

PIREPS

A monthly newsletter for Nebraska pilots and aviation enthusiasts



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

PIREPS

Nov 2003

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100 Years Over the 100th Meridian

Powered flight began with the Wright brothers on December 17, 1903. Cozad, Nebraska's 100th anniversary of powered flight began with official opening ceremonies on Friday, Oct 17, with Cozad's Mayor, Greg Tetly, opening the Cozad Aviation Hall of Fame and Cozad's Aviation First Day Stamp cancel. Diane Bartels was there presenting "Sharpie, Nebraska's Queen of the Air". Saturday's events began with a hot air balloon launch followed by a Fly-in breakfast. That evening 345 people attended a "gala" banquet where 107 people were inducted into the 100th Meridian Aviation Hall of Fame! The banquet theme was that of an airline, flight 222, with everyone having to go through "security". The inspectors were Dick Hansen and Robert Houborg dressed in "Keystone Cop" attire. After the posting of the flag, all recited the Pledge of Allegiance, followed by the Reverend Roger Sloan singing "God Bless America". A superb meal followed. Astronaut Clayton Anderson gave the keynote speech challenging each of us to expand on the vision of the Wright brothers. Marilyn



L to R: Marilyn Peterson, Glenda France, Astronaut Anderson, and Dick Hansen



Neal Gibbons and 1903 Wright Flyer Model

as Jack Vesse, dressed in Scottish costume, played "Going Home" followed by "Amazing Grace" on the bagpipes. Neal Gibbons presented his model of the 1903 Wright Flyer to the audience that evening. The model was constructed using plans acquired from the

Peterson, chairperson, Glenda France and Dick Hansen, co-chairpersons, were presented a plaque by Anderson who is an Ashland, NE native. Then the names of each inductee into the 100th Meridian Hall of Fame were read by Dr. John Worthman. This was followed by closing remarks of "pilot" Bill Vasy and a very impressive flag ceremony. The lights were dimmed and a spotlight shown on a massive US flag

The Future and Past Admiring the Wright Flyer!



Astronaut Anderson and Charles Taylor's grandson Larent



Hot Air Balloon Preparations and Launch

Smithsonian Museum, consisted of 4200 individual parts and took seven months to construct. Wright Flyer engine builder Charles Taylor's grandson and Astronaut Anderson were captured looking at the model. Sunday morning there was another hot air balloon launch from Cozad's airport. Many other activities took place during the next several days and will be in the December issue.



Airport Grants

By Kent Penney



Kent Penney
Director, Nebraska
Dept. of Aeronautics

The Nebraska Aeronautics Commission awarded \$649,301 in grants to Nebraska airports. The monies will be used along with local and federal funding for planning and construction projects. The projects were approved by the Commission on October 17, 2003. Funding for the Commission and the Department of Aeronautics is derived from aviation fuel taxes. Thirty-seven airports will benefit from the current round of grants.

Aviation is critical to our society, providing economic opportunity and conveniences throughout the State. Without this mode of transportation, citizens across Nebraska would not see the packages, medical specialists, or other services reliably delivered by air every day. The majority of these projects have been in the planning phase for some time and we with the Department of Aeronautics are very pleased to be a part of making these projects a reality.

In the next couple of months, our Planning & Programming Division will be contacting public use airports in the state regarding capital improvement projects and the Nebraska Aviation System Plan. If you are interested in a project at your local airport, please take the opportunity to let your airport officials know. We are interested in meeting with any airports regarding their capital improvement plans. You may contact, Anna Lannin, Manager of Planning & Programming, to visit and set up a meeting.

I would like to say a personal thanks to the Nebraska Aeronautics Commission for the hard work they do, approving and funding projects. It is a difficult job to prioritize the many requests and I would ask that you also express your thanks to them when you get a chance.

Thanks Ken, Doug, Doyle, Steve and Barry.

