

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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Art Contest Awards Program

It's official. The best artists in the state were awarded trophies and certificates of recognition during an awards ceremony on April 15, 2006. The theme for the art work was "Air Sports and Nature in Harmony" and you may view the winning artists murals at our website, www.aero.state.ne.us.

David Morris, NDA Aviation Education Coordinator, was MC for the program which took place at



David Morris, NDA Aviation Education Coordinator

the NE Air National Guard Conference Room near the Lincoln Airport. Brigadier General Robert Bailey was the keynote speaker and his comments focused on the importance of art. He stated "art begins with the artist" and it should be "enjoyable, fun and used as expression and understanding of the subject." He suggested the artists use this program to "capture the history of aviation and adventure". He challenged the group to share their art and to continue their "education and keep learning more about art."



BG Robert B. Bailey

The presentations began with the youngest age category, 6-9, with NDA Director Stuart MacTaggart giving the awards. Teacher Kathryn Sirek was given the "Clean Sweep Award" as her students "swept" all three places in the age 6-9 category. Honorable Mention (HM) was also given to two more of her students.

In the 10-13 age category, Patsy Meyer of the Nebraska 99s made the presentations. Proud teachers Debie Plog and Diane Meyer

Age 10-13 Winners



Front: Colin McCann, Joanna Rainforth, Sara Schnackel. Back: Teacher Debie Plog, Patsy Meyer and Teacher Diane Meyer

stood with their students and there were smiles all around. Collin McCann won 1st at the state level, third at national, and then his art went on for competition at the International level in Lausanne, Switzerland where he won third!

Lt Col Steve Plamann from the NE ANG made the presentations in the 14-17 age category. He was instrumental in helping orchestrate the ceremony along with many others from the 155th Air Refueling Wing. The 2007 Aviation Art Contest brochures will be mailed Sept. 2006. Contact David Morris at 402-471-2371 for additional information.



Front: 1st Leah Guenther, HM Taylor Brockhaus, 3rd Emma Louise Waechter, HM Michael Johnson. Back: 2nd Makaria Kirianov and Teacher Kathryn Sirek
Age 14-17 Winners



Front: 1st Savanna Gibson, 2nd Yvonne Lin. Back: Teacher Donna Arnett and LTC Steve Plamann. Not pictured, 3rd Whitney Hochstetler



One Click will do it

By Stuart MacTaggart

With the advent of personal computers, multi-function displays, and moving maps, the term “user friendly” has become a household word. Coincidentally, if we're not able to easily access the information we need, we look elsewhere.

That's why I asked our engineer/webmaster, Bob Richter, if we couldn't modernize our website. I think you'll be very pleased with Bob's creation—pictures, links, easy access. I recommend you check it out; there is a wealth of information available.

Do you want the latest information on Lockheed Martin? Aviation weather? Nebraska airports? Do you need NDA forms? A local, FAA certified Flight Surgeon? How about a link to the FAA or NAAO? Do you have questions about airport construction projects? Perhaps our educational programs? Our summer camp? Have you read our latest PIREPS or the history of the State's Aviation Hall of Fame? It's all there and more.

Perhaps more importantly it belongs to you. If you have suggestions, or questions about our services in the Aeronautics Department, one click will do it. www.aero.state.ne.us



Stuart MacTaggart
Director, NE Dept of Aeronautics

Flying Solo

By Scott Stuart

User fees are looming, they are not a lot of conversation, but very real and they will affect all of us if/when enacted.

Right now the focus seems to be on the money it will tax out of our pockets. I think the money grabbers are missing the point, which I believe to be about safety. I will say it again:

S A F E T Y!

Let's see, to file an IFR flight plan will cost you \$20. Guess what? VFR flight. Now, VFR is not inherently risky, I do it all the time in my Husky, but now add in all the previous IFR flights which will be VFR, and see them, you/me/us, crammed down, running the scud, or VFR in IFR conditions, cheating to save money. And, what about separation? Isn't that what ATC is designed to do, and primarily to protect against another San Diego mid-air?? Answer: YES!!!

Alas, the government that is here to help us, has it wrong this time. We, as flyers, must make our voices known, NO USER FEES!!! Flying is no longer a “spectator sport” where we can just have fun, time to weigh in on the issue with the Congress. AOPA will tell us when and how, and when they do, pull out the big guns and let 'em hear it. Safety is not to be compromised, period.



