Convention, contact Dan Van Donselaar at the Knoxville Municipal Airport at 641-842-4423 or visit www.ercoupe.org. Co-chairs of the event are Mike Abrahams (515-287-3840) and Jack Arthur (515-778-8833).

A Little About The Ercoupe

The plane is a member of the family of planes known as Ercoupe or Aircoupe. The Ercoupe was designed between 1936 and 1940, with the first flight of the prototype in 1937. Before WW2, 112 were built and approximately 5,000 were made immediately after the war. About 400 more were built between 1958 and 1969. The original name was derived from the name of the company, ERCO, which stood for Engineering and Research Corporation. When later companies manufactured the plane, it was called the Aircoupe.

Designed by Fred Weick and a small team, the Ercoupe was the first plane to incorporate much of the original research that Weick performed as the assistant chief of the NACA aerodynamics division. These new features include the inability to be held in a spin, the tricycle landing gear to improve landing and take-off safety, the fully cowled engine, and a control system in which the rudders are linked to the ailerons to simplify controlling the airplane. All these features were invented by Fred Weick and his team.

In a cross-wind, the airplane is landed in a wing-level crab. Though the main landing gear is sturdy, it is not abnormally strong

and certainly doesn't "swivel." Yet, due to the natural geometry of a tricycle with a swiveling nose wheel, the airplane immediately lines up with the direction of travel after touchdown. Two-control Ercoupes fly with a demonstrated cross-wind component of 25 mph.

Sculpture Honors First SFO to NYC Airmail Flight

By Patricia Dannatt
News Editor: The North Platte Telegraph

An historic event was commemorated Wednesday, April 7th, with

the dedication of an aluminum DH-4 airplane on the front of the terminal building at the North Platte Regional Air-

port. The historic event, which took place Feb. 22, 1921, is told in a plaque at the airport.

Pilot Jack Knight was waiting in North Platte to take his turn piloting a part of the first transcontinental airmail flight. The flight originated on the West Coast when two airmail planes left San Francisco at 4:30 a.m., heading east. Shortly after takeoff, one of the planes crashed, leaving the other to continue eastward. After three changes of pilots, the plane landed in North Platte at 7:48 p.m.

Knight was to fly the next leg of the flight to Omaha. However, he was grounded temporarily while mechanics made repairs to the DeHavilland DH4 aircraft. At 10:44 p.m., the DH4 disappeared into the darkness, headed for Omaha. At 1:15 a.m., Knight landed in a cold, wintry Omaha. The original plan called for two planes to

leave the West Coast and two to leave from New York and meet in Omaha. However, the plane that was to have met him in Omaha was grounded by snow between Omaha and



Plaque Commemorating First San Francisco to New York Air Mail Flight

Photo By: Barry Scheinost



DeHavilland DH4 on North Platte Terminal
Photo By: Barry Scheinost

Cont on page 6



"Sculpture Honors 1st . . . Airmail Flight" Cont from page 5
Chicago, essentially grounding the transcontinental flight. Knight decided the transcontinental flight could not end in failure. He flew on to Chicago, finally reaching his destination at 8:40 a.m., after flying more than 700 miles, mostly in total darkness. The airmail plane arrived in Long Island, N.Y., completing the transcontinental flight 33 hours and 20 minutes after having left San Francisco.

It was only appropriate, then, to select a replica of that historic plane to remember that part of flight history. Although many thought they would have to go to Omaha or out of state to find someone to build the airplane, it turned out the artists would be right in the area.

North Platte artist Mary Tanner studied and designed the rendition of the plane. Robert Kier of Hershey, a specialty welder for Troyer Enterprises in North Platte, fabricated the three-dimensional airplane that was dedicated Wednesday. "I've always enjoyed working with my hands and metal. I've always had a talent for it," Kier said, adding he has been welding since he was a teenager or earlier. Kier said he started with 5-by-12-foot flat sheets of aluminum. He simplifies the building process, saying he cut out the pieces, bent them, twisted them and used some eighth-inch steel cable and a little aluminum pipe. "I started in July on this project. I probably have more than 100 hours in it," Kier said. "I drew it out on my floor to make it to a larger scale. That took several weeks. I did it three or four times before I felt it was right." Kier said he kept climbing a 12-foot ladder and looking down on the plane as the project progressed, making sure the plane looked right.

