

PIREPS

A bi-monthly newsletter for Nebraska pilots and aviation enthusiasts



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

PIREPS

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Director

Stuart MacTaggart

Aeronautics Commission Chair

Doug Vap

Aeronautics Commission Members

Barry Colacurci
Doyle Hulme
Ken Risk
Steve Wooden

Editor

Ronnie Mitchell

Email: rmitchel@mail.state.ne.us

Telephone: 402-471-7945

Editorial Staff

Jan Keller	Assoc
David Morris	Assoc
Dianne Nuttelmann	Assoc
Barry Scheinost	Assoc
Soni Stone	Assoc
John Wick	Assoc

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Nebraska Department of Aeronautics
PO Box 82088 Lincoln, NE 68501
Phone 402-471-2371 or
www.aero.state.ne.us

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Aviation Art Contest Awards Ceremony

Nebraska's Air National Guard, 155th Air Refueling Wing conference room was the setting for the annual Aviation Art Contest Awards Ceremony held on April 16th at Lincoln's Municipal Airport. This art contest is for age groupings 6-9, 10-13 and 14-17 with state winners going on to the national contest and if winning there, on to the international competition which will be held this summer in Europe.



BG Musick and the flag of 1814 held by Joslyn Wallen and "Charlie" Morris

General Mark Musick opened the ceremony with a historical lesson concerning the American flag and the transitions it has made during the years of our republic.

Winning the 1st place state award, age category 6-9, was Kylie Carlson (Scottsbluff) who also won



Kylie Carlson (1st) and Abigail Swanson (3rd)

third place at the national level and will compete internationally this summer. Abigail Swanson from Lincoln won 3rd place. Not pictured in the 6-9 age category is 2nd place winner, Natasha Bomberger (Wallace).



Annika Wickizer (2nd), Collin McCann (3rd) and Yvonne Lin (1st)

Winning in age category 10-13 was Collin McCann (3rd, Omaha), Annika Wickizer (2nd, Omaha) and Yvonne Lin (1st, Lincoln). Yvonne won first place in this age category last year and

2nd place two years ago.

For the first time in the history of the contest, one school, Verdigre Public School, won the "Clean Sweep" Award (winning 1st, 2nd and 3rd) in age category 14-17 and also an Honorable Mention (HM). Teacher, Cathy Barta and her students were all present for the awards.

Stuart MacTaggart was honored for chairing the Art Contest program the past six years. He was presented with an eagle whose outspread wings symbolize the lofty position attained by the Art Contest Awards program. Patsy Meyer of the NE 99's made the presentation. Overall, this was another milestone in the commitment made by parents, teachers, and sponsors to assist our youth in their goals.



Front: Ashley Vesely (3rd, Verdigre), Darlene Schackelton (HM, Verdigre), Megan Hansen (1st, Orchard). Back: Cody Barta (2nd, Niobrara), Teacher Cathy Barta & Stu MacTaggart



“Teamwork”

By Stuart MacTaggart

It's a powerful word. It infers dedication, goals, mission; and, yes—passion. When combined with aviation it takes on a really special meaning.

You'll witness a taste of it in this issue of PIREPS with people like General Musick and the entire Air National Guard who volunteer to make our Art Awards Ceremony a truly class event; Teachers, like Cathy Barta who, along with parents, inspire our youth to challenge and succeed; Scott Stuart for his professional wisdom and clarity of purpose; TWA Captain and now FAA examiner, Dan Petersen, for his positive role model; Lee Svoboda, who puts in twice the effort so it's easier for us to learn; Bob Moser, who challenges us to new experiences; Communities like Beatrice who hold banquets, fly-ins, and aviation celebrations; the FBO's like Jack Jackson's Hangar One and organizations like EAA, Alpha Eta Rho, the Ninety-Nines, Flying Conestogas and Flying Farmers & Ranchers.

Thanks for your participation; we're proud to be part of the team!



Director, NE Dept. of
Aeronautics
Stuart MacTaggart

“Two Against One, I Hate Taking Checkrides”

By Scott Stuart

Way to go fellow airmen and women! For the year 2004 our accident rate declined by 8.4% and the fatal rate dropped 11.4%!! This is a good thing and it may be because fewer hours were flown. Or, maybe it was the checkrides?