Airport	Description	State	Sponsor	Federal	Total
Albion	AWOS, obstruction removal	5,700	13,300	171,000	190,000
Atkinson	Update ALP, rebuild twy & apron	9,330	21,770	279,900	311,000
Auburn	Update ALP, reimburse for land & ALP	3,876	9,044	116,280	129,200
Aurora	Update ALP	1,530	3,570	45,900	51,000
Bassett	Update ALP	1,590	3,710	47,700	53,000
Beatrice	Rehab apron, replace wind cone	6,060	14,140	181,800	202,000
Blair	Land, site preparation, new Rwy	100,000	502,524	5,422,712	6,025,236
Burwell	Update ALP	1,380	3,220	41,400	46,000
Central City	Land, ALP reimbursement	5,488	12,806	164,646	182,940
Cozad	Update ALP	1,650	3,850	49,500	55,000
Creighton	Update ALP	1,950	4,550	58,500	65,000
Crete	Update ALP	870	2,030	26,100	29,000
Curtis	Update ALP	1,410	3,290	42,300	47,000
David City	Update ALP, reimburse for land & ALP	3,237	7,552	97,099	107,888
Fairbury	Access Road	0	10,300	92,700	103,000
Fremont	Rehab apron	1,476	3,445	44,287	49,208
Grand Island	Rebuild Rwy 17/35 and portions of twys	100,000	648,628	6,737,649	7,486,277
Grant	Update ALP, AWOS	3,405	7,945	102,150	113,500
Greeley	Feasibility study, ALP	2,400	5,600	72,000	80,000
Hastings	Relocate ASOS	1,272	2,968	38,160	42,400
Hebron	AWOS	2,867	6,689	86,000	95,556
Lexington	PAPI	60,000	15,000	0	75,000
Lincoln	Access Road rehab	100,000	196,973	0	296,973
Loup City	Update ALP	1,530	3,570	45,900	51,000
NDA	5010 & PCI Inspections	6,100	0	54,900	61,000
Norfolk	Seal Coat	6,750	15,750	202,500	225,000
North Platte	Replace Rwy 12/30 Lights	4,500	10,500	135,000	150,000
Ogallala	Land acquisition	6,750	15,750	202,500	225,000
Omaha-Eppley	Upgrade Rwy 14L/32R (phase III)	100,000	488,111	5,293,003	5,881,114
Omaha-Millard	PAPI	2,117	4,940	63,518	70,575
O'Neill	Update ALP	1,080	2,520	32,400	36,000
Pender	Access Road	0	11,400	102,600	114,000
Rushville	Rehab apron	5,141	11,996	154,238	171,375
Sargent	Update ALP	2,130	4,970	63,900	71,000
Scottsbluff	PFC, land acquisition, fence	52,825	179,727	2,092,973	2,325,525
Scottsbluff	ARFF, building expansion, Terminal	0	431,780	3,886,018	4,317,798
Tecumseh	Update ALP	1,410	3,290	42,300	47,000
Theford	AWOS	2,867	6,689	86,000	95,556
Valentine	Rehab Rwy 3/21	29,333	85,111	1,030,000	1,144,444
Wahoo	Land, ALP reimbursement	7,200	16,800	216,000	240,000
Wayne	Access Road	0	13,334	120,000	133,334
York	Update ALP, Land	4,077	9,513	122,310	135,900
Total		\$649,301	\$2,818,655	\$27,863,655	\$31,331,779

Some projects on the Chart include planned Federal funding for 2003-2004 but no announcement or appropriations have been made.



World's Most Significant Airplane

By Thomas Gribble

This is the third in the series by Thomas Gribble. The first & second article dealt with the Wright Brothers glider activities. This article deals with the development of movable vertical fins (rudders). Last in the series for the December issue concerns "powered" flight which occurred on December 17, 1903.