New Pilots and Certificates

Private



- Kyle Brouwer - Wayne
- John Byrnes - Omaha
- Sean Chappel - McCook
- Christopher Crouch - Bellevue
- Timothy Curtis - Ft Calhoun
- Kailey Dwyer - Omaha
- Terry Galloway - Grand Island
- Brandon Hill - Bellevue
- David Huffman - Lincoln
- Benjamin Lee - Bellevue
- Michael Longley - Omaha
- Bret Mitchell - Fairbury

- Martin Mishler - Fairbury
- Sondra Petersen - Fairbury
- Edward Printz - Lincoln
- Thomas Reynolds III - Papillion
- Douglas Reed - Alliance
- Daniel Reyome - Bellevue
- Darcie Ross - Denton
- Douglas Roth - Cairo
- Joseph Sales - Papillion
- Gary Shaw - Omaha
- Michael Springer - Lincoln
- Tad Vollmar - Papillion

Commercial

- Dean Bless - Bellevue
- Kevin Fedon - Lincoln

- Edgar Galvis - Omaha

Multi-engine

- Philip Thompson - Papillion
- Lucas Stritt - Indianola

- Justin Schaben - Omaha
- Joel Young - Thedford

Instrument

- John Haugen - N Platte
- Waylon Woods - Minden
- Juan Zuluaga - Omaha
- Charles Paulger - Fremont
- Timothy Willey - Omaha

- Edgar Galvis - Omaha
- Joseph Gustafson - Omaha
- Eric Sissel - Lincoln
- Karly Kolden - Plattsmouth
- Dustin Babb - Omaha

Instructor

- Ryan McGrail - Papillion (Multi-Engine)
- Saadat Hosseini - Kearney (Single Engine)
- Marshall Meidl - Omaha (Single Engine)

- Wayne Weiss - Grand Island (Instrument)
- Michael Kingston - Omaha (Single Engine)
- Heidi Wullschlegler - Stanton (Single Engine)

Maintainer's Niche

Norfolk's Karl Stefan Memorial Airport has been the working base for Darren Zanardi (owner of Liberty Aviation, Inc.) and Greg Wellner for the past few years. Both are maintenance technicians.

In 1993, Jerry Baer (Ag Flight in York, NE) stopped by Kansas State's Aviation Department and asked if any of the student/graduates wanted to work on “round” engines. Darren stepped up to the “plate” as a volunteer and quickly found himself working out of Baer's operation in York. Darren also met his wife to be during this time and they currently reside on a farm near Schuyler, just east of Columbus. After working with Jerry and Craig Baer for several years, Darren branched out and began working out of Columbus, NE for Avcraft.

It was shortly after this that Darren met Greg Wellner. They began a working relationship that has carried over to their present location in Norfolk. Greg, born and raised in Missouri, started out restoring classic cars, eventually going to technical school in Kansas City and later in Sidney, NE. Greg, his wife Linda and five year old daughter reside in Columbus.



Greg Wellner and Darren Zanardi



“The Rest of The Story”

By Tom Gribble



Thomas Gribble

Editor's Note: You have been very patient! For the last three issues, Tom has gone through many calamitous events. It all began on a nice sunny day when his wife suggested he go “Aerocavorting” over the countryside in western Nebraska. It was an uneventful flight until suddenly he experienced complete engine failure somewhere over the Wildcat Hills. After a dead stick landing without damage to aircraft or body, Tom began a long walk to anyplace that had a

telephone so he could call and get assistance. That was another experience all by itself! After several hot hours of walking, he found a friendly farm family with a phone. His aircraft transported by trailer to home base, now began the quest to determine exactly why the engine failed. To read the previous stories go to our website at: www.aero.state.ne.us and scroll to “Publications”. Click on that and the last several issues of PIREPS are available online. Tom's story now begins or does it end???

Since “Practice Makes Perfect” appeared in PIREPS several readers have asked not to be left hanging. They want to know what caused the engine to quit. Actually, it felt and sounded like both magnetos had been switched off.

The short story. The crankshaft gear failed. This gear turns both the camshaft gear and the two gears which drive the magnetos. So, when the crankshaft gear broke into four pieces, it was exactly like both magnetos had been switched off. In addition, the camshaft was no longer being driven.

