

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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NE Aviation Art Award's Program

By David Morris



First Place Age 14 - 17
Artist: Jake E. Nelson

NE Aviation Art Contest 2008 was officially celebrated on April 12. There was an awards ceremony at the Nebraska National Guard base, hosted by the Nebraska Department of Aeronautics and the 155th Air Refueling Wing of the Nebraska Air National Guard (ANG). The theme for Aviation Art Contest 2008 was "Aviation in the Heartlands." The winning art was on display for everyone to enjoy.

David Morris, NDA Aviation Education Coordinator, was MC for the program. The keynote speaker was Sergeant Lonnie Connelly, along with K-9 Rocky, of the Nebraska

State Patrol. The "drug find" demonstration by Lonnie and Rocky was a great hit with everyone in the audience.

Presentations began with NDA Director Stuart MacTaggart presenting awards to the Category I (6-9) age groups. The awards for Category II (10-13) were presented by SMSgt Vernon "Bud" Barton of the NE Air National Guard. LTC Steve Plamann of the NE Air National Guard presented awards for Category III (Age 14-17). Each student was presented with a trophy, Certificate of Achievement, a laminated print of their winning entry, and postcards of the original art entry. Wrapping up the presentations with Honorable Mention awards was Diane Bartels. Many of the winning students represent schools that have had numerous winners in past aviation art contests. To see who the individual winners are, visit our website at www.aero.state.ne.us.

To highlight the program, the 155th ARW of the NE Air National Guard was presented an Award of Appreciation for their generous continual support of the Aviation Art Contest.

In addition to the awards presentations, an aircraft static display was provided for everyone's enjoyment. The display included an Air National Guard KC-135R, an Army National Guard Cobra helicopter, a 1940's vintage AT-6 provided by LTC Mark Novak, a Cessna 182 equipped with an all "glass" cockpit (provided by the Civil Air Patrol), a Nebraska State Patrol helicopter, and the Department of Aeronautics B200 Super King Air.

Aviation Art Contest 2009 brochures will be mailed in September 2008. For any additional information or questions, feel welcome to contact David Morris at 402-471-2371, or e-mail David.Morris@nebraska.gov.

See Page 7 for remaining winning art posters



Rocky



The Business

By Stuart MacTaggart

As many of us know, this aviation business can be exciting, dramatic, fun, challenging, fulfilling. But, we all understand the one thing you can always count on, it is constantly evolving---constantly new, if you will.

Perhaps that's a big reason so many of us have embraced aviation as an avocation as much as a vocation.

This issue of PIREPs serves to illustrate my point. Through the sage advice of Jerry Tobias, the encouragement of Scott Stuart, the frankness of Tom Gribble and the professional counsel of Lee Svoboda, you will notice a thread of continuity: a desire to share experiences, and to shape a brighter, safer, more productive future for aviation.

We see that future in the faces of our young aviation art winners, supported by family and friends. Congratulations! And---to the parents, teachers and mentors---thank you. Like our PIREP's contributors and our wonderful art contest host, the Nebraska Air National Guard, you are the inspiration that makes the difference. We truly recognize our commitment when we see it reflected in others. And the future is bright.



Stuart MacTaggart
Director, NE Dept of Aeronautics

Check It Out

By Scott Stuart

All good things must come to an end. Today was the end of my year without a checkride. I like to do it every year?? Maybe I am a glutton for punishment, who knows. I do know this: rust accrues in a hurry!

I learned a lot today (thank you RJE), and the main thing was use/programming of the Garmin(s). There is a lot of press today about the checkouts for TAA and my Beech is technically a TAA due to the Garmins. The Garmins are great, but only as good as the programmer (in this case, me). Today I was surely not the brightest bulb in the box!



