

PIREPS

A monthly newsletter for Nebraska pilots and aviation enthusiasts



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

PIREPS

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Nebraska State Wide Fly-in at York

The Nebraska Aviation Council and EAA Chapter 1055 hosted the State Fly-in this year which took place on Sunday, September 14 at York Municipal Airport. It was done in conjunction with York Fest/Pork Fest and King George Crawford with Queen Joyce Otopual were in attendance at the airport. The morning was cool without a cloud in sight while a three quarter moon was still visible in the western sky. Over 15 volunteers from EAA Chapter 1055 provided cooks, servers and clean up people. The pancakes were cooked by Rod Matlock on a rotary griddle with breakfast served inside the airport hangar. That was how most of the attendees began their morning with hot griddle



Queen Joyce and King George

pancakes, ham, juice and coffee. Over 360 people partook of the well prepared meal with no one going away hungry! Aircraft started arriving early, their pilots wanting to get there in time for the great meal and positioning



Rod Matlock at the Griddle

their planes for the 1:30 p.m. judging of Antique, Classic, Homebuilt, and Warbird aircraft. At 1 p.m., the airport, new taxiway and terminal building were rededicated with an impressive ceremony conducted by John Kohl, Chair of the York Aviation Board.

York Mayor Greg Adams introduced speakers, State Senator Elaine Stuhr and NE Aeronautics Commission member Doyle Hulme. Garold Ulmer, Project Manager with HWS Consulting Group, presented a plaque to Mayor Adams dedicating the new taxiway. This \$1.2 million project was completed on time and with no cost overruns. After the rededication ceremony was concluded, everyone looked over the field of aircraft to see which would be their personal favorite in each of the four judged categories. First place winner of the Antique award was Dan Petersen's Waco UPF-7 bi-plane; Best Classic aircraft was Hop Vinton's Cessna 180; Best Homebuilt was Paul Muhle's One Design DR107 and Best Warbird was James Jeffers Beechcraft T-34. Awards were also given to the Oldest Pilot, Charlie Bourg 82 of Hastings; Youngest Pilot, Jared Olson 24 of Holdrege; and the pilot who had traveled the furthest distance, Dave Otto from Tacoma, Washington.



Commissioner Doyle Hulme



State Senator Elaine Stuhr



Mayor Greg Adams & Garold Ulmer

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The Vision

Through the past 100 years, Nebraska has prided itself on demonstrating the 'practical use of aviation'. This has been shown by such milestones as the first emergency medical flight, first night air mail flight, and first lighted airfield.

I would ask you to reflect on this Vision of the 'practical use of aviation' and make it real locally. Develop a vision of your local airport in 10 years. In 2013, what do you plan for your airport to have in facilities, services, financial stability, and prevailing community attitude. Paint this picture together with your community leaders, users, your airport owner and input from the general public. Your plan needs to be realistic, something that is convincing to the average citizen. An unrealistic plan for your community will not sell in the coffee shop so do not try it or you will make a bad name for aviation, 'all talk and nothing worthwhile'. Once you have decided on a realistic vision, plan year by year what you are going to do to accomplish it. The year 2013 will arrive on schedule whether we like it or not. Things will happen within the aviation industry whether we like it



Kent Penney
Director, Nebraska
Dept. of Aeronautics

or not. Do your part to make sure aviation in Nebraska sees a decade of improvement based on local vision and not stagnation or decline.

To see the Vision of Aviation in Nebraska from the Department of Aeronautics perspective, see the Nebraska Aviation System Plan and Aviation in Nebraska 2002 Annual Report on our website at www.aero.state.ne.us

Cutoff on Takeoff

From NASA's Aviation Safety Reporting System

As the pilot of a homebuilt aircraft reported to ASRS, use of the correct procedures for departing a non-towered airport can be "overshadowed" by a less conscientious arrival.