The long story. In my G90—BF, the crankshaft gear is fastened onto the rear of the crankshaft with four machine screws, or bolts. The heads of these screws are safety wired in pairs. Of these four bolts, three appeared to have been sheared off flush with the machined surface of the crankshaft end. The stub of the fourth was broken off and protruded perhaps an eighth of an inch from the end of the crankshaft. There was a sign of damage (just a little marring) on the camshaft gear, but it was not broken.

The mechanic who repaired my Continental is sure the head of that fourth screw broke off and got jammed between the camshaft and crankshaft gears, putting the dent in the former and breaking the latter. He also pointed out the valves, being pushed by the valve springs to their most relaxed extension, could rotate the camshaft to a position where most of the valves were at least partially open. This would account for the easily wind milling propeller.

My theory. A few minutes before the failure, I thought I detected an ever so slight change in engine noise. Nothing serious. Just enough to make me ask, “what was that?” The oil pressure and temperature were right where they always are. The RPM had not changed. I pulled the carb heat on and got a normal drop. When I pushed the carb heat off, the engine sounded the same as always. Everything seemed fine and dandy. It's probably only my ears popping with the change in altitude, I reasoned.

Continued on Page 7, Right Column

Airspace, Airspace, and Airspace

By Lee Svoboda

Back in mid-2003, I discussed this subject in three separate articles. And for a while, I found that applicants had a good, if not excellent knowledge of airspace.

Lately however, airspace knowledge has been showing up as a weak area. Where the weakness really shows up is when we take a sectional and start talking about what all the colors and circles mean. Quite frankly, this is why we have a practical test. The knowledge test determines if the applicant has adequate knowledge for the certificate that he/she is seeking. The practical test determines if the applicant can apply the knowledge and skill acquired during training and meet the standards in the Practical Test Standard, (PTS).

So when the applicant opens his sectional chart to show me his planned route of flight for the cross-country portion of the test, any examiner and I expect the applicant can explain the colors and circles on the chart. The class of airspace, the weather requirements for VFR in the class, the aircraft equipment required in the class, and the operating limitations of the class. For example, inside the shaded magenta area around an airport means that Class G airspace goes from the surface to 700 feet above ground level (AGL). To operate within that airspace in the daytime, only 1 SM of visibility is required, the aircraft must be operated clear of clouds and the aircraft must only have the equipment required for day VFR. If the aircraft has to be operated above 700 feet AGL inside the magenta, then the aircraft is being operated in Class B airspace and then the visibility must be 3 SM and the aircraft must be at least 1000 feet above, 500 feet below, and no closer than 2000 feet (3152) horizontally from any clouds. The equipment requirement is still just that required for day VFR. Blue dashed lines equals Class D airspace, surface to 2500 feet AGL, generally, 4 NM from center of the airport, weather 3152, day VFR equipment requirements, plus a two way radio and a clearance to land at the primary airport within the airspace

These are only two examples of what is expected but it carries on for Class C, B, A plus MOAs, restricted areas, TFRs, warning areas, prohibited areas etc.

Sometimes I get the story, “I do not intend to fly in Class B airspace, so why do I have to know about it?” My position is that when I sign a temporary certificate that person can fly in the same airspace I use, exercising the privileges of my certificate. Besides, Denver, Kansas City, Minneapolis, and Chicago are not that far away!



Lee Svoboda



Henry Wulf Inducted Into NE Aviation Hall of Fame



Opal and Henry Wulf

Henry Wulf became the 72nd member of the NE Aviation Hall of Fame during a ceremony at the NE Department of Aeronautics on April 19, 2006. The ceremony

took place in the conference room of the NE Department of Aeronautics office building and was well attended, many notables



Stuart Mactaggart (NDA Director), Doyle Hulme (NDA Commissioner), Dan Owens (VP Lamp, Rynearson & Assoc), Don Smithy (Executive Director Omaha Airport Authority), George Hendon (FAA KCMO) and Ralph Holtmann (former Director, Planning and Engineering Omaha Airport Authority)

were present for the ceremony. It not only included Henry's induction into the NE Aviation Hall of Fame but he was made a NE Airport Aficionado and presented with a hat and cup designating him as such by Bill Lyon, NE Dept of Aeronautics Operations Manager.



Bill Lyon, NDA Division Mgr.

Henry was also presented his Admiralship in the Great Navy of the State of Nebraska by NDA Director Stuart Mac-

Taggart. The certificate was given to him by his wife, Opal.