A crane lifted the 300-pound plane to its place of honor on the front of the airport. Kier said the plane is mounted to the wall, secured with three 14-inch stainless steel bolts and eight steel-anchor bolts. "It looked big in my garage," Kier said, "but it doesn't look so large on the building." Kier said the front of the airport was a good place to put the plane, where it could be seen by more people, local residents as well as tourists, rather than putting it in a museum. "I enjoyed doing it. It's nice to help keep history alive. I feel privileged to have been able to use my talent to make it happen," Kier said.

Temporary Change in OLU AFSS Access

By Jeanne Giering, Air Traffic Manager, OLU AFSS

OLU AFSS will be undergoing construction work in the Operations area from May 10, 2004 through early August. Due to safety issues, we are requesting that pilots obtain their briefings by telephone rather than face-to-face during the construction project. Before resuming face-to-face briefings in August, we recommend a call to the facility to ensure that our construction project is complete. We apologize for the temporary inconvenience. We look forward to the return of our walk-in policy and to seeing you again in early August.

McCook Gets Med Star Air Ambulance

While visiting McCook on May 5, I noticed a turbine powered helicopter performing simulated emergency autorotations to the sod runway. It seemed they had been doing it for at least an hour before I arrived and continued for several more hours afterwards.

Curtis Smith, one of the helicopter pilots, came into the waiting area provided by Red Willow Aviation and we began a general discussion about flying and all the antics the helicopter had been performing.



L to R, Curtis Smith, Kendall David, Don Savage, Curtis is from North Dakota
Mike Lamee, and Mike David

and will be moving to the McCook area as he is one of four pilots assigned to fly the Med Star air ambulance. The pilots were being qualified in the training helicopter by Chief Training Pilot Don Savage. He had flown up from Texas to conduct five hours of training for each pilot.

Kendall David will be the person in charge of Med Star daily operations at McCook and is a fully qualified Emergency Medical Technician (EMT). He and his sister (also a fully qualified EMT) will alternate responsibilities as the operation will be on a 24 hour, seven days per week schedule. Kendall's mother trains EMTs and his father, Mike, is an EMT as well. They hail from Parks, Nebraska which is about 60 miles west of McCook on Hwy 34.

Daily operations will begin on June 1 at McCook with coverage of Nebraska, Kansas and Colorado. The continuously manned facility for the pilot, EMT and inflight nurse is completed while there is still some work to be done on the hangar for the helicopter. Med Star will be an important addition to the medical response capability of McCook and the three state area.

The next time you are at McCook, go take a look at the facility. The hangar should be completed, all training finished and three very capable people will be on continuous alert to assist you or your loved ones with any medical emergency that might arise.



Med Star Alert Facility and in Work Hangar



Aviation Safety Meeting

Larry Becherer (Lincoln FSDO) held a Safety Meeting at Plattsmouth on April 20 which was hosted by Roy Kessell of Flight Nebraska Group. Over 50 people attended the meeting with briefers from the Columbus FSS, Omaha TRACON, and the Omaha Tower



Roy Kessell



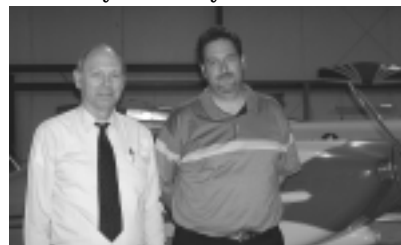
Tim Ryan, TRACON

Manager, Perry Grell.

Tim Ryan gave an excellent presentation concerning both IFR and VFR traffic in the Omaha area. Certain headings and altitudes are used for departure/arrival corridors when using the airports at Omaha, Council Bluffs, Millard and Offutt AFB.

VFR traffic departing Millard need to follow the departure procedure contained in the Airport/Facility Directory and be aware of the RC-135 and E-4 traffic from Offutt.

Roger Bodtke gave a presentation about the services provided to pilots by OLU FSS. From weather briefings, NOTAM coverage, and filing of both VFR and IFR flight plans.