It was a busy, non-towered airport with several aircraft in the pattern and several waiting for takeoff on Runway 24. After waiting for aircraft in the pattern to land, a break occurred after a taildragger landed. I checked to see that no one was on base and announced that I was going into position and hold, until the taildragger cleared the runway. He took some time clearing and I then announced I was rolling on [Runway] 24 with a westbound departure. As I accelerated down the runway, a shadow appeared. A Cessna 172 passed 30-40 feet overhead and landed right in front of me. The Cessna exited and parked. I asked the pilot if he saw me on the takeoff roll. After a few seconds of radio silence, he called back, "Yeah, I saw you."



Doug Roth and his Staudacher

*Nebraska State Wide Fly-in at York,
Continued from Page 1*

The Lincoln Sport Parachute Club was there and opened the afternoon airshow with a jumper



Doug Roth's Hyper Bipe



Don Nelson on the Wing of His Su26

Nelson in a single place Sukhoi Su26. What an afternoon of aerial displays the crowd of approximately 1500 people had to contend with! There were also aircraft rides being given in several different planes, one of which was a two place ultra light giving flight instruction. Doug and Mandy Abbott of Abbott Aviation had everything under control with superb help from EAA Chapter 1055 and the NAC. The food was excellent, comradery was superb, and everyone had a great time. We're all ready for next year's State Wide Fly-in!

the engines. Not to be outdone was Lloyd Byerhof from Omaha in a two place Sukhoi Su26. Doug Roth flew a second high performance aircraft, a low wing Staudacher, captivating the crowd with his aerial displays. Following closely and matching the previous performers antics was Don

who glided down streaming an unfurled US flag in the breeze. Then came the aerobatic displays beginning with Doug Roth's Hyper Bipe performing some spectacular aerial antics. Announcer Howard Nitzel did a marvelous job of explaining the maneuvers and what the pilots were doing with the controls and power of



Lloyd Byerhof's 2 place Su26



World's Most Significant Airplane



Thomas Gribble

By Thomas Gribble

Last month was the first of a four part series dealing with the Wright Brothers glider activities. The next two articles will carry through to the beginning of powered flight.

They left Kitty Hawk for home on August 20, 1901. Their longest glide was somewhat short of 400 feet. Wilbur would later write, "...we considered our experiments a failure." They were

quite moody for a brief period. Within two weeks of returning home, they were back at it. They now totally disregarded the calculations upon which all previous flying machines had been designed. Their future successes would not be the result of refining the earlier work of their predecessors. Now, everything they designed, built, and tested would be strictly their own.

With scraps and leftovers in their shop, they designed and built their famous homemade wind tunnel. They devised measuring and testing instruments of extreme accuracy - made from the same bits and pieces at hand -to be used in the wind tunnel. That winter they built over two hundred miniature airfoils for use in their wind tunnel experiments. They tested a wide variety of wing curves, cambers, and aspect ratios. They measured and recorded everything they did. They devised formulas and equations, produced graphs and tables, all that was needed for determining the forces at work on an airplane in flight. They developed a new coefficient of air pressure, replacing a calculation which had been in use since 1759. They were able to predict the center of pressure movement along their wings. They calculated a coefficient of lift. Ultimately, they could, with their formulas, ascertain the actual amount of lift created by any airfoil and the amount of drag generated by the entire machine. Like all the earlier experimenters, they had known, of course, about "parasite drag". Now they also came to understand "induced" drag; the reason why their 1900 and 1901 machines produced less than expected lift and also gave them less than expected drag, or "drift", as they called it. They had been exchanging correspondence with Chanute, and it seems neither he nor Lilienthal had understood this. They discovered all of Lilienthal's calculations and tables and charts to be in error, by more than half! No wonder success had been less than elusive. Some of the numbers developed by the Wrights are, with very little change, still in use today. Here one must remember the times. There were no computers. No electronic calculators. Modern mechanical calculating machines were nine years in the future. No ball-point pens. In fact,

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Check Airman's Corner

By Lee Svoboda

WING DIP-PERS, WING DIP-PERS, WING DIP-PERS! Just go to the airport and watch how many pilots dip the right wing when lifting the nose for take-off. You do not see it very much with conventional geared (tail dragger) aircraft. However, with the "drive on, drive off" or tricycle geared aircraft, you will see a lot of wing dipping. WHY????