As the title to this article states, I really do not like taking checkrides. Just when I think I'm doing a good job flying, guess what?? This past checkride I was lucky enough to have two seasoned CFII's along for the critique. Two against one, I was doomed!! What one might not notice, for sure the other did!! Lucky for me they did.



Scott Stuart

One of my discrepancies occurred during the VOR 17 approach to LNK. I thought I was doing just fine, thank you. I was pretty much smack on course and holding the MDA within safe margins. When I got to the one mile visibility minimum I went missed approach. Ho-hum, I have done that approach so many times I hardly had to look at the plate!! It was later during the critique that I learned something new to me.

I was quizzed as to why I had gone to the miss at the one mile minimums. Hmmm, thought that is what the approach plate said, one mile. It does, but the two wizards pointed out to me that with the GPS I could actually fly right to the end of the runway with great accuracy, yes, at MDA. Then IF I saw the runway and was in a position to make a normal landing, it was legal and safe to do so. My Garmin's are not new to me, but this "approach" to their use was, and it proved invaluable to me just last week landing in the snow in N. Minnesota. I was at minimums almost right to the end of the runway before I saw it and the airport environment, and was able to make an uneventful arrival. Maybe those two guys who make me sweat know what they are talking about?

My insurance carrier requires an annual checkride. Nope, I don't like it a bit, but maybe they have something there!! You have read my words before: train like you fly and fly like you train. Know your stick and rudder stuff, and all the new avionics stuff that helps us be, as the Army says, "All We Can Be". The recent statistics prove it works and we are all the winners. Maybe the Biennial Flight Review should be an Annual Flight Review?

Your next checkride may be humbling, as for sure mine will be. AGAIN, better to be humbled and sharper than proud and inept. Two against one? I am hoping I can get R.E. and E.M. to nail me again next year. There is a lot of wisdom in that grey hair!!!! Thanks, men!!

Book From Steve Ritchie?

Please notify Barry Scheinost (402-471-7930) if you ordered a book from guest speaker Steve Ritchie at the January Aviation Symposium. Steve has since moved and lost the list of those he owed a book to, so let Barry know and it will be put in the mail.

New Pilots and Certificates

Private

Jacob Barth – Pilger
Aaron Onufrock – OMA
Richard Storz – OMA
James Broesch – OMA
Leigh Hedrick – OMA
Cassiopea Vanhorn – OM
Andrew Gonzales – OMA
Patrick Desouza – OMA
Robyn Aerni – OMA
Andrew Burroughs – PMV
Justin Botts – Papillion
Jeffrey Bellows – Bellevue
Eric Sissel – LNK



Stephen Wojcik – Bellevue
Van Linden Marcus – OMA
Barbara Kolden – PMV
David Essman – LBF
Roy Licking – Thedford
Lynn Grant – OMA
Earl Arnold – Bellevue
Adam Kraft – Bellevue
Joseph Waddell – Bellevue
David Winfield – EAR
Adam Johnson – Cody
Desiree Denning – Bellevue
Jeffrey Shoemaker – OMA
Kevin Webb – Bellevue

Commercial

David Leis – Scottsbluff
Nicholas Potter – Gretna

Lucas Stritt – Indianola
James Steier – OMA

Instrument

Craig Zeluf – OMA
Brandon Good – OMA
William Goedken – OMA
Bennett Ginsberg – OMA

Michael Gerdes – Johnson
David Noonam – OMA
Andrew Groenenboom – LNK
Calvin German – OMA

Flight Instructor - Instrument

Christopher Beard – EAR

William Post – Gretna



“See and Be Seen”

By Dan Petersen, LNK FSDO



Dan Petersen

Fly-ins and flight breakfasts are just around the corner. With these fun events come congestion, lots of planes trying to land about the same time on the same runway. Usually these take place at uncontrolled airfields. Unfortunately, this is where mid-air collisions can occur and are seldom survivable.

What can we do to avoid a near or actual midair collision?