In this photo, Henry is being congratulated on his induction into the NE Aviation Hall of Fame by William Scully and Beatrice Airport Manager Diana Smith.



L to R: Henry Wulf, Diana Smith and William Scully

For anyone who would like to view Henry Wulf's full write up into the NE Aviation Hall of Fame, go to the NDA web site at www.aero.state.ne.us Once there, at the bottom right of the introduction page is a link to the NE Aviation Hall of Fame, click on that. Inductees are listed in alphabetical order and you will find Henry's biographical write up at the end of the list.

Aircraft Used to Locate Missing Man

At 6:00am on the morning of April 9, Sandi Decker, manager of Fairbury Airport, received a call from the Jefferson County Sheriff's Department concerning a missing person. They had been searching for a white 2004 Chevy crew cab pickup since the night before and were hoping that a plane could go up to help with the search. She told them that she would get a pilot and plane and they would begin searching as soon as possible. It should be mentioned that the temperature was 37F and expectations were not high of locating the missing 78 year old man alive. Decker called Bill Stelling, local pilot and Fairbury Airport Authority member, to meet her at the airport.

Within minutes the two were airborne and searching on an east-west grid pattern west of Fairbury to the county line and south to the state line. They had been told the area around the gentleman's home had been thoroughly searched, so they concentrated elsewhere.



Bill Stelling and Sandi Decker

After a two hour search with no luck, they landed for fuel before starting a north-south grid. Shortly after take off, they flew by the son's house and approximately a block away spotted the man's pickup. It was under a bridge, upside down, with the cab in the water. They radioed the sheriff's department of the location and continued to circle the area trying to see if they could spot any movement. They remained on scene until rescue vehicles arrived.

Once they returned to the airport, Decker and Stelling heard on the scanner that an ambulance was enroute to the hospital with the gentleman and that he was relatively unhurt but very cold. He had been in water since 2:00 pm the previous day and it was then 9:00 am. The sheriff's office credited the pair with saving the man's life.

This is just another example of how aviation can assist the general public and authorities. Thanks to Sandi and Bill for accepting the task from the Sheriff's office and staying alert.



Airport Party and Awards Banquet

The 39th Annual Airport Party and Awards Banquet took place at the Beatrice Eagles Club on April 21st. Sponsored by the Flying Conestogas, which was organized in 1968, the event was one fun-filled occurrence after another.



MC Randy Prellwitz

Master of Ceremonies for the evening was Randy Prellwitz who did an outstanding job of being both informative and entertaining as each activity took place. Door prizes were awarded to individuals whose names were drawn from a pool and these were handed out by Paul Koenig and Bill Stelling.

The meal for the evening consisted of a salad, prime rib dinner with baked potato and a dessert of strawberry

cheese cake. No one left hungry!

Shortly after the meal, presentations were made. Most notable of these was the "Fur Lined Pot" award for the most notorious misadventure at the Beatrice airport. William Scully made the presentation to Dean Fletcher and his Piper Cub which took considerable time as the intricate details of the misadventure had to be related in all its complexities. You will have to ask Dean exactly why the "Fur Lined Pot" became his until the 40th Annual Airport Party and Awards Banquet takes place!



William Scully and Dean Fletcher



Sandi Decker, Shane Osborn and Diana Smith

Guest speaker for the evening was Shane Osborn, author of the book "Born to Fly". If you will recall, Shane's Navy P3 aircraft suf-

fered a mid air collision with a Chinese F-8 fighter on April 1, 2001. The result of that collision caused an international incident while Shane and his crew were detained by the Chinese for over 12 days until being released to US authorities. Shane gave a spellbinding narrative of the midair event and subsequent detention of he and his crew.

The last event of the evening, but certainly not the least, was the Heartland Chapter of the International Flying Farmers presentation to Diana Smith. Gladys and Curtis Phillips of the Heartland Chapter made the presentation which was to "recognize managers of airports that serve the general aviation community in an outstanding way. Beatrice Airport is known for efficient and friendly service". Diana was declared the "2006 Airport Operator of the Year"!



Gladys Phillips, Diana Smith and Curtis Phillips

Operation Safe Fly-in

By Bob Boardman

Aerial applicators from three states gathered in Norfolk at Karl Stefan Memorial Airport April 14th to test and adjust their aerial spray systems. These spray pattern testings are held each spring and fall at different locations across the state.