Lee Svoboda

This examiner sees a lot of wing dipping during practical examinations. Especially during the soft field takeoff. The nose wheel is on the ground during the initial part of the takeoff roll and helps to stop the nose of the aircraft from going to left because of the torque and P-factor. However, as soon as the nose wheel is lifted for takeoff, it no longer stops the nose from going to the left. The only thing combating torque and P-factor at that point is the rudder. But many pilots see the nose going left and instead of adding right rudder pressure, they add right aileron pressure. This application of right aileron pressure actually makes the situation worse because of the adverse yaw, which comes with the dropping of the left aileron to increase lift on the left wing. Thus we have the "wing dippers" and sometimes the "grass mowers", as their propeller cuts through the grass on the side of the runway.

The reason that you do not see wing dipping by pilots of tail draggers is because a big part of flying a tail dragger is how well you use the rudder. In these airplanes the tail wheel does not combat torque or P-factor. The pilot must use rudder from the beginning of the takeoff roll if he/she does not want to experience what is referred to as a ground loop.

The solution to overcoming wing dipping is very simple. Just as back pressure is being applied for **takeoff, add a little more right rudder pressure and the aircraft will become airborne with the wings level. The amount of extra right rudder pressure will depend upon the speed of the aircraft and the experience and aircraft feel of the pilot.**

Instructors, work this issue with your students, especially with the ones you send to me for a practical examination. I do not need any more gray hair that could appear after an "eventful" soft field take-off. And rated pilots, let's see if we can make "wing dipping" an extinct bird.





Tommy Martin Memorial Field Fly-in, Drive-in

By Barry Scheinost

Tommy Martin Field With All The Elements of Flight



Sunday, September 7, 2003, was a beautiful day for the Tommy Martin Memorial Fly-In or Drive-In. Breakfast was a big draw as Experimental Aircraft Association (EAA) Chapter 291 and the Martins hosted about 560 meals of pancakes, sausage, coffee & juice. The batter ran out toward the end of serving, so an emergency run had to be made for supplies. The breakfast proceeds go toward building a new EAA Chapter 291 hangar.

Martin Field is a privately-owned, public-use airport, one of two left in the state. (The other is North Omaha Airport, 3NO. Grundman Field in Nebraska City closed earlier this year.) It is located two miles west of South Sioux City on Highway 20. Tommy Martin purchased land for the airport in 1957 and Martin Field opened in 1958. The 50' x 3,323' asphalt runway was rebuilt with an NDA grant and marked by the NDA crew. Gene obtained used runway lights and an airport beacon from a Wyoming airport.

This is the 25th Fly-in event. Although the Martins had plenty of pot-lucks before, the first Fly-In breakfast occurred in 1979, the year when Tommy Martin was selected as Flight Instructor of the Year in Nebraska. The Fly-In usually occurs during the first Sunday in September because Tommy's birthday was September 9, 1899.



1918 Hawkeye Truck built in Sioux City

More than 60 aircraft flew in. They were mostly older single engines, but two new composite aircraft, a Cirrus SR22 and a Diamond Star made an appearance. A helicopter joined the mix of ultra-lights and single/multi-engine aircraft performing takeoffs & landings. Children were able to ride around in plastic barrel "train cars" pulled for donations by the Mid-America Transportation & Aviation Museum. The museum used to have a home at the Sioux Gateway Airport but is looking for a new location. Traveled-in gliders were on display as well as crop sprayers (Gene Martin's Pawnee & AgTruck), a 1918 Hawkeye truck (manufactured in Sioux City), a 1925 Ford Model T sedan and a 1926 Ford Model T truck.