Scott Stuart

There is more than one way to skin a cat, and I managed to do ok, but my gut says I can and should do better. What about you? Have you really had a decent grilling of late? The magenta line is swell, but you have to get it into the box before it can help you. Try missing an approach, then heading to a fix that needs programming first and all the collateral stuff associated with instrument flight and it can be overwhelming. Somehow it seems easier when the weather is IFR and I can see the whole panel unobscured by the hood. Nevertheless, a flyer ought to be able to do it hood or no hood, and instinctively. After 42 years I am still working on it!! #1 is fly the plane, ditto for #2 and #3, and never, but never, cheat on minimums. Do that and you may not be around to suffer through these stories!

I am most happy with my Bonanza. Rarely do I ever walk away and not take a fond look back at it: it is a beauty. I felt the same today, but as I walked away I thought it deserved a better instrument pilot. "B" skills just are not enough when "A" is in our grasp. My question to you is simple: Where are you on the grading curve, and what are you going to do about it?? Like the Marines: the few, the proud.....we should all endeavor to achieve the highest level of proficiency, and proudly maintain it. The peak of our skills erodes quickly, but can be resurrected easily with help and desire.

So, ask yourself right now: is there anything sweeter in aviation than a rolling landing or seeing the approach lights smack ahead while finishing off an ILS? Check it out! WE can do it; and perhaps become the brightest bulb/sharpest tack. I am surely going to keep trying.

On another subject, 1631! John Donne (the poet) died in the year 1631 at the ripe old age of 59. What the heck does this have to do with flying? Only that in the year 2007 there were 1631 reported accidents. That is a shade less than 4.5 per day!! Good grief; Charlie Brown! No, make that "grief," and all bad. Surely we can do better in 2008.

Hey, thanks for reading. Gear down and locked?

New Pilots and Certificates



Private

Anton Sullivan – Lincoln
Bradley Troup – Bellevue
Clyde Weir – Adams
Andrew Nebel – Lexington
Colby Ranslem – Fremont
Jason Tucker – Lincoln
Jonathan Collins – Bellevue
DJ Eihusen – Grand Island
David Schneider – Lincoln
Scott Hjermstad – Louisville
George Nordgarden – Council Bluffs

Timothy Seberger – Lincoln
Dale Schmitz – Bellevue
Miles Mundorf – Seneca
Kade Mohrman – N Platte
John Linder – Blue Springs
Justin Linder – Blue Springs
Douglas Tennant – Norfolk
Craig Hoff – Hastings
Bruce Bluhm – Grand Island
Randall Hall – York

Commercial

Josiah Wissman – Seward
John Weaver – Omaha
Karly Kolden – Plattsmouth
Schuyler Risk – Lincoln

David Noonan – Omaha
Aaron Karpisek – Rising City
Joel Bloomquist – Omaha

Instrument

William Sweet – Omaha
John Weaver – Omaha
Eric Olson – Plattsmouth
Akin Yonamine – Springfield
Justin Schultz – Arapahoe

Carey Friesen – Omaha
Nicholaus Gruber – Grand Island
Todd Cruise – Fremont
Duc Nguyen – Omaha

Multi Engine

John Rued – Bellevue
Drew Fraber – Kearney
Justin Hochstein – Bloomfield

Joseph Gustafson – Omaha
Saadat Hosseini – Kearney
Schuyler Risk – Lincoln

Flight Instructor

Marshall Meidl – Omaha Instrument
Joel Young – Omaha Instrument
Sean Cappel – McCook ME
Anthony Mast – Kearney ME
John Cox – Dewitt SE

Mark Langrud – Lincoln SE
Toby Cox – Hays Center SE
Erik Axthelm – Kearney SE
James Dux – Crete SE
Jason Linder – Lincoln SE

ATP

Michael Gerdes – Lincoln
Gregg Fitzer – Omaha
Jared Reibold – Lincoln
John Harris – Omaha
Stephan Kerby – Bellevue



Never Too Late To Learn

By Tom Gribble

While flying as a student pilot and working toward a Commercial Certificate, my main aircraft was a Cessna 120 without the optional electrical system. I became quite adept at handpropping the C-85 engine. Over the next twenty-five years I flew a number of A-65, C-85, and C-90 Continental powered Cubs and Champs, all lacking starters. Always, I was able to start them, hot or cold, with one or



Thomas Gribble

two spins of the prop.