Here are some statistics from the National Transportation Safety Board (NTSB). A recent NTSB study revealed that most aircraft involved in collisions are engaged in recreational flying and not on any type of flight plan, at uncontrolled airports, and at altitudes less than 1,000 feet above ground level (AGL). Most midair collisions occur in visual meteorological weather conditions (VMC) with at least three miles visibility during weekend daylight hours. Pilots of all experience levels were involved in midair collisions, from pilots on their first solo ride to 20,000-hour veterans. Most sobering is that for 37 percent of the accidents in this study, flight instructors were on board.

We all know that the Federal Aviation Regulations require us to maintain vigilance to see and avoid other aircraft, regardless if we are visual flight rules (VFR) or instrument flight rules (IFR). So what can we do? Not getting complacent should be the number one answer. We all need to know that it can happen to us. We need to keep our head on a swivel and effectively scan outside the cockpit for other aircraft.

The human eye has certain limitations. The eye will not focus well when it is in motion, nor does the eye focus well outside of about 10 to 15 degrees from the center. Your eyes also like to work together, binocular vision. If both eyes do not see the same object, your brain tends to not believe that the object is really there.

To overcome some of these limitations of the eye, we need to practice proper scanning techniques and clearing procedures. Divide your field of vision into blocks approximately 10 to 15 degrees wide. Be sure to stop and focus on each block and try to detect any motion in each block. A moving target is easier to spot. If a target appears to not be moving but is getting larger, you are on a collision course. You could have anywhere from two seconds to several seconds to take evasive action.

Our airplanes have become more complicated with the addition of advanced avionics that we put in our panels. Most pilots do not obtain any formal training with their new Global Positioning Systems (GPS). Even when they do have an instructor with them,

Continued on Page 7

Check Airman's Corner

By Lee Svoboda



Lee Svoboda

In the months and years past you have read about some of my interesting experiences while conducting FAA certification practical tests. This time I will tell you about an interesting experience; however, this experience was probably as close to the perfect practical test that I have experienced in my 12 years of administering practical tests.

First of all, the applicant was on time, even a little early. We started the eligibility phase of the test and the applicant had all the documents ready. There was the application form, the identification, the knowledge test results, a current medical certificate, pilot certificate, logbook with the all required endorsements and of course a blank check. We then moved on to the airworthiness of the aircraft to be used for the practical test. Again, all the required documents were readily available and the aircraft engine and propeller logbooks were tabbed so that all the required inspections were easy to find.

We then moved onto the oral portion of test. Here again the applicant was fully prepared and totally knowledgeable of the requirements for the certificate being sought. The navigation log, weight and balance and aircraft performance was meticulously figured and it was correct. The applicant was also well versed in weather information, the national airspace system, FARs, operations of systems, and aero medical factors.

We then moved on to the preflight. Here again, the applicant used a checklist religiously and knew what every vent, hose, tire wear, tire inflation, oil capacity, minimum oil, etc. was required to make the aircraft airworthy. During engine start, taxi, and run up, the applicant demonstrated a high degree of systems knowledge and minimum equipment requirements for the intended flight.

During the flight portion of the test, all maneuvers were performed well within the tolerances of the practical test standard. As a matter of fact, the applicant was able to discuss common maneuver errors and the results of those errors. The post flight was flawless.

This “best so far” practical test is a tribute to the instructor and the applicant. It also renews my faith in the fact that there are still instructors and pilots out there that want to do more than merely meet the minimum standards.

Keep your calendar open for September 24
State Fly-in at Hastings (HSI) 8am - 4pm
More info: Doug Abbott 402-461-5151



Beatrice 38th Annual Airport Party



Kandi Hawkins, The Flying Conestogas VP

By Kandi Hawkins
The 38th Annual Airport Awards Banquet was held in Beatrice, sponsored by the local flying club, the Flying Conestogas. The public gathering gives the flying community an opportunity to raise awareness of flying and of the importance of local airports. It also gives pilots an excuse to get together and relate often embellished stories of their flying adventures. Tongue-in-cheek awards are given for said adventures

by the club's elusive "secret committee". Once rumors of flying escapades or mishaps reach the right sets of ears, the committee chooses the pilot deemed most worthy of receiving the Knucklehead trophy--an old style commode with the rim fur lined. Smaller versions of the commode are sometimes given for "lesser offenses". All awards are in fun and fortunately the recipients are good sports.

