

PIREPS

A monthly newsletter for Nebraska pilots and aviation enthusiasts



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

PIREPS May 2003

Volume 55, Issue 4

Director
Kent Penney

**Aeronautics
Commission Chair**
Ken Risk

**Aeronautics
Commission
Members**
Barry Colacurci
Traci Dugan
Doug Vap
Steven Wooden

Editor
Ronnie Mitchell

Editorial Staff

Stu MacTaggart	Contributor
Soni Stone	Associate
John Wick	Associate
Jan Keller	Associate

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

Passages appearing in quotation marks or otherwise credited to specific sources are presented as the viewpoints of the respective writers, and do not necessarily reflect the opinion of the Nebraska Department of Aeronautics.

Permission is hereby granted to use or reprint any material appearing in this issue.

When no byline is listed for an article, the editor is the author. Please give writing credit to the editor/author.

To get a free subscription to PIREPS call Soni at 402-471-7952 or email ssstone@mail.state.ne.us

Circulation: 3628

Aviation Art Presentations

By Stu MacTaggart

Airplanes, sun, trophies and smiles highlighted this Saturday event at the 155th Air Refueling Wing of Nebraska's Air National Guard Base. Nine young artists were awarded engraved trophies for their participation in the annual Aviation Art Contest. Some 41 others received special "Honorable Mention" certificates. With parents, teachers and relatives attending, over 150 people enjoyed the awards ceremony hosted by the Nebraska Air National Guard.

Sponsored by the Department of Aeronautics, NASA, as well as the FAA, the Ninety-Nines and numerous aviation enthusiasts, this event culminated the state-wide competition, celebrating "100 Years of Powered Flight." Brig. General Mark Musick provided the keynote address, challenging each of us to recall the history of Orville and Wilbur's



Brigadier General Mark Musick

first flight. Nebraska's Adjutant General, Maj. General Roger Lempke spoke of the many and varied facets of aviation, providing a roadmap of advice for future aviators and astronauts.



Lt. Col. Athan, Laura Knibbe 1st place, Katherine Fries 3rd, & Tysen Johnson 2nd

as the art was shown on the wide screen display. Following the awards presentation, and with a quick stop for refreshments, most everybody adjourned to the flightline for a tour through the Air Guard's KC-135R. MSgts Wood and

With cameras at the ready, proud parents watched



Yvonne Lin 2nd place, Patsy Meyer, Timothy von Behren 3rd, & Clarissa Kracl 1st

Zaptin readied the airplane, while Maj. Collins, Lt. Douglas and SRA Ramsey explained the newest modifications to this modern-day "Gooney Bird." Nestled under the tanker's wings were two other special attractions. One, flown from the west coast by Navy Lt Kent Leonard, was one of our nation's top fighters—the FA-18 Superhornet. The other, owned and flown by Lt Col Mark Novak, was the 1940's vintage AT-6.

Congratulations to each and every artist—their parents, teachers, and mentors. And, a very special thank you to Lt Col Robert Athan and SMSgt Beth Carr for orchestrating this delightful afternoon.



Emily Hasenauer 2nd, Monica Claessan 1st & Kent Penney, Dir, Dept of Aeronautics



NDB Survey Results

In the February issue of "PIREPS" the Nebraska Department of Aeronautics conducted a survey of readers regarding the use of Non-Directional Beacons (NDBs) located in Nebraska. Ninety people responded: 76% of the respondents were instrument qualified and fly an overall average of 175 hours per year. 59% have IFR GPS installed in their aircraft. 25 of the respondents plan to install an IFR GPS in their aircraft in one to five years but 12 never plan to install one. We asked how many times during the past year did you use the following: ILS 979- VOR 1,286- GPS 1057- NDB 525. We asked if you use the NDB for practice approaches and 62% said yes. If you use the NDB for actual weather approaches, 59% said no. If your destination airport has both NDB and GPS which do you prefer? 67% preferred GPS. We asked if you have GPS approach capability in your aircraft, do you plan to fly only GPS approaches or a mix of GPS and NDB approaches. 48% indicated they would do a mix of both GPS and NDB.