"Crossing the String"



Pilot Dale Bittner of Norfolk, Photo by Bob Boardman

First the planes are loaded with water and a special biodegradable dye that can be sprayed from the aircraft onto a suspended 150 foot long string set perpendicular to the line of flight. After

Certified Analyst Alan Corr Checking the "String" Data



Photo by Bob Boardman

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"Operation Safe Fly-In"

Continued from Page 5

the aircraft makes a spraying pass while crossing the string, an analyst then runs the string through a droplet scan analysis that calculates the size, uniformity and spacing of the droplets across the swath. A computer printout then gives the analyst clues to problem areas with the spray pattern of the aircraft. With this type of analysis, the pilot/operator may then make adjustments to the nozzles to achieve the best possible spray pattern.

**Dale Bitner Observes Bob Boardman Program
The GPS For Flow Control**



Photo by Ron Deck

GPS guidance systems are installed on most aircraft which allow the pilot/operator to adjust spray quantities for individual areas of the field. GPS also provides the pilot with precise guidance for spraying across the field in order to give

full coverage of the acreage.

Not all the work was tedious but when you fly that close to the ground you need some altitude just to make turns as shown in this picture of

**Dale Bitner Turns For Another Pass To
Cross The String**

Dale Bitner in his white and yellow Cessna.



Photo by Bob Boardman

Aviation photos of aircraft in action are always exciting. Bob Boardman, lining up for another pass across the string, makes the flying look like fun!

Turbine 550 Thrush Flown by Bob Boardman



Photo by Ron Deck

St. Patrick's Aviation Field Trip

Sixteen sixth graders from St. Patrick's school of Lincoln arrived at the NE Department of Aeronautics Conference Room at 10am, May 1st for their annual Aviation Field Trip. Tom Trumble from



Left back row, Teacher Kristine Wassinger with students and on the right, Duncan Aviation Employees Steve Becker and Jeff Trumble

JEO Engineering has worked with the school on their field trips the past eight years providing aviation education for the students.

The event began with Dr. Mike Larson, UNO professor, giving an informative presentation concerning how aviation began and the



Dr. Mike Larson Describing An Airfoil

aerodynamics that allow an aircraft to fly. He had several models available to demonstrate airfoil design and how areas of low and high pressure create lift on a wing.

After his presentation the group was split. One group had an aircraft ride under the EAA's Young Eagle Program. Phil Jossi, Tom Trumble and Dr. Mike Larson took both groups up for a 20 minute plane ride



L to R: Pilot Phil Jossi, Pilot Tom Trumble, Duncan Employees Steve Becker and Jeff Trumble, and Pilot Dr. Mike Larson



around the Lincoln area.

While one group was flying, the other group accompanied Duncan Aviation employees Steve Becker and Jeff Trumble on a guided tour of the Duncan facilities. First stop was the two large climate controlled painting hangars on the south end of the ramp. You could look in, but as they were in the midst of sanding a large aircraft for painting, there was a lot of dust and you needed protective clothing and breathing equipment. Next the students went through several other areas which included the turbine engine shop, the machine shop, interior design, carpet and cabinet shop, several large maintenance hangars, two dining halls and finally the weight and exercise room.



Machinist, Carlos Rivera Explains Strut Blueprints While Steve Becker Looks On

During each area visited, the tour guides asked the students how this related to them and each time it turned out that education was the key to being employed in every area. It was stressed that formal schooling and specialized training were required for all areas of expertise and that students should study diligently to achieve their life goals.

Thanks to Tom Trumble for arranging the tour and flights for Saint Patrick's School. It turned out to be an experience that each of the sixth graders will remember for a long time to come and perhaps influence them toward a career in aviation.



Fitness Trainer, Josh Bulow, Explains Duncan's Wellness/Fitness Program

many different jobs within the field of aviation. Now Saint Patrick's sixth graders know more about aviation careers.

Dr. Mike Larson told the class at the beginning of his presentation, "over 1000 people are required for each pilot that flies an airplane". Not everyone may become a pilot but there are plenty of opportunities and



Interior Designer, Teri Nekuda Explains Materials and Color Coordination

Now, what's the moral? Head for an airport at the very slightest change in sound? I can change the tone and tune of flight merely by turning my head from left to right. So, no, don't panic at these very minor nuances in noises. Just remember to practice power-off landings from time to time.