Fifteen years would pass before I flew another starterless airplane. The day I bought N46J5E, my Aeronca 7CCM Champion, I started it five times at four different airports. The Continental C-90-8F gave me no problems that day either cold or hot, starting always on the first spin.

That was the end of the honeymoon, however. From then on it started readily on the second or third pull when the engine was cold. But, when it was hot I could wear myself out trying to get her purring. After landing and refueling, I might be forced to wait thirty minutes or more before that stubborn mule would tick over.

August 10, 2007 found me at Sidney ready to start the recalcitrant beast immediately after filling both tanks. I put Chris Nelson in the back seat, showed him where the essentials were, then gave the Continental a couple shots from the primer. Walking around to the nose, I called out, "Brakes on." When Chris echoed the command, I gave the propeller a hefty tug forward checking that the brakes were indeed holding. Then it was, "Mags on, throttle cracked." When he replied with the same, I gave the prop a spin. Not even a sputter.

I tried again. And again. And again. I was getting frustrated. Again. Three pilots preparing to leave in a Bonanza tied down next to my Champ took note of my wasted efforts. They walked over and stood under my right wing and watched with amusement while I continued working up a sweat.

Finally, one of them, with a certain degree of smugness, said, "You know, they start a lot easier if the engine is first turned over backward a few times." I turned and glared at him. He was obviously much younger than I and this latter-day pilot had probably never hand-propped an airplane in his entire life. He more than likely had heard that tale from an old-time instructor while learning to fly just this last summer.

Then he told me that's what he does with his Luscombe and it always starts easily. Hmmmm. Maybe he has hand-propped some after all. Still, at his age, he can't have much experience.

Well, I thought I might as well humor this youngster. I ordered, "Mags off, throttle closed, brakes on." As I reached for the propel-

Landings

By Lee Svoboda

What the heck has happened to landings lately? Recently during practical tests the landings have been long, short, with airspeed high and low, and only on the centerline when we crossed it going from one edge of the runway to the other edge. Now I do not want to say that some landings have been firm, but when you are in a high wing Cessna aircraft and after landing you look out and the main gear is eye ball level, the landing was firm. Or if the aircraft is a low wing, during the post flight check, bumps are found on the top of the wing where the gear was trying to come through the wing, that is a firm landing.



Lee Svoboda

Now I do understand commercial pilot applicants making somewhat of a firm landing while trying to make those "not short of but not beyond" landings. Sometimes a "spike" is justified; however, driving the examiner's seat to the floor is a bit too firm. I have also seen instrument applicants make a perfectly stable on speed instrument approach and then when I said, "runway in sight, let's land", the airplane started wobbling around the sky like a lame duck. Some of these situations have been turning the few black hairs I have left on my head to gray ones.

Quite frankly, the biggest problem with landings lately has been the applicant's failure to get the aircraft into a stabilized status. I have seen applicants, while on short final, making LARGE corrections in pitch, power, flaps, and lateral movements while trying to get the aircraft to a selected spot on the runway. This has resulted in some real interesting landings/impacts.

Let me assure you, neither I nor any other examiner, expect a greaser every time, but we do expect what it states in the Practical Test Standard, and that is: "maintains a stabilized approach and recommended approach speed WITH GUST FACTOR APPLIED".

Instrument instructors, please have your instrument students do a landing out of an approach once in a while instead of all those low approaches. After all the purpose of an instrument approach is to land!



Borrowed From a US Army Air Forces Pamphlet, circa 1942



The Power of Your Influence

By Jerry E. Tobias

Have you ever considered how much impact your conduct and comments have upon your students and fellow aviators? I can assure you that your influence is far greater and much longer-lasting than you probably have imagined.