Kent Penney
Director, Nebraska
Dept. of Aeronautics

When we asked why they would choose one over the other the response was as follows: Of those indicating GPS, most said they

would use it because it was more accurate and reliable. Of those indicating NDB, most said they would use that because they did not have GPS installed in their aircraft.

In conclusion, the survey seems to indicate that approximately 60% of pilots surveyed have IFR GPS and prefer it over the NDB. Even though cost seems to be the significant factor for not having an IFR GPS, it appears most pilots will install one in the next 3 to 5 years.

We plan to do several things based on the survey:

- Continue to maintain existing NDBs.
- Distribute survey results to local airports for their consideration.
- Monitor the status of WAAS implementation (recently scheduled for this summer with minimums as low as 250' and 3/4 mile).
- Continue to decommission NDBs at the request of the airport (Aurora & Crete recently decommissioned).
- Continue to work with FAA on the development of 'stand alone' RNAV (GPS) approaches (we were advised some overlays will be discontinued by year end).
- Continue to install new AWOS systems, such as Kimball, Nebraska City, Hebron, Thedford and Wayne, this year.

Where's The Car?

One of the most wonderful transportation inventions of our age is the airplane. It can get you from point A to B rather quickly but once on the ground you become dependent on another marvelous invention, the automobile. Many of our general aviation airports do not have rental cars available to them so our air travelers need some way to get to that important meeting in town or just to grab a bite to eat.

How about using the courtesy car at your airport? Or, does it even have one? That loaner-friendly car might be the key to fuel sales for the airplane and economic development for your local community!

Perhaps your airport can't afford the cost of a loaner car. Would one of your local car dealers be willing to put one at the airport as a loaner with the name of his car lot on the side? That's called advertising! Maybe your police department is ready to get a new vehicle and will donate the old but serviceable car to the airport. You might even be able to purchase excess vehicles from the state at auction.

Whatever the means to getting and having available a courtesy car at your airport, they are an important way of helping general aviation and your community.



NE Airport Directory

It has come to our attention that a small number of the Nebraska Airport Directories have been published with some pages missing and other pages duplicated. The directories have been distributed to many of the airports throughout the state. If you have a "problem" directory you may request a replacement using the coupon found at the top of page 7 of this issue. We apologize for the inconvenience.

Airport Construction

Omaha -- Paving and light work with Runway 14L/32R. Safety area will occur from April through June. New corporate hangar construction will require some taxiway closures. Check NOTAMS.



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

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

NOTAMS.

Lexington -- Replace hangar taxiway paving.



Sounds

By Thomas Gribble, Retired FAA Specialist



Growing up near an Army Air Base during World War II, I can remember seeing, early in the war, Air Cobras and Lightnings. Parked! I don't recall seeing any in flight. And, I can not remember hearing them. Both flight and sound were added later, near the end of that war, when Thunderbolts were based there. And then, beautiful, loud, roaring, rasping sound came my way! In the early fifties, as a

young enlisted man, I was surrounded by more of that wonderful sound. Corsairs, Skyraiders, Tiger Cats, Twin Beeches, R4D's, R5D's, and R4Q's. Their thunder filled my ears. I worked alongside a runway, even sleeping there in a tent. Those sounds still continuously ring in my ears, and it is not a source of irritation. Some folks complain about tinnitus, claiming it drives 'em up a wall. It's just pleasant memories for me. One day a rather sleek looking silver flying steed approached my runway from the south. Slim, it was, with its spinner nearly as big around as its fuselage was wide. And, from my vantage point near the north end, quiet. In fact, it was only after the F-51 Mustang, wearing the California Air Guard brand on its rump, had touched down, slowed to a walk, and drew abreast of me that I began to hear it. Tinkata-tinkata-tinkata. Some light, somewhat high pitched pops from its exhaust stubs. That's all. Not very loud, and certainly not deep.