Thomas Gribble

On September 20, 1902 Wilbur made 25 flights in their new creation. They were delighted with its performance. These first flights affirmed all their wind tunnel experimenting. Orville made his first flights on September 23, and soon became as adept at flying as his brother. But, all was not well. Flying straight ahead, the machine flew flawlessly. When it came to turns, though, things went awry. Shallow banks of short duration did not seem to cause much problem, but in steeper or longer turns, the airplane sometimes turned tighter than the bank angle would indicate it should. This was just the opposite of the tailless 1901 glider. Orville concluded the fixed fins were acting as levers, pivoting the airplane about its center of gravity during the start of unwanted side slips. While it had been Wilbur who had thought of wingwarping for roll control back in 1899, it was Orville who now came up with the idea of making the vertical tail fins movable. Thus was born the vertical rudder. The fixed tail had consisted of two fins. The new vertical rudder was a single fin. To eliminate the necessity of operating a third control (they still had to hang on with one hand!), they incorporated the control wires for the vertical rudder into the wingwarping hip cradle. On October 8 and 9, they made the first tentative flights with the new control system. On the 10th, they began full scale testing of the most significant airplane ever built anywhere by anyone at anytime: their Modified 1902 Wright Glider. They were now in complete control. By the end of the month they had made more than a thousand hugely successful flights. They were able to climb and descend, make steep banks and sharp turns, all with complete confidence. This was controllable, sustainable, repeatable and patentable FLIGHT in a heavier than air machine! They were the very first to accomplish this incredible feat! This was the result of their grueling, laborious, and mind boggling scientific research efforts on wing design, their brilliant deductions concerning the need for control on three axes, and then their inventive genius in visualizing how to acquire that control. Orville and Wilbur Wright, alone and unaided, had

Continued on Page 7

Check Airman's Corner "Instructor Responsibility"

By Lee Svoboda

The first twenty minutes of a practical examination is really an evaluation of the performance of the applicant's instructor. If the applicant walks in and does not have a clue as to what is going to happen, the instructor has not completed his training responsibility.



Lee Svoboda

In accordance with the practical test standard (PTS), the instructor is responsible for training the pilot applicant to acceptable standards in ALL subject matter areas, procedures and maneuvers included in the TASKS within each AREA OF OPERATION in the appropriate PTS.

If the application is not filled out properly, the instructor has not completed his training responsibility.

If the applicant does not have all the documents readily available, the instructor has not completed his training responsibility.

If the applicant does not have the aircraft and engine logbooks and/or cannot explain them, the instructor has not completed his training responsibility.

If the applicant does not know what the tachometer time is on the aircraft to be used, the instructor has not completed his training responsibility.

If the applicant does not know that maintenance is done from the tachometer time, not the hour meter time, the instructor has not completed his training responsibility.

If the applicant has not seen a PTS, the instructor has not completed his training responsibility.

And of course, if an applicant fails a practical examination, the instructor has not completed his training responsibility.

What I have found recently is that applicants are walking in with that "wide-eyed" look, without a clue of what is going to happen during the practical examination. When this occurs, I know the instructor has not completed his training responsibility.

Instructors must remember that an applicant is a customer and they deserve the best training you can give them. This includes complete preparation for the practical examination. The PTS and commercially available practical exam guides make the instructor's responsibility very obvious. It just has to be accomplished!



Scott Stuart

Fly The Plane

By Scott Stuart

Ever Watch Dr. Phil?? My wife watches a TV show in the late afternoon called Dr. Phil. He dispenses psychological help to those who come

on the show, and always, at least once during the show he will say: "What were you thinking?" It usually comes at an opportune time causing audience laughter. I have seen this, and it seems to me that perhaps it was not what the "patient" was thinking, but NOT thinking!

Hmmm, ever have that happen to you in a plane? Not thinking? I have, and am willing to admit it. In fact, it happened just last February to me, at least the one I am about to share with you here! I was in N. Minn., flying my Husky with a friend in the back. We were heading off for the \$20 cup of coffee about 50 miles away, a route I have flown and an airport I have been to dozens of times. The weather was sorta fuzzy, maybe 5 miles visibility and a 2500' overcast. No problem for 50 miles and a familiar route, wrong! Remember I said I was in N. Minn., and it was February? It was cold, too, though the plane had been plugged in overnight to facilitate a happy start. In my mad dash to get the plane flying 'and thus warmer, I did not program the GPS for the trip while on the ground, (what was he thinking?), rather thinking I would do so airborne.