This year's "winner" of the Knucklehead fur pot was Linn Sunderland, who made the mistake of NOT making his mistakes without witnesses. His smaller offense involved a tow bar incident.



Linn Sunderland and Bill Scully

His larger transgression occurred when he innocently took out his (and his two partners) homebuilt Baby Lakes for a little practice on the taxiway. Actually, the partners found out about the incident from the witness, but mischievously waited for Linn to confess. And well, let's just say a runway light and prop both ended up being replaced. Linn's comment upon receiving his prize from presenter Bill Scully, Sr., "That prop was too darn long the whole time, anyway!"

Linn's competition for the grand award was Dean Doyle, whose offenses involved 2 separates incidents: a tie down rope and the electric winch in his hangar. On the latter, he may have been ratted out by the guys he called to fix the winch. Fortunately, in the tug-of-war between airplane and winch, the airplane won.

If we're all being honest, these offenses are not that rare, it's just that they got caught!! Linn and Dean are both excellent pilots and obviously, good sports. In addition, Linn has been the club's Treasurer for nearly two decades, while Dean is a long time Beatrice

Airport Authority member.

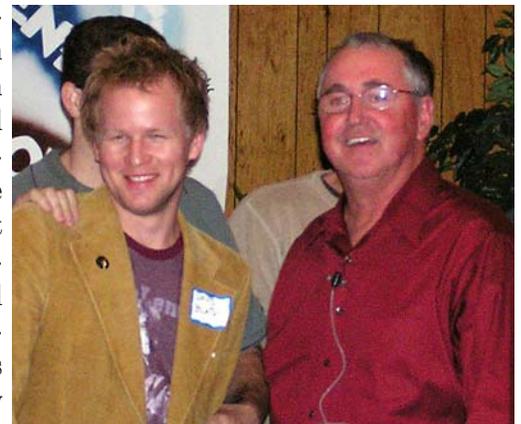
As is usual for the Awards Banquet, a guest speaker follows the presentations and door prizes. This year's speaker was Ben Rogers. Standing with his wife,



Karen and Ben Rogers

Karen, Ben said "I'm not just glad to be here, I'm glad to be anywhere." Many may remember that Ben had a very serious mishap on his way from Colorado to his home in Missouri in October 2004. Just after leaving the runway at Beatrice the right engine of his Piper Geronimo quit working. He was regaining some control by counteracting to the left when the right engine power returned. About half way through the turn to return to the airport, his right engine quit again, for good. At that time, he was pointed across the four lane Highway 77. The landing gear took part of the impact, the east bank of the road stopped him, and the airplane then caught on fire. Ben was pounding on the window when his "rescue angels" used a hammer to break the windows and pull him clear of the wreckage that within seconds was completely engulfed in flames.

To say Ben is grateful to the men who got him out, the rescue personnel, and the others who stopped, tried to help, and prayed, is an understatement. He had invited all of his rescuers to the banquet to personally thank them and present them with ribbons and pins. He also presented the Beatrice Airport with a commissioned mural done by his stepson David. It was obviously a very emotional and important time for Ben and his family, who were also in attendance. Ben provided a heartfelt and occasionally humorous, recounting of the events of that day. He expressed his own amazement at how many lives were intertwined that day to save his life, and he is eternally grateful. He said he would never forget the sound of impact caused by the accident nor would he ever forget those responsible for his 2nd birthday, October 3, 2004. We also thank those who were "in the right place at the right time" and Ben for sharing his and their stories.



Artist David Blair and Ben Rogers



29th Air Race Classic To Stop In Beatrice



Heidi Wullschleger and Bobbie Harders

Heidi and Bobbie estimate it will cost \$1500 to participate in this year's Air Race Classic (ARC) which has a stop in Beatrice. They have an excellent chance of winning the Collegiate

Challenge Trophy which is for the winning student team.

This year you can make a difference by contributing to these U of NE @ Kearney students. Heidi has earned a private license and instrument rating while attending college and working at Air Midway as a line girl parking and refueling aircraft. Bobbie has earned a commercial license and instrument rating while attending college and working at Li'l Red Aero as a mechanic's assistant. They will be making an ARC stop in Beatrice on June 21.