It was reined-in over there amongst the dark blue birds, which kinda dwarfed it. After a couple of hours, during which it was fed, and no doubt shown off by its rider to some old buddies now wearing green uniforms, it came to life again. A few thin wisps of blue smoke, some faint tinkata-tinkata's, a few barely audible pops, and then it began a slow gait towards the south end. It didn't get far downwind of me before silence set in again. After a runup, which I could not hear, it took to the runway and commenced a gallop. By the time it reached me, it was airborne with its legs tucked up into its wings. Now I could finally hear it. It Purred! No roar! No thunder! Just purring! Like perhaps a pair of high powered L-19's! Shortly, an AD-4, resting near the spot the Mustang had been tied to, began to turn its propeller. Then it obscured itself in a great cloud of self-generated blue smoke. But, soon, that wonderful, deep plumba-plumba-plumba sound caused its propeller to vanish along with that cloud of blue smoke. It too, made its way slowly to the south end. I could hear it all the way. It also did a runup, which I could hear quite nicely. You did not have to be watching to know when its take off began. With a BELLOW, it charged along the runway. Like the P-51.. Oops! ..F-51 before, it was airborne with its gear up when it passed me. No purring for this Wright powered Douglas though; it was making a thunderous roar! It continued to

Continued on Page 6

Check Airman's Corner

By Lee Svoboda, Designated Check Airman

WOW, another month has gone by and it's time to complete the alphabet soup of airspace. If you remember from last month we discussed C, D, E and G classes of airspace. These classes of airspace can all be found in



Nebraska, and normally applicants do pretty well in their explanations of the requirements to operate VFR in these classes. However, Class B airspace, which is not found in Nebraska, sometimes becomes a problem for applicants to explain. Additionally, we have had a few certificated pilots who have had problems operating VFR in Class D airspace. With Denver, Kansas City, Minneapolis, and their associated Class B airspace only one to two hours away in most general aviation single or multiengine aircraft, knowing the rules of operating VFR in Class B airspace is a must.

First of all, the pilot must hold at least a private pilot certificate. However, a student pilot or recreational pilot seeking private pilot certification and meeting certain requirements may operate VFR in Class B airspace. The aircraft must be equipped with an operable two-way radio and an operable transponder with mode C, properly inspected within the proceeding 24 months. Now here is the big requirement. **YOU MUST BE SPECIFICALLY CLEARED TO ENTER CLASS B AIRSPACE.** Air Traffic Control (ATC) responding with your tail number, giving you a transponder code and saying radar contact **IS NOT CLEARANCE TO ENTER CLASS B AIRSPACE.** You must hear the words, "CLEARED TO ENTER THE CLASS B AIRSPACE". Now, once you are properly cleared and enter Class B airspace, the VFR weather requirements change a little bit. You must still have three miles visibility; however, you only need to stay clear of the clouds.

There is no operating VFR in Class A airspace, which starts at 18,000 ft. MSL and goes to FL.600. Each person operating an aircraft in Class A airspace must conduct that operation under instrument flight rules (IFR). As for night VFR, the only real change is the fuel requirement. You must still have **3152** (3 miles visibility, 1000' above, 500' below, & 2000' horizontally from clouds) to meet the weather requirements. However, instead of having at least enough fuel (considering wind and forecast weather conditions) to fly to the first point of intended landing and assuming normal cruising speed, to fly for another 30 minutes, you must have enough fuel to fly for another 45 minutes for night VFR operations.





Aviation Happenings & GA News

First Non-Stop Transcontinental Flight Across America Recreated

By Macready Foundation

Pilot, Sally Macready Wallace, pays tribute to her father John A. Macready. Sally and her co-pilot, Bob Hennigan, will attempt to fly the same route flown by her father on May 2, 1923. This historical flight took place 80 years ago in a Fokker T-2 airplane and made it in 26 hours 50 minutes. Sally will be flying a twin engine Piper Aztec with additional fuel tanks installed.



Sally Macready Wallace

Following roads and railroad tracks and fighting torrential rains for hours, her father's flight proved the feasibility of commercial aviation and delivered the first newspaper and mail coast to coast in one day. John A. Macready, world record holder of many aviation feats, is enshrined in the Aviation Hall of Fame in San Diego. He is the only individual to receive the distinguished United States Air Force Mackay trophy three times.