I tried, I tried, and I tried...seems the data chip had come loose and with cold fingers, etc. I was having little success in getting the "box" to tell me where to go! Are the bells going off in your mind yet? So distracted I was that when I finally gave up and decided to FLY THE PLANE, I was not sure just where I was! And, this in an area I grew up in! It was winter, and everything looked different with the snow cover, and the marginal visibility did not help. My buddy in the back, also a flyer, pointed me in the right direction. At least he was thinking!

Ok, the point is as I see it, and after 37 years it seems there is something to be reminded of all the time: fly the plane, fly the plane, fly the plane. Do your trouble-shooting on the ground. Accidents are not caused, generally by only one miscue, rather a chain of events, usually three. But, an accident will start somewhere, and not paying attention to flying while fussing with a balky radio/instrument, can be #1 in what could ruin your whole day. This seems so simple to me, yet, I fell victim to it. For me, it was what I was NOT thinking that got me into trouble. I hope you will learn from my mistake(s), sure beats stepping into the same hole yourself!

Hey! It's beautiful out today, I THINK I will go flying!

Plattsmouth Has Fly-in With King Korn

By Stephen Eubanks

The Fly-in was held in conjunction with the King Korn Festival and the celebrity King and Queen of Korn were in attendance at all events. This year was a resounding success if you take into account that the local public came out to the Plattsmouth Municipal Airport in astounding numbers. The Fraternal Order of Eagles 365, served a delicious breakfast of pancakes, eggs, sausage, biscuits & gravy, coffee, milk & juice to over 400 people. EAA (Experimental Aircraft Association) Chapter 80 from Millard flew 103 "Young Eagles" on



Queen Adkins and King Roberts
Photo Courtesy of Plattsmouth Journal



Gathering of "Young Eagles"

their first airplane rides. These "Young Eagles" came out of the aircraft with great big smiles on their faces. The EAA provides these free first flights for children 8-17 years of age. The entire association, nationwide, has a goal of flying 1 million kids by the Centennial of Flight celebration in December 2003. They currently stand at 970,000 "Young



Flight Line at Plattsmouth

Eagles" flown. We had 65 airplanes show up from all over eastern

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Plattsmouth Fly-in *Continued from page 4*
Nebraska and western Iowa. The L-29 jet of Doc Haller (Wahoo), an L-5 from Plattsmouth, and an L-3 from Council Bluffs all made



A Light Twin, Roy Kessell's Fouga, and Doc Haller's L-29 jet

an appearance. Doc Haller's jet created a lot of excitement on his entrance and exits from the area. Roy Kessell, with FNG who is the Fixed Base Operator at Plattsmouth, rolled out his Fouga jet trainer. Many homebuilts, general aviation aircraft and even one twin, a Beech Duke, flew Young Eagles most of the morning. While their kids were flying some of the parents decided to go for a ride provided by Flight Nebraska Group (FNG) who flew 25 adults. Approximately 30 Classic cars showed up. Old Fords and Pontiacs graced the flight line, along with many others that came from the



Cars on Display at Plattsmouth Fly-in

golden age of automobiles. The local auto dealer, Mark Tincher, brought out a very powerful line-up of the latest trucks. The Omaha Police Department helicopter came down for the morning and was piloted by Lt. Tom Donaghy. This is one of three ex-military Jet-Ranger helicopters that OPD keeps stationed at the North Omaha airport.

Cass County Deputy Sheriff Randy Wilkins rode the Police Harley Davidson out to the Fly-in. Murray Fire and Rescue, who respond to incidents at the airport, arrived with a rescue squad and a fire truck. A big thank you for their continued support.