Time is short! Help yourself to be a winner by sending your donation to: Director, Airway Science Program, Attn: Terry Gibbs, 905 W. 25th St., Kearney, NE 68849. For more information gibbst@unk.edu or 308-865-8309.

Security NOTAMs – Awareness and Familiarity

By Inez Kennedy, Acting Air Traffic Mgr, OLU FSS

Flight Service has a requirement to include non-published Security NOTAMs as part of preflight briefings. In various parts of the country, airspace has been violated due to lack of awareness and not being familiar with 2 Security NOTAMs, in particular.

1 - FDC 4/0811 Pilots are strongly advised to avoid the airspace above, or in proximity to sites, such as power plants (nuclear, hydro-electric, or coal), dams, reservoirs, industrial complexes, military facilities and other similar facilities. Pilots should not circle as to loiter in the vicinity over these types of facilities.

2 – FDC 3/1862 Sporting Events. One hour before the scheduled time of the event until one hour after the end of the event, all aircraft and parachute operations are prohibited at and below 3,000 ft. AGL within 3 NM radius of any stadium with seating capacity of 30,000 or more in which a MLB, NFL, NCAA Division One Football, or major motor speedway event is occurring. All previously issued waivers to FDC 2/0199 are rescinded. See the NOTAM for a list of those who can obtain waivers. DOES NOT apply to ATC authorized aircraft for operational or safety purposes, DOD, law enforcement, or aeronautical flight operations in contact with ATC. Waivers at <http://www.faa.gov/ats/ata/waiver> or 571-227-1322.

It is in everyone's best interest to be aware of activities at your destination, as Flight Service DOES NOT have access to the event schedules referenced in FDC 3/1862.

Aviation Career Exploration (ACE) Camp

By David Morris

Each summer the Department of Aeronautics, in conjunction with the University of Nebraska (Omaha & Kearney), sponsor an Aviation Career Exploration camp for 25 students, age 13-17. The students will spend their days exploring the many facets of aviation. Tours include an FAA Control Tower and Radar Approach Control Facility, the Strategic Air & Space Museum, the Air & Army National Guard and Duncan Aviation.

The students receive an orientation ride in an airplane, learn about aerodynamics, aviation weather, flight planning and rocket building. The camp is scheduled for July 10 thru 15, costs \$175.00 per student with seven openings still available. For more information contact David Morris at the Nebraska Department of Aeronautics: dmorris@mail.state.ne.us or 402-471-7948.

Buy A New Aircraft?

Hangar One at Millard's Municipal Airport had an open house on May 12 for anyone wanting to buy an aircraft. There were four new Pipers, two Diamonds and four Cirrus aircraft on display with demo rides available to prospective clients.



Cirrus SR22 Display With "Trailer Traffic" Closing Rapidly

Among the "notables" present to help anyone with a new Piper aircraft were Nebraska salesmen Jeff Engels, Willis Faux and Vic Roeder. Jeff lives in Crete while Willis and Vic both live in the Fremont area. All three have a long aviation history in Nebraska and they had a beautiful day to show their aircraft.



Jeff Engels, Willis Faux and Vic Roeder



“See and Be Seen” Continued from Page 3

there is a lot of heads down time during flight. Try to learn your navigation system the best you can before you fly, either with a simulator, with an instructor that is familiar with your system, or with one of the excellent computer programs on the market to teach you how to operate your GPS. Even after you learn and are proficient with your system, do not become “automation complacent.” Remember to look outside. If your head is down for more than a few seconds without scanning, you are at a greater risk of a midair collision.

When you are out practicing maneuvers, be sure to perform clearing turns. Just don't go through the motions-REALLY LOOK. Remember that during any practical test for a pilot certificate, collision avoidance and clearing turns are special emphasis items. Do a clearing turn before each maneuver and do not wait too long to perform the maneuver. Traffic can fly into your area while you wait around thinking about it.

Other items to consider are: be sure to monitor the proper radio frequency and adhere to communication requirements; use flight following when flying cross-country to supplement your traffic avoidance procedures. When operating IFR, do not solely count on Air Traffic Control (ATC) to separate you from traffic. They are human just like us and can make mistakes. Again, keep your head on a swivel.