Sally will depart Long Island, NY at 5:00 AM and fly 2850 miles to arrive 15 hours later at North Island Naval Air Station, San Diego, CA at approximately 5:00 PM. For the latest information on the progress of the flight, call (530) 518-1053.

"Timeless Voices"

EAA AVIATION CENTER, OSHKOSH, Wis. -(Feb. 20, 2003)

The exhaustive effort to collect oral histories from the first century of powered flight is now easier to access than ever, as the "Timeless Voices of Aviation" project, created by the Experimental Aircraft Association (EAA), now has a home web site that offers full details of the program.

The site, at www.timelessvoices.org, is an extensive overview of the program that was first unveiled during EAA AirVenture 2002 in Oshkosh. Timeless Voices is a major video history project of the EAA AirVenture Museum, to assure that the first-person oral histories of thousands who experienced aviation's development are preserved for future generations of family members, teachers, students, historians and others. The program is also an official partner of the Library of Congress Veterans' History Project, which is recording the experiences of veterans, especially from the World War II era.

"There are lifetimes of aviation knowledge, experience and lore that we are losing every day as these early aviators pass on," said Adam

Smith, EAA AirVenture Museum Director. "That's why Timeless Voices is such a critical project to begin now. We are seeking not just the heroes and personalities, but individuals within every aspect of aviation. The program's theme, "Let No Story Go Untold," accurately describes our mission as each story provides another piece to the amazing portrait of flight during the last 100 years." "This effort is especially valuable during this year, when we are celebrating the centennial of powered flight," Smith said. "By collecting these fascinating oral histories now, we are insuring that future generations will have access to the facts and personal recollections of aviation's early years."

Along with sharing the veterans' stories with the Library of Congress, the EAA AirVenture Museum will be the permanent home for the aviation oral histories. They will eventually be available to researchers at the museum and through the Internet in an on-line history archive.

The EAA Aviation Foundation was founded in 1962 and is dedicated to aviation education, preservation and research. Its headquarters are at the EAA Aviation Center in Oshkosh, WI.

Flying Conestoga's Host Banquet

By Kandi Hawkins

The Annual Airport Banquet is a public event held annually to highlight the importance of community airports, as well as to recognize club member's "achievements". This year's banquet, representing the Beatrice and Fairbury Airports, was held in conjunction with "100 Years of Powered Flight", in recognition of the Wright Brother's first successful flight. Sponsoring the event was the area's flying club, the Flying Conestoga's.

The guest speaker was Ralph Hood, a pilot and humorist who boasts several monthly columns that are "widely read by my mother". Mr. Hood will be inducted into the Alabama Aviation Hall of Fame in October 2003 for his contributions to the flying community. His presentation ranged from the mostly humorous: How to have fun with airline security, discount airlines, and open seating (head for the middle of the back row and "look fat"), to the more serious: How even the smallest components are important and how, in the industry of flight, we must do the best we can with



Ralph Hood

Continued on Page 5



Flying Conestoga's continued from page 4

what we've got at that point in time. He also outlined the importance of sticking to basics when unsure in life and especially in flying.

The Flying Conestoga's also give out "awards" at their annual airport banquet. These may involve "good guy/gal" awards, but more often than not they result in humorous presentations regarding flying faux pas. The grand award, The Knucklehead Trophy, or as it is lovingly called, The Fur Pot (an old fashioned commode, furlined for comfort) is the crowning moment of the awards portion of the evening. This year's honored winner was Paul Koenig. While there was mention of some year's-ago minor problems with formation flights, etc. (for diplo-



Paul Koenig with the Knucklehead Trophy

macy, we'll leave it at that for this publication), Paul was mostly cited for his positive contributions to the local flying community. Paul has been a pilot instructor for many years. He is also a very dedicated and active member of the Flying Conestoga's club, it's activities, and a major supporter of flying through other regional and state organizations. He's a real asset to flying and is definitely a "good guy".

Anyone interested in flying (not just pilots) is welcome to become a member of the Flying Conestoga's for a \$20 annual membership fee. Flying and dinner activities are scheduled several times throughout the year, including the annual banquet, poker runs, fly-ins, fall and Christmas dinners. The Flying Conestoga's meet the 4th Monday evening of every month, alternating between the Beatrice and Fairbury Airports. Those interested in becoming members may contact Diana at the Beatrice Airport, 402-223-5349.