FNG, along with the volunteers of the Plattsmouth Airport Authority and Board members, were of great help pulling this event together. Many people were involved in making this a great success, giving the people of Plattsmouth and Cass County an opportunity to come out and experience aviation at the Plattsmouth Municipal Airport. Contributors for the event include: David Koukol, AOPA Panel Attorney, Alan Wiles and Don Freeburg.

Arrow Sport Alive and Well at 74 Years Old

Some of you may recall that PIREPS had an article about the Arrow Sport (sometimes spelled Aero Sport) at Cozad in the May 2003 issue. I'm pleased to report that Rod Donner finished the annual



Rod Donner in Flight

on the aircraft and as he was also the mechanic, had the opportunity to give it the "first flight after maintenance". Rod took off on



Kylee Morris, Daughter of Owner, in Aircraft

the concrete runway but decided to land on the turf runway. He said the aircraft needed a "little" re-rigging on the controls but otherwise was a routine experience. The five cylinder Kinner engine "ran like a sewing machine" for the 30 minute flight.

2003 NIFA Region VI SAFECON

By Dr. Mike Larson

UNO Flying Mavericks Flight Team Co-Captain's Ross Lammers and Robb Burbach earned #1 and #2 Top Pilot Awards at the National Intercollegiate Flying Association, Region VI Safety and Flight Evaluation Conference hosted Sept 22-Oct 3, by the University of Oklahoma at the Westheimer Airport in Norman, OK.

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Citabria/Decathlon Fly-in Held at Sidney

By Ed Nelson

The first invitational Citabria/Decathlon Fly-in was held at Sidney, Nebraska, on September 14. It was sponsored by Sidney Aviation which is the Rocky Mountain Region American Champion Aircraft Sales and Service Center. Pilots and aircraft from three states attended. Events included Flour Sack Bombing and Precision Landing. The bombing target was an eight foot tall cardboard outhouse. Cliff Pond from Colorado put his second bomb directly through the outhouse, much to the delight of the assembled pilots. Others came close, but no one else actually hit the target.



Cliff Pond at "Outhouse" Target

The precision landing event was hotly contested. The pilots who participated had a great time and are eager to come back for the next round. "Just wait until next time!"



"Grading Touchdowns"

The festivities were capped with a rib-eye steak dinner with all the trimmings. The steaks were

generously donated by one of the Super Decathlon owners, Bright Cattle Co., (Thanks Allen!) and grilled on the spot by eager and hungry volunteers. Dessert dishes were accompanied by the latest video of Bobby Younkin performing his low-level airshow in the Super Decathlon.



Don Tolands Enjoys a Great Meal

Winners in the events were: Precision landing: Maleham Black, first; Pat Cullen, second; and Cliff Pond, third. Flour Sack Bombing: Cliff Pond, first; Bruce & Ann Marron, second; and Terry Harimon, third. Prizes for the events were provided by Sidney Aviation. Everyone agreed, this is way too much fun! We are definitely going to do it again!

Native American Aviation & Aerospace Day

By Diane R. Bartels

On the morning of September 17, some 280 Native American students from Battle Creek, Boys' Town- Lincoln, Omaha Nation, St. Augustine's, Santee Sioux, Walthill, and Winnebago stood on the grounds of Wayne State College scanning the skies for the first glimpse of a Nebraska Army Guard Blackhawk helicopter. On board was John



Young Student, John Harrington & Ann Downes

Herrington, a member of the Chickasaw Nation and our country's first Native American astronaut. In opening remarks, Herrington shared his life story and included an admonition "to listen to the people around you who want to make a difference in your life." Throughout the day, students in grades four through twelve met in small groups with Herrington and other role models and motivational speakers from the aviation and aerospace professional arena. Offerings included hands-on activities emphasizing skills in mathematics and science as well as the arts and humanities. A career component was included for the older students. Embedded within all was the opportunity for Native Americans to learn and experience the excitement and rewards of aviation and aerospace. The event concluded with a beautiful dance troupe performance directed by role model Garan Coons, a Native student at Wayne State College.