Roger Bodtke (OLU FSS) and Perry Grell (OMA Tower)

Using 1-800-WX BRIEF on your cell phone when out of your original area code could cause confusion. ***If you dial 1-800-WX BRIEF on your cell phone you will be talking to the FSS in the area code where your cell phone originates, regardless of the state you may be calling from.***

If you call from a land line phone then you will be talking to the FSS for that phone's area code.

Toll Free Numbers for Local Flight Service Stations (First Dial 1-866)

Albuquerque, NM ABQ 499-5390	Jackson, TN MKL 840-1051
Altoona, PA AOO 708-9987	Jonesboro, AR JBR 520-8890
Anderson, SC AND 225-2172	Juneau, AK JNU 297-2236
Anniston, AL ANB 609-8684	Kankakee, IL IKK 450-6593
Bangor, ME BGR 293-5149	Kenai, AK ENA 864-1737
Boise, ID BOI 258-9068	Lansing, MI LAN 879-4066
Bridgeport, CT BDR 293-5149	Leesburg, VA DCA 225-7410
Buffalo, NY BUF 678-2759	Louisville, KY LOU 412-7968
Burlington, VT BTV 847-1846	Macon, GA MCN 276-0243
Casper, WY CPR 227-7498	McAlester, OK MLC 269-0189
Cedar City, UT CDC 667-3858	McMinnville, OR MVV 833-7631
Cleveland, OH CLE 780-8261	Miami, FL MIA 347-0316
Columbia, MO COU 223-4352	Millville, NJ MIV 225-7920
Columbus, NE OLU 288-3448	Nashville, TN BNA 890-1348
Conroe, TX CXO 689-5992	Oakland, CA OAK 469-7828
Dayton, OH DAY 505-6163	Prescott, AZ PRC 226-3763
Denver, CO DEN 751-7021	Princeton, MN PMN 841-6469
Deridder, LA DRI 401-5659	Raleigh, NC RDU 663-3354
Elkins, WV EKN 656-2661	RanchoMurrieta, CA RIU 272-7525
Fairbanks, AK FAI 248-6516	Reno, NV RNO 281-2737
Fort Dodge, IA FOD 300-2858	Riverside, CA RAL 838-2250
Ft. Worth, TX FTW 272-7915	SanAngelo, TX SJT 300-3837
Gainesville, FL GNV 523-7229	San Diego, CA SAN 682-2175
Grand Forks, SD GFK 306-6931	San Juan, PR SJU 822-8537
Great Falls, MT GTF 527-7601	Seattle, WA SEA 384-7323
Green Bay, WI GRB 845-4888	St. Louis, MO STL 671-6176
Greenwood, MS GWO 245-6109	St. Petersburg, FL PIE 295-3983
Hawthorne, CA HHR 879-8252	Terre Haute, IN HUF 224-9906
Honolulu, HI HNL 766-0820	Wichita, KS ICT 672-5145
Huron, SD HON 732-1331	Williamsport, PA IPT 655-6434
Islip, NY ISP 365-5019	

Nebraska RCO Frequencies

AIA Alliance 122.3	ANW Ainsworth 122.4
BFF Scottsbluff 122.6	BIE Beartrice 122.5
CDR Chadron 122.5	EAR Kearney 122.55
OFK Norfolk 122.15	OMA Omaha 122.35
ONL O'Neil 122.45	SNY Sidney 122.45

Clearance Delivery Frequencies

ANW Ainsworth 132.7	BFF Scottsbluff 127.95
GRI Grand Island 126.05	HSI Hastings 119.4
LBF North Platte 132.7	MLE Millard 125.4
ONL O'Neil 128.0	

Enroute Flight Advisory Service High Altitude Frequencies

Denver 124.675	Kansas City 123.625
Minneapolis 135.675	Salt Lake 133.025

Enroute Flight Advisory Service Low Altitude Frequency 122.0

Weather Briefing

(Landline or Cell Phone home area code)
1-800 WX-BRIEF
(1-800-992-7433)

Clearances

1-866-OLU AFSS (Columbus FSS)
(1-866-658-2377)

Need Weather Right Now??