Aviation Students Honored

By Mike Haak

More than \$70,000 in scholarships and fellowships for aviation students were recognized at the annual UNO Aviation Institute Honors Convocation on April 13, 2003 at the Milo Bail Student Center Ballroom on the UNO campus.

The recipients of Aviation Institute internal scholarships were announced at the event, including the prestigious Charles Durham Graduate and Undergraduate Scholarships.

The event serves to recognize and reward excellence in academic achievement, with honors presented to those students who have earned scholarships, Dean's List distinctions, fellowships, flight achievements, memberships in academic organizations, and more. This year's Otto F. Bauer Distinguished Service Award was pre-

sent to Dr. Larry Winkler for his contribution to aviation education. Dr. Winkler is the assistant dean for the College of Continuing Studies on the UNO campus.

The Frank E. Sorenson Award for Pioneering Achievement in Nebraska Aviation Education was awarded to Diane Bartels. Ms. Bartels is the chair of the Nebraska Centennial of Flight Committee.

The evening's honored speaker and distinguished alum was Mike Lempke, a 1999 graduate of the Aviation Institute. Mr. Lempke currently works for United Airlines as the Nebraska account representative.

Aviation Maintenance Tech Day

Governor Mike Johanns has proclaimed May 24 as Aviation Maintenance Technicians Day (AMT). AMT's will be honored annually on this date, Charles Taylor's birthday, in recognition of their daily contribution to aviation safety.

The anonymous poem to the "Forgotten Mechanic" follows:

Through the history of world aviation many names have come to the fore... Great deeds of the past in our memory will last, as they are rejoined by more and more... When a man first started his labor in his quest to conquer the sky he was designer, mechanic, and pilot, and he built a machine that would fly... But somehow the order got twisted, and then in the public's eye the only man that could be seen was the man who knew how to fly... The pilot was everyone's hero, he was brave, he was bold, he was grand, as he stood by his battered old biplane with his goggles and helmet in his hand... To be sure, these pilots all earned it, to fly you have to have guts... And they blazed their names in the hall of fame on wings with bailing wire struts... But for each of these flying heroes there were thousands of little renown, and these were the men who worked on the planes but kept their feet on the ground... We all know the name of Lindbergh, and we've read of his flight to fame... But think, if you can, of his maintenance man, can you remember his name? And think of our wartime heroes, Gabreski, Jabara, and Scott... Can you tell me the names of their crew chiefs? A thousand to one you cannot... Now pilots are highly trained people, and wings are not easily won... But without the maintenance man our pilots would march with a gun... So when you see mighty aircraft as they mark their way through the air, the grease-stained man with the wrench in his hand is the man who put him there...

World Aerobatic Team Bio's

Pacific-Flyer

Who are those 10 pilots chosen for the U.S.'s 2003 Unlimited Aerobatic Team? Let's see, there's three former national champions among the five men and five women (one of which is an 11 time member), a reserve Army helo-pilot, a husband and wife team, several airline pilots, an ex-fighter pilot and an aeronautical engineer. And they are determined. The team will represent the U.S. at

Continued on page 6



Sounds, Continued from Page 3

do so till it disappeared over the hills to the east.

That was beautiful music! Rhythmic, beating, pulsating, vibrating, rumbling, deep down, full-bodied, bellowing SOUND! Do you remember the best scene in **The Right Stuff**? It wasn't what you saw, but what you heard when the camera filled the screen with that B-29's, R-3350 radial engine starting.

No jet has a pleasant, enjoyable noise. Only one turbo-prop, the Allison/Aero Products combination has anything worth listening to, and then only during taxi when somebody is deliberately making them snarl in Beta. All of the four and six cylinder inlines sound like cars. All of the home built with automobile engines sound like cars, too. Of course. What do you expect them to sound like?

Some of the opposed engines, especially the older, lower horsepower big ones, sound kinda neat at idle, but subdued. It takes a radial to change noise into sound.

Oh, and one more thing, the Ryan PT-22 is far and away better looking than any of its Menasco powered ST sisters!