Jerry Tobias

Incredibly, it has been forty-one years since I first soloed a Cessna 150 at Hartlee Field in Denton, Texas. It has also been almost forty years since I graduated from U. S. Air Force Undergraduate Pilot Training Class 69-07 at Laughlin AFB, Texas. And it was my experiences those forty-plus years ago that permanently shaped my professional ideals and attitudes.

How? Most of my concepts of things like aviation safety, professionalism, crew conduct, leadership, etc., were formed early in my career by both observing other crewmembers and listening to the comments of my instructors and others who took the time to encourage me, advise me or critique my performance. Although I didn't realize at the time how defining their actions and input were, I understand now that everyone I flew with influenced me in one way or another. As a result, each one helped determine who I would become as a pilot and how I would conduct myself in the cockpit throughout my aviation career. Let me give you a few examples.

From my civilian flight instructor I learned that being precise and thorough is the key to safe flight operations. From my USAF T-37 flight instructor I learned that the best pilot is an organized pilot (mentally and otherwise). From my first USAF KC-135A Aircraft Commander, I learned that if you are not actively monitoring or completing a task, you are probably missing something. From a fellow USAF C-123K pilot in Vietnam, I learned that you need to continually prioritize your attention, your actions and your responses as the current scenario dictates. And from a USAF E-4B (Boeing 747) flight instructor I learned that you must constantly be aware of the factors involved in completing a successful mission, not just a successful flight.

Other lessons learned include:

- "Fly every flight as though it were a check ride."
- "Never assume that anyone else in your cockpit knows what you are thinking."
- "Never fly any less precise during VMC conditions than would be required during low IMC conditions."
- "Never assume that situations and conditions have not changed since they were last checked."
- "Maintain 100% vigilance and attention during EVERY phase of flight."
- "Do things the 'right' way and perform your duties in an absolutely professional manner - even if no one else ever sees or knows."

- "Avoid shortcuts, as they NEVER lead to predictable or positive outcomes."

I could list literally dozens of similar thoughts. All would follow the same thorough, conservative and cautious theme, and I was fortunate to usually fly with instructors and crewmembers who had a very "by the book" philosophy. My point, though, is that the things I observed (both good and bad) and the instruction and input I received still guide my actions these forty years later. I urge you, therefore, to take your opportunities to encourage, critique, debrief, suggest, and guide very seriously. Remember, though, that what you model speaks far louder than what you proclaim!

The bottom line? No matter what seat you sit in, no matter what vehicle you maneuver through the skies, and no matter how much experience you have or don't have, your performance and your influence will be remembered. Every time you fly with a fellow pilot, a student pilot or a future pilot, your conduct WILL impact their concepts and shape their performance standards. Every time you fly, therefore, you potentially influence aviation's safety record for years and years to come.

NDA Commissioners Fly High!

As part of their ongoing education concerning aviation in Nebraska, the Aeronautics Commission received an orientation air refueling mission on board a NE Air National Guard KC135R tanker, April 11.



E4 Aircraft Approaching the Boom

The mission was a two ship KC135R flight which departed Lincoln Municipal Airport at 11:45pm, proceeded to air refueling track 105, refueled the E4 (Boeing 747) aircraft out of Offutt AFB, then a random refueling track with an F15 out of Oregon, landing

back at Lincoln at 2pm. Everything went perfect and exactly as planned.

The Nebraska ANG's 155th Air Refueling Wing is the successor to the 401st Fighter Squadron which was formed on July 1, 1943. The Wing has a State mission (protect life and property, ensure/restore peace and order and civil defense)

and a Federal mission which is to deliver fuel, cargo, people and support worldwide. In 2007, 593 members of the NE ANG were deployed to locations outside the state of Nebraska.



Air Refueling the F15 Eagle
Photos by Barry Colacurci



Flying Conestoga's Annual Banquet



Flying Conestoga!