NIFA Region IV SAFECON Continued from page 5

The UNO Flight Team brought home the Third Place Team Trophy, which automatically qualifies them to compete in the National SAFECON to be held at Middle Tennessee State University in Murfreesboro, Tennessee next May.

A lot of work goes into preparing for and participating in the competition. All Team members perform much behind-the-scenes work (e.g. staging airplanes for the landing events) to help their teammates in the various competitions. The UNO Team represented the UNO Aviation Institute very well, both as students and future professional aviators. For more information contact:

Brian Bronson – Team Coach: bbronson@mail.unomaha.edu, Terry Kenefick – Assistant Coach: tkenefick@mail.unomaha.edu, or Mike Larson – Faculty Advisor: mikelarson@mail.unomaha.edu



World's Most Significant Airplane Continued from page 3
 achieved there on the sand dunes of West Hill, Little Hill and Kill Devil Hill, near Kitty Hawk, North Carolina, in October 1902, what mankind had been fruitlessly dreaming of since the ancient Greek mythologists told of Daedalus and his son Icarus escape imprisonment from the King of Crete on wings made of feathers and wax. This, then, was the birth of flight -The Wright Brothers' truly towering achievement. The embryonic stage had lasted a little over a year, from late September 1901 through early October 1902. All that remained now was the addition of power. While not quite as simple as Wilbur had once thought, their propellers being airfoils also, took nearly as much developmental work as their wings. Their most challenging scientific research work was over. What they accomplished from this point on was built upon their own successes. While they were inspired by the earlier experimenters, they did not, as some of today's writers claim, just continue to build on what these others had already done, merely adding power to existing designs. Their 1902 glider, Flyer of 1903, Flyer II of 1904, Flyer III of 1905, the airplanes they built in 1907, 1908, and 1909 for the flying demonstrations conducted in 1908 and 1909, borrowed nothing (other than the common biplane configuration) from earlier experimenters. With all the vast array of knowledge available today, it is almost impossible for us to fully grasp what the Wright Brothers accomplished during this period of less than thirteen months. (Okay, add another fourteen months to include the addition of power. Four and a half years total when we include thinking of the need for roll and pitch control, and then seeing methods of accomplishing it. But remember, the first two and a half years were wasted using the wing design theories of others.)

Scores of others, beginning in the 1700's, had worked on solving the mystery of flight. After Percy Pilcher's death in 1899, just a few short weeks after the Wright Brothers began their work, most of the European experimenters gave up. The discouraged French saw the future's sky traversed only by ponderous gas bags. There were only a small handful in America who seriously thought flight possible; Chanute and Langley the most notable. Aside from this very small group, most people thought flight was for the birds. Man, they said, would NEVER fly! What a preposterous idea! Utterly impossible. Ridiculous!

Thirteen months after the Wrights discarded that era's Einsteins of flight theory, they achieved true coordinated, sustained, and controlled flight. Fourteen months after that, they accomplished successful powered flight. In 1908, less than five years later, the Wright Brothers astounded the world and all the scientists, with their spectacular flights in France, Italy, and at Fort Myer, Virginia. Barely four decades later we flew at supersonic speeds. It was less than seven decades -less than a lifetime! - from Kitty Hawk to the moon. Some of those living (and using a horse and buggy for travel) when Orville Wright made that first successful powered flight, heard Neil Armstrong say, "One small step for man, one giant leap for mankind." Less than three more decades passed before we started making plans for astronauts to visit Mars.

Man, fly? What a preposterous idea! Utterly impossible! Ridiculous!

December concludes this four part series with the construction of the world's first successful aircraft engine built by the world's first airplane mechanic, Charles Taylor!