Editor's Note: Many of you may not know some of the aircraft designations referred to in Tom's article. But for those who have heard the sound of a large piston radial engine or the V-12 Merlin engine of a P-51, it is a sound never to be forgotten. Most of the aircraft mentioned are to be found only rarely and perhaps only at an airshow, such as the one at Oshkosh, will you ever see one in flight. The "golden age" of aviation has been ushered out by the technological advances of today's jet engines. Perhaps in another 20 to 40 years the jet age will be replaced by something as exotic as a scram jet or a hydrogen powered engine such as one that we cannot even imagine. The future of aviation is here and changing rapidly. What do you suppose the "sounds" remembered by this generation might come from? Will it be something we can't even imagine?

Aerobatic Bio's continued from page 5

the World Aerobatic Championships in Lakeland, Fla. next June 25-July 4. It will be led by Kirby Chambliss, the reigning U.S. National Champion. Team Members:

When he's not flying aerobatics in his Edge 540, Chambliss, 43, is a captain for Southwest Airlines. A resident of Phoenix, Ariz., he has logged more than 22,000 flight hours, 3,000 of them while doing aerobatics. "I absolutely want to be the World Aerobatic Champion," declared Chambliss, a two-time U.S. National Champion. Steve Andelin, 43, of Newport Beach, Calif. is a captain for American Airlines and also flies an Edge. In addition to winning the U.S. Championship in 2000, Andelin is an A&P mechanic and the builder of a Pitts Special he used to fly in competition.

Robert Armstrong, 46, has been flying competition aerobatics since 1980; he won the U.S. National Championship in 1999 and placed second in the Worlds in 2001. An ATP-rated pilot and A&P mechanic, the Athens, Ga. resident maintains the French-built CAP 231 he flies in competition.

At 29, Chandy Clanton of Lincoln, NE. is the youngest mem-

ber of the team. The former competition swimmer started flying competition aerobatics in her dad's Christen Eagle in 1995 but now flies an Edge 540.

Vicki Cruse, 34, of Santa Paula, Calif. flew her first aerobatic contest in 1997 and won the U.S. National Championship in the Sportsman category in '98. Today, she flies an Edge 540, owns Berkut Engineering and is qualified to fly in the Reno Air Races. "I would eventually like to be the U.S. National Champion and follow that with a shot at being the Women's World Champion," said Cruse, a self-confessed perfectionist.

Julie Mangold, 42, of Apple Valley, Calif. is an Army Reserve helicopter pilot and a first officer with United Airlines. She flies an Edge 540 she shares with her husband Mike, also a member of the 2003 U.S. Unlimited Aerobatic Team.

Mike Mangold, 46, began flying in '77 at the U.S. Air Force Academy and after 11 years in the USAF, now flies for American Airlines. He's been the California Unlimited Champion twice and won third place overall at the 2001 U.S. Nationals.

David Martin, 43, is a former bizjet and USAF fighter pilot from Possum Kingdom Lake, Tex. He started flying competition aerobatics in 1992 and now flies a French-made CAP 232.

Marta Meyer, 45, is a NASA aeronautical engineer at Edwards AFB, Calif. She flies a homebuilt Giles G-300 and has won a number of aerobatic contests during her 1,500 hours of aerobatic flying.

After 11 years, Debby Rihn-Harvey, 51, is the most experienced competitor on the U.S. Aerobatic Team. A Southwest Airline captain and resident of LaPorte, Tex., she flies a CAP 232, in which she has logged 3,000 hours doing aerobatics.

"This contest is on our home ground, the first time since 1996," said U.S. Aerobatic Foundation President Steve Cunningham. "With the skills of our pilots, we've got the best chance to win the Team Gold."

Hooter's Airlines

By Russ Niles

Hooters of America, which recently acquired Winston-Salem, N.C., based Pace Airlines from Piedmont Hawthorne, rolled out the first Boeing 737 painted in the new Hooters Air livery January 24 in Atlanta. The aircraft has an orange and white paint scheme, Hooters Air graphics and a large owl – symbol of the Hooters restaurant chain – on the tail. The new aircraft, which will have 112 passenger seats with a 33 inch pitch, will carry a crew of seven; two pilots (wearing traditional pilot uniforms), three flight attendants (wearing khaki pants and orange Hooters Air polo shirts) and two Hooters Girls (wearing traditional Hooters Restaurant uniforms).