Randy Prellwitz was the Master of Ceremonies during the evening banquet at the Beatrice Eagles Club (April 11th) for the annual Airport Party and Awards Banquet. He performed another of his award winning commentaries with lively stories and jokes about aviation.

After Bill Stelling and Paul Koenig had handed out door prizes to many of the 65 attendees, it was time for presentation of the dreaded "Knucklehead Trophy!" No one enjoys making this presentation more than William Scully and this year it took a turn no one expected. Bill Stelling of Fairbury was presented with the trophy but with a twist. Turns out it was called the "Good Guy" Trophy and given to Bill for his participation in two air search and rescue events. The first was to locate a missing pickup and elderly man April 9, 2006, and was accomplished during a three hour flight. The second occurred this past summer when two men in a Ford Mustang were missing overnight. Bill found that car with the two expired occupants within 15 minutes of takeoff on February 29, 2008. Congratulations Bill.



Bill Stelling and William Scully

Guest speaker for the evening was Burt Foreman, a distant relative of the Wright Brothers and native of Filley, NE. Burt was a former Crew Chief on B-52 bombers during the "Cold War" and afterwards employed by the Beatrice Daily Sun for 20 years. He gave the audience a talking demonstration on performance capabilities of the B-52 aircraft and told of his experiences with the Air Force from 1956-1969.



Ernie Woodbrain and Burt Foreman

had been forgotten! It was a fun evening with good food and a lot of good natured joking about aviation in Nebraska.

MacTaggart Receives Award

By The UNO Aviation Institute

The Frank E. Sorenson Award for Pioneering Achievement in Nebraska Aviation Education is awarded by the University of Nebraska at Omaha Aviation Institute to honor an individual who has made an impact in the area of aviation education in the state of Nebraska. Mr. Stuart MacTaggart, Director of the Nebraska Department of Aeronautics, was named the 2008 Frank E. Sorenson award recipient on April 10 at the annual UNO Aviation Institute Honors Convocation.



NDA Director, Stuart MacTaggart and UNO's Scott Vlasek

As Director of the Nebraska Department of Aeronautics, Stuart oversees aviation activities in the state and coordinates with aviation decision makers and operators at the local and federal levels. Just as important is Stuart's involvement in the education of the state's young people. He has been instrumental in supporting the Aviation Career Exploration or ACE Camps that are run each year to introduce young people ages 13 -17 to aviation. This sort of activity is vital to the state and just one of the reasons he was selected for this honor. The Aviation Institute was honored to present Stuart MacTaggart with this award because he reflects the ideals and philosophy of Dr. Sorenson, for whom this award is named.

National Based Aircraft Inventory

By Barry Scheinost

Accurate based-aircraft counts at each airport are important. The Federal Aviation Administration (FAA) has tasked GCR & Associates, Inc. (GCR), based in New Orleans, LA, with the responsibility of collecting based-aircraft details as part of a National Based Aircraft Inventory Program. Their website, located at www.gcr1.com/5010ba/, has been established to allow airport managers direct on-line entry of based-aircraft details via an Internet-based application.

To date, over 86% of the airports contacted have responded to the national survey. Dialogue that the data has generated between the FAA, NDA, airport managers/operators, and aircraft owners is of great interest. The based-aircraft data will be continually updated as part of the annual Airport Safety Inspection (5010) program that is administered by GCR and accomplished by NDA inspectors.

(Continued on Page 6 Left Column)



National Based Aircraft Inventory *Continued From Page 5*

A User Guide is available at www.BasedAircraft.com. This website provides a secure login to the site. The initial Username and Password for each airport was sent to the manager, listed on the 5010 report, in mid-April 2008.