"The Rest of the Story"

Continued From Page 3

However, I am now convinced the head breaking off that screw caused the very small change in motor sound I heard. I believe the head flailed around on the end of the crankshaft, stretching the safety wire as the shaft spun at 2,400 RPM. Finally, maybe five minutes later, the wire was long enough to allow that hex head to get caught between the two gears. This momentarily stopped the crankshaft gear while the crank itself continued to turn, shearing off the three remaining screws. The sudden jolt also shattered the crankshaft gear.

That head did have stretched safety wire attached when the engine was dismantled. Of course, merely being caught between the two gears could have stretched the wire.

Had I reacted to the change in sound by turning toward the airport, I would more than likely have been at the edge of town when she quit me. Whether that would have been an advantage is a moot question. There are more poles, more wires, more fences, more ditches, more roads, more traffic, more buildings closer to town. The long walk out would have been shorter, though, that's for certain.

When it comes to pavement maintenance, we must be pro-active and not reactive. The first step to a pro-active pavement maintenance plan is crack/joint sealing. Studies have indicated that \$1.00 spent in preventive maintenance will provide the same pavement condition that costs \$4.00-5.00 if rehabilitation is needed.

Pavement Maintenance

By Russ Gasper

Crack and joint sealing is probably the most important and cost-effective preventive maintenance strategy. Generally, crack and joint sealing for new asphalt and portland concrete pavements should be done approximately every 3 to 5 years. Studies have indicated that crack and joint sealing will most likely increase pavement life by 3 to 5 years.

The Nebraska Department of Aeronautics (NDA) has a crack and joint sealing program available to non-primary public use airports. The program works as follows:

- NDA supplies part of the labor (i.e., two men), all materials and equipment.
- Airport sponsor supplies one worker.
- The NDA charges \$0.23/linear foot of crack/joint sealed.

If your airport is interested in crack/joint sealing, contact the NDA at 402-471-2371. The NDA crew (Bill Delka and Jack Mathies) would like to visit your airport this year and help extend the life of your runway, taxiways and ramps.

PIREPS

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Calendar of Events

Airshow organizers take note. The April 2006 change to FAA Handbook 8700, Chapter 49: Issue a Certificate Of Waiver or Authorization for an Aviation Event, requires longer lead times for Air Shows and Parachute jumps.

- York Airport (JYR) EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of each month. 8:00-10:00am. Free to PIC.

- Crete Airport (CEK) EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of each month. 7:30-10:30am.

- Columbus Airport (OLU) NE Chapter Antique Aircraft Assoc. meets 4th Sunday each month, 12 noon. More info: Todd Harders 308-380-5079.

June 3 - Blair (K46) Fly-in breakfast. Grand opening/dedication/ribbon cutting for new runway 31/13. EAA "Young Eagles" rally and aircraft rides, free to ages 8-17. More info: Leigh 402-980-3678 or email: lhedrick@mail.unomaha.edu

June 3 - Scottsbluff (BFF) Fly-in breakfast 7-10:30am, lunch on field at Skyport Cafe. "Airport Family Fun Day" in conjunction with "Sugar Valley Rally Road Race". Static displays, fun children items. More info: Dave New 308-641-7920.

June 4 - Central City (07K) Fly-in/Drive in breakfast 6:30-11am and lunch 11:30am to 2pm. Free to fly-ins. Parachute jumps and static displays. More info: Don Shorney 308-946-3450.

June 11 - Fremont (FET) Fly-in breakfast 7:30-11:30am. PIC and passenger free. Sponsored by Rotary with proceeds to youth programs. More info: Diane 402-753-2246.

June 11 - Tekamah (TQE) Fly-in/Drive-in breakfast, 7:30-11am. Free to fly-ins. More info: J & D Aircraft 402-374-1700.

June 16-18 - McCook (MCK) NE State Fly In. Friday at the airport, Barbecue 6-7:30pm; open to pilots and State Fly-In Volunteers only, open to public "Sharpie: The Life Story of Evelyn Sharp - Nebraska's Aviatix" program 7:45-8:45pm, hot air balloon launch afterwards. Saturday balloon launch am and pm, breakfast 7am-10am sponsored by Kiwanis - free to fly-in pilots, Civil Air Patrol Color Guard-"Honor Veterans", Steve Fossett (Global Flyer pilot) has been invited. Static displays. Aviation, historical and food vendors 9am-6pm. Tours of WWII McCook Army Air Field and on-field museum will be open. Flyovers 10am-6pm, air show 11am. Doug Cairns, "Diabetes World Flight" program sponsored by McCook Community Health Foundation 2pm, Awards Ceremony 4pm, Auto Races 8pm. Sunday breakfast 7am-10am, balloon launch, State Fly-In concludes 10am.