There is a new toll free service available from your phone for weather at any AWOS, ASOS or ATIS in the continental US. It is free but like so many things today it may have some advertising when you first dial the number. Just do the following:

1. Dial **1-877-269-2967** or **1-877-ANY-AWOS**
2. Enter the airport ID, for example 243 for BIE.
3. Choose the airport from the list you'll hear.

PIREPS

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

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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!

June 5 - Beatrice (BIE), Fly-in or Drive-in breakfast 8-10am, biscuits and gravy, ham, drinks, \$3.00. Fly-in pilot free. Dedication/Open House at 10:00 am. Fly-bys, static displays and 5 drawings for 20 gallons of 100LL. Airplane rides from 11am till 6:00pm, \$10.00 per person. More info: Diana Smith 402-223-5349.

June 5 - Scottsbluff (BFF), Fly-in breakfast and lunch by EAA Chapter 608. Static displays, fly overs, "Young Eagle" airplane rides. More info: Dave Fischer 308-783-1035.

June 6 - Central City (07K), All you can eat Fly-in breakfast 6:30-11am and lunch 11:30am-2pm. Parachute jumps at 8 & 10am. Static displays, RC aircraft fly at 12 noon, airplane rides. More info: Don Shorney 308-946-3450.

June 9-13 - Columbus (OLU), Fred Ihlenberg Memorial Fly-in. Four days of events. Breakfast on 13th, 6:30am - 3pm. More info: Keith 564-7884.

June 11-13 - Lexington (LXN), Luscombe Fly-in. Registration Fri, Fly-in breakfast Sat and Sun. Sat: breakfast then fly to Minden to museum, back to LXN for a catered supper. Sun: breakfast and depart. More info: Nathan Cook 308-324-8770.

June 13 - Pawnee City (50K) Fly-in breakfast 7-10:30am. Free to fly-ins, donation or \$3 for others. More info: Ron Thomas 402-852-2672.

June 13 - Tekamah (TQE) Fly-in breakfast 8:00 -11:30am. Other activities in work. More info: J&D Aircraft, Jim Pollard 402-374-1700.

June 19-20 - Kearney (EAR), South Central Nebraska Fly-In Breakfast-Lunch-Dinner-Dance Extravaganza. Four Clubs -- EAA Chapter 1091, Nebraska Antique Aircraft Association, Colorado/Nebraska Flying Farmers/Ranchers, Husker Ultralight Club at Kearney Municipal Airport. 7:30-10:30am Pancakes/Sausage (Free to Fly-ins), 11am-3pm. Hot dog, hamburger lunch. 6:30pm - Dinner- 7:30 USO Style Dance 40s-50s-60s music, Young Eagle flights. Homebuilts, Antiques, Classics, Helicopter, Paraplanes, Trikes, Ultralights, R/C Aircraft. Hot Air Balloons and Military Aircraft also invited. More info: Colin English (Air Boss) 308-234-

2318 or Cal Kelly (Director) 308-468-5189 email: ckelly@nctc.net

June 20 - Creighton (6K3), Annual Father's Day and Berrypepper Fly-in breakfast, 7-11am. Free to all fly-ins. More info: Harvey Sorensen 402-358-5541 or Robert Boardman 402-358-3455.

June 26 - Aurora (AUH), Fly-in breakfast, 7-10am, free to Fly-ins, courtesy of Traudt Aerial & Classic Aero. More info: Terry 402-694-3633.

June 26 - Crete (CEK), Fly-in breakfast 7-11am. PIC free. Pancakes provided by Boy Scouts. Sky divers, static displays and airplanes rides. More info: Pat 402-826-4402.

June 27 - Genoa (97Y) Fly-in breakfast, 7-11am, free to fly-ins. Sponsored by Genoa Lions Club. In conjunction with Genoa's "Pawnee Days". More info: 402-750-0185.

June 27 - Pender (0C4) Fly-in breakfast, 7:30 to 11:30am. More info, Paul Peters 402-380-9882.

July 1-4 - Seward (SWT), Midwest Aerobatic Club, Chapter 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-ins. 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 - 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 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 16-18 - Council Bluffs (CBF), Parachute Boogey sponsored by the Lincoln Parachute Club. Friday start at 5pm, Sat & Sun 8am to ?? Parachutists from all over the country. More info: Frank Forlini 402-271-3804.