Barry Scheinost is the Point of Contact (POC) for Based Aircraft Inventory for Nebraska Non-Primary NPIAS airports. He can be reached at Nebraska Department of Aeronautics, P.O. Box 82088, Lincoln, NE 68501-2088, (402) 471-7930 or Barry.Scheinost@nebraska.gov

Memorial Day & The ANG

By Lt. Col. Steve Plamann

Even though the 155th Air Refueling Wing is located at the Air Guard Base in Lincoln, you will find Nebraska Airmen involved in missions around the globe. Typically, attention is generated and focused on our missions flying the Boeing KC-135R Stratotanker. They include support of activities such as Operation Enduring Freedom, Operation Iraqi Freedom, or Operation Noble Eagle, and perhaps high visibility humanitarian efforts like our flights supporting the Katrina disaster. Often less publicized are deployments of civil engineers to Iraq, medical personnel to Honduras, vehicle operators to the United Arab Emirates, security and services teams to Kyrgyzstan, and aero medical evacuation efforts in and out of Afghanistan.



ANG Tanker Over Spaulding, NE
Photo by Gerry Prichard

One might think that our focus is beyond the scope of local interest. The truth is that we cherish the opportunity to serve Nebraska and Nebraskans with our local "missions" and we wish to remain connected and visible here in the state. The ANG

places a high priority on participation in air shows at Scottsbluff, Grand Island, and Omaha (Offutt). However, when all activities are considered, evaluated, and prioritized, there is nothing we take more seriously or personal than our Memorial Day effort of over-flying 71 Nebraska towns and cemeteries from 1,000 feet above ground level.

In the words of the 155th ARW Commander, Col Evans: "These flyovers salute our patriot's courage and sacrifice in the face of danger". He also noted that we want to "salute" the communities who supported their military members having honorably served this great country.

There is never a shortage of volunteers to prep the jets or fly the Memorial Day mission. Nebraska Air National Guard Airmen of all ranks adjust their plans to ensure it goes on without a hitch every year. The sacrifices of our fellow Nebraskans and the patriots honoring these fallen comrades is never lost on us.

To all of our friends, neighbors, and fellow veterans across Nebraska: have a great Memorial Day 2008 from the 155th ARW.

GRI Terminal Addition

By Mike Olson, AAE



Mike Olson & Ken Risk

A symbolic Cornerstone ceremony was performed by the Masonic Lodge Ashler No.33 followed by a ribbon-cutting ceremony by the Grand Island Chamber of Commerce.

The terminal addition will comfortably seat up to 150 people. With the previous terminal configuration, the terminal could only hold about 30 passengers, causing major delays in charter departures.

Change at Hebron Arprt

Hebron Airport Authority President, Clarence McGhghy passed away last Aug 28th. For anyone needing to contact the Airport Authority at Hebron, call: Hebron Municipal Airport (HJH) Airport Manager Duane Vorderstrasse, home phone 402-768-7155, Cell 402-469-4611 or email: vodo@navix.net

"Never Too Late to Learn"

Continued From Page 3

ler, the know-it-all said, "About ten times ought to do it." Not sure whether he meant ten half-revolutions, which is what the arms will allow with each hand on a prop blade, or ten complete revolutions, I elected to go with the latter.

After twenty half-turns backward, I once again barked, "Brakes on," and, after the usual check, "Mags on, throttle cracked." Then I gave the prop a twirl. The Continental settled into a pleasant and pleasing 800 RPM idle. I smiled as I turned and pointed toward the quite knowledgeable and highly experienced Bonanza flyer. He seemed now to be just a little older than I had initially thought.

Returning from Colorado three weeks later, I land in Kimball for fuel. After paying the bill, I ask Dennis Bastian to get in the back seat. I go over the drill with him and warn him that she can be cantankerous and unwilling to start. I also tell him I'll turn it backward a few times before attempting to start it. This time I turn it backward only six half-turns, or three complete revolutions.

Then it's, "Brakes on, switch on, throttle cracked." Dennis responds in kind. I spin the prop. As the C-90 purrs at idle, Dennis says; "She doesn't seem cantankerous at all".