June 17 - Norfolk (OFK) EAA Chapter 918 Fly-in breakfast 7-11am. Ham, eggs, pancakes, coffee and juice. Free to PIC. Also near the airport, Northern and Southern Rodgers Super Reunion. More info: Bruce 402-675-2925 or zman@conpoint.com

June 18 - Creighton (6K3) EAA Chapter 804 Father's Day Fly-in breakfast 7-11am.

Free to all fly-in's. More info: Harvey Sorensen 402-358-5541.

June 24-25 - Seward (SWT) Corrected date!! Midwest Aerobatics Competition. Five categories, primary through unlimited, 35-40 aircraft expected. Free to public and all invited! Bring your lawn chair and enjoy the aerobatics. More info: Doug 402-475-2611.

June 24-25 Kearney (EAR) Aviation Extravaganza III, Sponsored by EAA Chapter 1091 and Kearney Airport, admission \$2.00, free to fly-in's, kids, military past and present. Breakfast free to fly-ins, lunch of hamburgers/hotdogs and sodas. Young Eagle free first rides ages 8-17, Heartland Flying Farmers providing home made ice cream. On display, home built, antique, classic, ultralights. Military aircraft, helicopters and hot air balloons invited. Handy Houser Kite Flying Expo. Free RV parking, antique auto & motorcycles invited. Northrop home built glider on display, plaque awards. Aircraft fly-bys. More info: Calvin Kelly 308-468-5189, Cell 308-380-1690, email ckelly@nctc.net

June 25 - Pender (0C4) Annual Fly-in breakfast, 8am-12. Free to pilot-in-command. More info: Paul Peters 402-380-9882.

July 2 - Columbus (OLU) Fly-in breakfast and airshow. 150th Anniversary Celebration. Barr's Aerial Circus performing, wing walker, 16 YAK's airborne at one time, static displays, Radio Controlled aircraft. Sponsored by Avcraft Inc., Columbus Airport Authority, EAA Chapt. 876, Civil Air Patrol and local area businesses. More info: Keith 402-564-7884 or Rick 402-276-1291.

July 4 - Seward (SWT) In conjunction with Seward's big July 4th parade, Barr's Aerial Circus performs 11am: airplane races car, motorcycle to airplane transfer, "Farmer" Bowe's stunts, and many other events. More info: Greg/Terri Whisler 402-643-2125

July 7 - 9 David City (93Y) Annual NE Ultralight Gathering. In conjunction with "July Jam". Parade, fun competitions, candy drop and fireworks. More info: Dave Nissen 402-462-5249 or email juc140@yahoo.com or http://www.anug.org.

July 13-16 Plattsmouth (PMV) Parachute Boogey. 13th (4-9pm), 14th (12-9pm), 15-16 (dawn to dusk). Skyvan and Twin Otter aircraft for jumps, tandem jumps available at \$210, limited observer rides in aircraft \$25. Nick Blacksher and Chazi Rutz will be married during a jump. More info: Frank Forlini 402-203-4044.

July 15 Council Bluffs (CBF) Commemorative Air Force Open House 10am-4pm. Free hamburgers, donations only. Antique cars and WWII aircraft on display.

July 16 - Elgin (Koinzan Airport), 33 miles west of OFK) 15th Annual EAA fly-in breakfast, 7am - noon. Free to fly-ins. More info: Lynn 402-843-5800.

July 24 - 30 Oshkosh (OSH) Wittman Field home of the Experimental Aircraft Association's AirVenture 2006. More info: www.airventure.org

August 25-27 Minden (OV3) NE Chapter Antique Aircraft Assoc. Fly-in. More info: Todd Harders 308-380-5079.

Sept 23 - 24 Lincoln (LNK) 60th anniversary Air Show featuring the Navy's Blue Angels. Sponsored by the Lincoln Chamber of Commerce and the Nebraska Air National Guard.