2003 / 2004 Nebraska Aeronautical Chart and Airport Directory

The 2003 /2004 Nebraska Aeronautical Chart and Airport Directory are now available to Nebraska residents. You may pick up a free copy at many of the public airports across Nebraska or you may clip this coupon and mail to:

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

Please send me a copy of the: Nebraska Aeronautical Chart
 Nebraska Aeronautical Directory

A copy will be mailed to the address appearing on the reverse side of this coupon. Please indicate any corrections below.

Name: _____

Address: _____

City: _____ State: _____

ZIP: _____

Aero Sport Flys Again

It was 1929 and an exciting time for aviation in Nebraska! The Aero Sport Aircraft Company, located in Lincoln, had just completed an informational brochure with a picture of their aircraft in full flight. It just happened to be the aircraft pictured in this article. You might ask, "Where in the world did you happen to find that"? It wasn't in your grandfather's barn but in a hangar at the Cozad Airport undergoing its annual inspection. The aircraft has a five cylinder Kinner engine but lacking an exhaust manifold to be completely airworthy. Its owner, Todd Morris of Cozad, has it completed and only needs to get it to Airport Manager/Mechanic Rod Donner. Once installed, Rod is also going to be the pilot who will get to fly this historic antique.

Dr. Roy Cram of Burwell restored this aircraft as well as the Aero Sport which hangs from the ceiling of the Lincoln Municip-

pal airport. The story goes that Dr. Cram insisted the Aero Sport in Lincoln only be a display aircraft, as several attempts to fly it re-



Instrument panel shown, side by side seating and dual control sticks



1929 Aero Sport with five cylinder Kinner radial engine

sulted in the aircraft consistently ground looping. Todd acquired the pictured Aero Sport in 1980 from Dr. Cram. He has kept the aircraft basically in stock appearance except for modernizing it with properly sized aircraft tires, hydraulic brakes, and rebuilding the Kinner engine. Todd tells me the airframe has slightly over 1700 total hours with 150 hours on the rebuilt engine. Rumor has it that the famous aviator Jimmie Doolittle flew this aircraft in an attempt to hook it to a dirigible. Some say he was successful.

PIREPS

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

Address Service Requested
Member National Association
of State Aviation Officials

Calendar

May 9 Centennial Field Trip at Corporate Hangar, Lincoln Airport. "Young Eagle" airplane rides, Evelyn Sharp talk by Diane Bartels, static aircraft display, and talks about Charles Taylor and the Wright Brothers accomplishments. More info: 402-262-3089

May 12 EAA Chapter 80 Meeting 7 p.m. Hangar One, Millard.

May 15-19 EAA B-17 "Aluminum Overcast" at Eppley Airfield, Omaha. Rides \$350, free tours. More info at the EAA website at www.eaa80.org

May 17-18 Columbus Centennial Celebration of Flight Fly In, pancake breakfast, hamburger and hot dog lunch. Special invitations to Warbirds and Antique airplanes. All planes welcome.

May 25 Grand Island Airport Fly In breakfast 7 a.m. to 11a.m. and lunch 11 a.m. to 2 p.m. Fly in's free. Reggie's Hangar on the North Ramp. More info: 308-384-2587

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

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

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

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

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

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

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

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

July 5 Bloomfield Fly In lunch, 11 a.m. to noon. Free to PIC. Pilot briefing at 12:30 p.m., Lindy fly over at 1 p.m.

July 6 Genoa Fly In breakfast and Annual Pawnee Days. Free to fly in's. More info: 402-933-2240 or 402-750-0185

July 11-13 David City Municipal Airport. All Nebraska Ultralight Gathering (ANUG) - 4th annual. More info: Craig 402-453-6666

July 13 Koinzan Airport at Elgin, NE 12th annual Fly In breakfast, 7 a.m. to noon. Fly in's free. More info: Lynn 402-843-5800