A couple weeks later I land at Scottsbluff's Heilig Field just before sunset after a smooth and enjoyable local flight. To test the theory once again, I taxi to Valley Airways ramp instead of calling for the fuel truck to come to my T-hangar.

After Brian Bosn fills both tanks, I put him in the back seat, give him a thorough briefing, go through the standard ritual, and turn the prop backward four complete revolutions. The trusty Continental starts on my first twist of the prop.

With more than 100 hours in my Champ, nearly the same in the Cessna 120, a few more in J-3s and other Cubs and Champs, and nearly half a century of thinking I know all there is to know about flying, I discover it's "Never Too Late To Learn."

So why don't electric starters turn backward as well as forward?



Second Place Age 14 - 17
Artist: Brooke Harris



First Place Age 14-17
Artist: Jake Nelson
Art Poster on Page 1



Third Place Age 14 - 17
Artist: Jordan Doell

Aviation Art Contest 1st, 2nd and 3rd Place Winners

Some winners are not pictured as inclement weather kept them from attending.



First Place Age 10 - 13
Artist: Ethan Nelson



Third Place Age 6 - 9
Artist: Lizbeth Torres



Second Place Age 10 - 13
Artist: Madison Briggs



Third Place Age 10-13
Artist: Fiona Raynor



First Place Age 6 - 9
Artist: Essence Davis



Second Place Age 6 - 9
Artist: Dominic Alicea

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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. 0800-1000.

- **Chadron (CDR)** Monthly Aviator's breakfast, 8-10am. June 28, Jul 26, August 23, Sept 27, Oct 25, Nov 22 and Dec 27.

June 1 Central City (07K) Fly-in breakfast, 6:30-11am, free to fly-ins. Lunch 11:30-2pm. Parachuting at 8 & 10, WWII acft, helicopters, static displays, acft rides. More info: Don Shorney 308-946-3450.

June 7 Scottsbluff (BFF) Family Fun Day. Fly-in breakfast 7-10am, lunch at Sky Port Restaurant 11am-1pm. Young Eagle Rides, RC aircraft demos, static displays of KC135, F16, C130 and rare Piper L14, one of only 14 produced.

June 8 Fairbury (FBY) Fly-in breakfast 7-11am, free to fly-ins, in conjunction with "Wild West Weekend" put on by Rock Creek Station and the Rock Island Depot. Aircraft static displays. \$10/person plane rides. More info: Sandi Decker 402-729-2250.

June 9-13 Scottsbluff (BFF), July 14-18 Beatrice (BIE): The B-17G, "Sentimental Journey" will be available for viewing and rides. If seeing this warbird isn't enough, you can crawl through it, touch it, smell it or ride in it listening to those four big round 1200hp engines. More info: CAF website www.arizonawingcaf.com.

June 14 Beatrice (BIE) Fly-in lunch, 11am-1pm. Downtown parade at 9am. Young Eagle rides, aircraft static displays 10am-1pm. Free transportation to/from Homestead Days activities at Chutauqua Park. Car show by Porsche Club of America at airport 11am. More info: Diana 402-223-5349, Sean 402-239-1238 or Heather 402-203-0481.

June 14 Omaha 7:30pm Holland Performing Arts Center. The AVISORS benefit concert, "On a Wing and a Prayer," to raise funds for Heartland Honor Flight. Proceeds provides air and ground transportation to Washington DC for WWII and terminally ill veterans wishing to visit the WWII Memorial and other memorials. Honor Flight is a nationwide non-profit organization created to deliver veterans to the memorials built in their honor. More info: <http://www.avi8ors.com/latestnews.asp> or <http://www.honorflight.org>.

June 15 Creighton (6K3) Annual Father's Day fly-in breakfast, 7 to 11am. Free to fly-ins. More info: Harvey 402-358-5541.

June 15 Harlan, IA (HNR) 63rd Annual fly-in breakfast, 7 to 11am. Free to all fly-ins and passengers. America's oldest fly-in breakfast! More info: Rob Jackson jackson@harlanet.com.