You can do certain things to make yourself more visible to other aircraft. Be sure to have your anti-collision lights and your landing lights on within 10 miles and less than 10,000 feet AGL from an airport. Have your transponder and altitude reporting on so that ATC can see you and provide advisories to other aircraft even if you are not talking to ATC.

It is absolutely essential to have the right mental attitude and realize that a midair collision can happen to you. The airline I formerly flew for had three midair collisions. One in 1956 over the Grand Canyon, in 1960 one over New York City, and in 1967 they had a midair over Ohio with a Beechcraft Baron. After the last one, there was a major culture change at the airline. From the training department to every line captain, it was required that somebody's eyes were outside the cockpit. From that day on, they instilled this philosophy in every co-pilot who would later fly in the left seat. When it was the co-pilot's leg and before he made a turn, you could usually see the captain look over to him to see if he was looking outside. If not, he would be chastised for not doing so and be reminded of those who were lost over the Grand Canyon.

In the meantime, fly safe and I hope to see you at the fly-ins or more appropriately, I hope we “see” each other.

Lose the Engine-Gain the Skill-Part II Continued from Page 7

Now a CFI in gliders, I'm a staunch advocate of glider training, even for the most advanced pilots. Soaring is fun and safe... and what a thrill it is for a pilot to gain a mile of altitude without a motor. It's simple machinery, but beautiful “flying”.

So hey, you power pilots out there. ...If you want to gain some skill, lose the engine. More info: www.omahasoaring.net

Young Eagles Fly Again

Over 50 “Young Eagles” converged on Hangar One at Millard Airport on a recent Saturday (May 21) for their time in the sky provided by the members of EAA Chapter 80.

The most visible volunteers in the Young Eagles program are the pilots. Nearly 40,000 men



Steve Stevens and Becky Huff



Spencer Osler, April Bowling, Sarah Crum and Harlon Haine

and women worldwide have freely given of their time and talents to share the joy and excitement of aviation with more than 1 million young people.

Among the pilots donating their aircraft and time to give these young people their first aircraft ride were Harlon Haine and Steve Stevens.

Harlan has been at this a long time as his volunteer number is 131, the latest volunteer number is 39398.

UNO Students Do Aircraft Wash

Some students will do about anything to go to EAA's Air Venture 2005! Three members of Alpha Eta Rho were at Hangar One May 21 to wash aircraft. The cost? Donations only to help them go to Oshkosh this summer.



Karly Kolden, Bill Welstead and Zac Wert

“Doc” Steier provided his N model Bonanza which won “Outstanding Custom” in

the Contemporary Category at Oshkosh in 1997. Contact Bill Welstead at 402-321-7551 to get your aircraft washed next month.



“Hard At Work”

PIREPS

Department of Aeronautics

P.O. Box 82088

Lincoln, NE 68501

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Calendar of Events

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800-1000. Free to PIC.

- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0730-1030.

June 4 - Scottsbluff (BFF) Family Fun Day and Fly-in breakfast. 7am-1pm. Young Eagles rides. Static displays including a KC-135. More info: Stephen 308-631-5669.

June 5 - Central City (07K) Fly-in/Drive-in breakfast and lunch 630am-2pm. Free to fly-ins. Parachute jumps, static displays P-51 and P-40. More info: Don Shorney 308-946-3450.

June 9-12 - Minden (0V3) Ercoupe National Fly-in. Friday night BBQ at the airport. Banquet at Pioneer Village Motel Sat. night, \$15/person. More info: Skip 919-471-9492 or nfckr3@aol.com

June 12 - Fremont (FET) Fly-in breakfast 730am-1130am. Free to fly-in pilots, others \$5/person. Pancake Man preparing meal! More info: Diane Mallette 402-753-2264 or email dmallette@fremontnational.com

June 12 - Pawnee City (50K) Fly-in breakfast 7-11am. Pancakes and sausage. More info: Ron Thomas 402-852-2672.

June 12 - Tekamah (TQE) Fly-in breakfast with the Pancake Man. Free to all fly-ins. 730-11am. More info: Jim 402-374-1700.

June 19 - 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.