NE Assoc. of Airport Officials Meet

By Marilyn Dodge

The Fall Conference of the Nebraska Association of Airport Officials was held September 17-19 at the Days Inn, Scottsbluff, Nebraska. Airport Officials from around the state met to discuss cur-



Charles Howell IV, Darwin Skelton, Dave Thomas, & Dave Schaff
 Photo by Roger Holsinger of The Star-Herald

rent airport issues and concerns. Some of the topics discussed over the 2 day event were General Aviation Airport Grants, Airport Bonding, Spill Prevention Control and Countermeasures, and Legislative issues. Kristi Feusner, owner of Westward Airways, spoke on starting up an airline. Great Lakes CEO, Charles Howell IV, also spoke concerning scheduled air carrier service in NE. Scot Blehm, Aide to Congressman Tom Osborne, and Bruce Rieker, Chief of Staff for the Congressman were on hand to update airport officials on Essential Air Service and FAA Reauthorization, and BRAC. Airport officials will form a committee and meet with Congressman Osborne in the next 30-45 days.

A General Business meeting was held on the last day of the conference. Membership fees and establishing a commercial and non-commercial rate were topics of discussion.

Election of officers was also held. Darwin Skelton was elected President, Karl Elmshouser was elected Vice President, and Mike Sharkey was elected Secretary/Treasurer. The next meeting will be in September, 2004.

"Whoops!! We Won't Do it Again"

In the October issue of PIREPS, the Martin Fly-In/Drive-In article neglected to give photo credits to photographers George Lindblade of Sioux City, IA., and John Ruchti of South Sioux City, NE.

PIREPS

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GA Rescues Bear

From the AVweb

When Mesaba Airlines declined to take aboard a teddy bear that was part of a school geography project in Mason City, Iowa, pilot Richard Rogers read about it and was not happy. "The kids had gone to the airport all excited, and went home real disappointed," he told AVweb. That didn't sit well with Rogers, who flies for Pinnacle Food Group in Des Moines, so he tracked down school teacher Kelli Moorehead and proposed an alternate plan. Rogers offered to give Ted a lift in the co-pilot seat of his company's CJ2. Ted could travel in style and then relax in the friendly care of FBO staffers till they found him another spot with GA and corporate pilots. "They didn't realize that GA even existed," Rogers told AVweb. "They were thinking of giving the bear to a truck driver, but this is so much better." At last report, Traveling Ted had sent home a postcard from New York City, and was on his way into the wild blue yonder. Where he'll go next is anyone's guess: "He's just kind of freewheeling it from here," Moorehead said. She added that when Rogers called her "out of the blue ... he was the answer to our prayers. It's nice to know that there are people out there who care about what other people are doing and are willing to help them out. The kids really enjoy getting postcards from 'Ted,' and we are keeping track of his journeys on a map." Rogers said, "I just hope the kids learn something from it. They can measure distances and plot great-circle routes as they follow the bear's travels." They might even learn about something more than geography, if they're paying attention.

Airport Construction



Eppley Airfield, Omaha: Starting Oct 2003, construction of a new storm water pump station will begin. A 143 foot crane will be located near Runway 18 approach during daylight hours and lowered at night. When in use, Runway 18/36 will be closed. Completion Oct 2004.

Millard Airport, Omaha: Runway lighting will be replaced beginning on October 20. The airport will be closed from sunset to sunrise until the work is complete in approximately three weeks.

Calendar

FAA Aviation Safety Meetings 7 p.m. at airports in the following cities: Lexington 11/6; Tekamah 11/12. More info: Larry Becherer 402-458-7817.

Dec 1 York. Rain, snow or shine....York EAA Chapter 1055 serving Fly-in's and Drive-in's breakfast from 8 to 10 a.m. Free to Pilot in Command.

Jan 21-24 Aviation Symposium and Maintenance Seminar at the Holiday Inn, Kearney. Everyone welcome. More info: Sandi Decker 402-729-3248, Diane Hofer 402-458-5681, or Larry Becherer 402-458-7817.

Feb 9-11 NE Aviation Trades Assoc. Symposium at the Sand Hills Convention Center, Quality Inn and Suites, North Platte. Aerial Applicators, everyone welcome. More info: Bob Boardman 402-723-4952 or Judy McDowell 402-476-NATA.