June 19-22 Council Bluffs (CBF), June 21-22 Hastings (HSI) The 2008 American Barnstormers Tour will showcase as many as 20 meticulously restored vintage aircraft from the 1920s and 1930s. Admission is free and these rare aircraft can be seen at the following cities: June 15-16 Iowa City, IA (IOW), June 17-18 Ames, IA (AMW), June 19-20 Council Bluff, IA (CBF), June 21-22 Hastings, NE (HSI). More info: www.americanbarnstormertour.com.

June 20-21 Holdrege (HDE) Nebraska State Fly-In. Friday 4pm airport opens for camping. BBQ and free transportation to events and showers. Saturday, fly-in pancake breakfast 7-10am. Many aircraft on display, Young Eagle flights. 10am free rides to parade and classic car show. 12 noon hamburger lunch. 2pm Airshow by Chandy Clanton, Doug Roth, Harry Barr and Rob Ator. P51 flybys. More info: dpowers@rcom-ne.com, 308-995-6136, ofc, 308-991-3641 cell, 308-995-8785 home.

June 21 Aurora (AUH) Fly-in breakfast, 8-11am. More info: Jerry 402-694-3633.

June 21 Council Bluffs (CBF) Fly-in/Drive-in breakfast by "The Pancake Man," free to PIC, 8am to noon. Commemorative Air Force Museum Open House 8am to 3pm. Rides available in "Gunfighter" P-51 Mustang and rides by Advanced Air. On Display: Stinson L-5, Aeronca L-3, Mohawk AV-1 and P-51 Mustang. More info: Dale 712-366-3505.

June 27-29 Plattsmouth Airport (PMV), July 1-2 Lincoln Airport (LNK). The EAA's WWII, **B-17 Flying Fortress bomber, "Aluminum Overcast,"** will be available for close up inspection and crawl-through tours. A few lucky individuals will have the rare opportunity of flying a mission on this historic aircraft. To book your adventure in living history call 800-359-6217 or email bl7@eaa.org. Complete information can be found at www.bl7.org and www.eaa569.org. Omaha contact 402-271-1111. Lincoln contact 402-219-0111.

June 29 Pender (OC4) Annual fly-in breakfast for 30 plus years, 8am-12 noon. PIC eats free. More info: Paul Peters 402-380-9882.

July 4 - Seward (SWT) Free Airshow, 11am, fly-ins welcome. Runway closes promptly at 11am and re-opens after the airshow (approx 1pm). More info: Terri 402-643-2125.

July 12 - David City (93Y) 9th Annual Nebraska Ultralight Gathering (ANUG). Saturday, food all day (free breakfast for PIC), candy drop, fun contests, fellowship. Free camping. More info: Dave Nissen 402-462-5249 or www.anug.org.

July 12-13 - Wayne (LCG) 12th-Fly-in breakfast (7-11am) and Chicken Show (Omelet Feed 730-930am). Free transportation to Chicken Show and parade. 13th-Brunch 8-12 noon, fly-ins free, Poker Run, classic car show and RC airplane display. More info: Nancy 402-375-1733 or nancy@cityofwayne.org.

July 13 Elgin (Koinzan Airfield 33nm west of OFK) 17th Annual fly-in breakfast, 7am to noon. Free to fly in's. More info: Lee 402-843-2274.

July 26 - August 3 AirVenture, Oshkosh, WI. More info: www.eaa.org.

Aug 2 Norfolk (OFK) EAA 918 Fly-in breakfast, 7:30-12:00, PIC eats free. Going on at the same time is the Hot Summer Nites Car Show, also located at OFK. Pancakes, sausage, and scrambled eggs. More info: Bruce 402-675-7765.

Aug 3 Genoa (97Y) Airport Breakfast & Fly-in, 7 to 11am, fly-ins free. In conjunction with Heritage Power Antique Farm & Equipment Show, free transportation to the show. More info: Don Pearson 402-993-6000.