June 19 - Harlan, Iowa (HNR) 8-Ball Aviation Club Fly-in Breakfast, 7-11am, free to all fly-ins. More info: Harlan 712-744-3366.

June 25 - Aurora (AUH) Fly-in breakfast 8-10am. PIC eats free. More info: Jerry Brown 402-694-3633.

June 25 - Crete (CEK) Fly-in breakfast 7-11am, PIC eats free. In conjunction with Crete Blue River Festival. EAA Chapter 569 participating, Boy Scouts providing breakfast. Static displays, skydivers and aircraft rides. More info: Pat 402-826-4402.

June 25-26 Kearney (EAR) Aviation Extravaganza II - EAA Chapter 1091 Fly-In. Also participating - HeartLand Flying Farmers/Ranchers, Nebraska Antique Aircraft Association, Husker Ultralight Club, Commemorative Air Force's **B-17 rides available both days.** Sat & Sun: Breakfast 0730-1030 (Free 2 Fly-ins), Lunch 11am-3pm. Sat. 6:30 p.m.

dinner - 7:30ish USO Style "Big Band Reprise" Show & Dance 30s, 40s, 50s Music. Public welcome, \$2.00 entrance fee (covers both days), under 16 free. EAA sponsored Young Eagle flights - free to ages 8-16, homebuilts, antiques, classics, helicopter, paraplanes, trikes, ultralights, R/C aircraft, Kite Expo. Hot air balloons, military aircraft and antique autos also invited. More info: (Air Boss) Colin English 308-234-2318 cell 308-440-5014 or (Director) Cal Kelly 308-468-5189 cell 308-380-1690 email ckelly@nctc.net

June 26 - Pender (0C4) Fly-in breakfast, 8am-1200, PIC eats free. More info: Paul Peters 402-380-9882.

June 28-30, July 1-3 B-17 "Fuddy-Duddy", available for tours and rides. LBF June 28, GRI June 29, OMA, Eppley Airfield, TACAir ramp June 30-July 3. More info: www.b17.org

July 1-4 - Seward (SWT) Midwest Aerobatic Club, aerobatic competition, airshow, and air races. July 1, practice and registration, July 2 & 3 aerobatic contest. July 4, free airshow and air races 11am to noon. More info: Doug 402-475-2611 or Greg/Terri Whisler 402-643-2125.

July 3-9 North Platte (LBF) Navion National Fly-in. July 3 registration at LBF Sand Hills Quality Inn & Suites, 4th Membership Bkfst and tour of 3 museums, 5th Speed Races, 6th Fly to Pioneer Village @ Minden, 7th Efficiency race and Buffalo stew feed, 8th Proficiency race and awards dinner, 9th fly home. More info: Dick Kimball 308-532-3092.

July 8-10 - David City (93Y) 14th Annual Ultralight Gathering. In conjunction with "July Jam" sponsored by David City Chamber of Commerce.

July 9 - Wayne (LCG) Fly-in breakfast, 730-930am, free to fly-ins. In conjunction with **Wayne Chicken Show, parade, Omelete feed, Chicken feed, fun and games, free shuttle.** EAA Chapt 291 providing "Young Eagle" rides. More info: Nancy 402-375-1733.

July 15-16 Council Bluffs (CBF) Parachute Boogey sponsored by the Lincoln Parachute Club. Friday 5pm to dark, Sat & Sun 8am to dark. \$25 registration with most proceeds going to American Cancer Society. Tandem jumps available. More info: Frank 402-544-3804.

July 17- Elgin (Koinzan airport, 33 miles west of Norfolk) 14th annual EAA fly-in breakfast. Serving pancakes, sausage, coffee and juice from 7am until noon. Free to all fly-ins.

Aug 11 - AOPA Air Safety Meeting 7-9pm, UNO, Eppley Admin Bldg Auditorium.

Aug 13-14 - 10th Annual Make-A-Wish Air Rally & Race. Sponsored by UNO, UNK and Optimist International. For entry packet and race information: Mike Larson, 402-554-3683, mikelarson@mail.unomaha.edu or Kris Newcomer 402-659-7241, krisnewcomer@cox.net.

Aug 21 - Hartington (0B4) Fly-in breakfast 0700-1200. More info: Bud 402-254-3212.