Even the Kids Had Something to Ride In!



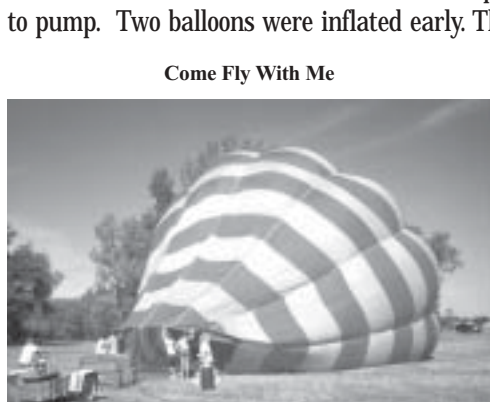
Cirrus SR22 and Diamond Star in Foreground



1925 Model T Convertible

Sterling Stewart played his electronic keyboard for the pancake eaters. Tim Schram hauled his 1915 player piano out again for those who cared to pump. Two balloons were inflated early. The Corn Palace Balloon Club of Mitchell, S.D., tethered "Chic-i-Boom" and Frank Urbanski of Dakota Dunes, S.D., flew his stars & stripes decorated "Integrity." The Golden Kernels of Iowa offered a Remote-Controlled Aircraft show. There were drawings for a free flying lesson and a ground school course. TV weatherman, Paul Hager, won the flight lesson. Amy Hombs of Sioux City won the ground school course.

Who's Having More Fun?



Come Fly With Me



Kyle Jester, LeMars, IA and Matt Wankum, Merrill, IA



Neligh Hosts Fly-in

Airport manager, Rick Schlinder, reported a huge crowd at the Neligh Airport for their annual Fly-in breakfast on Sept. 7. Over 50 aircraft flew in for an excellent meal of scrambled eggs, ham, toast, juice and coffee. The food was provided by EAA Chapter 918 of Norfolk while tables and chairs were provided and set up in the main hangar by EAA Chapter 804 from O'Neill. Lee Cameron was there giving rides in his restored PT-13 open



Lee Cameron's Restored 1942 Fairchild PT-23A

cockpit monoplane. Dr. Peetz was also in attendance enjoying the day and watching aircraft land on the relatively new north/south runway which was dedicated in his name on Sept 8, 2002.

Everyone had a great time and the community involvement couldn't have been better! Local people who couldn't fly in, drove in and enjoyed the beautiful weather, the meal, and all the aircraft both in the air and on the ground.

Minden Fly-in

By Tabby (Amelia) Eyten

Wow! What a turnout for the 22nd Annual Minden Fly-in held Aug 22-24. The weather was hot but pretty nice (compared to our storm last year) with 65 airplanes in all. People flew from Colorado, South Dakota, Missouri, Kansas, as well as Nebraska. Registration officially opened Friday at 2 p.m. This was my first year helping out and it was an exciting thing for me, I met lots of neat people from the surrounding states. That evening the Minden Airport Board put on a delicious "cream can" supper for all that flew in Friday. Growing up in NE I'm sure you all can appreciate the "cream can" supper. It was full of vegetables and good meat. Everyone should have left with a big full belly and after that we all met at the lounge for drinks and good stories and laughs.

Saturday was busy, starting with a great breakfast put on by the Lutheran youth group from Cairo, NE. The Pioneer Village Museum provided a shuttle bus for those interested in the museum, car show, and craft booths around the courthouse square. Also, Saturday afternoon Don Maxfield, from Lil' Red Aero, hosted an aircraft maintenance seminar which was very interesting. He talked about keeping aircraft engines cool.

All afternoon there was lots of fun flying and judging of airplanes. There were a variety of airplanes to try and judge ranging from

Luscomes, Cubs, Champs, Cessna 140's, and C170's, Stinsons including a Gullwing Stinson, Staggerwing Beechcraft, Stearman, and an N3N. This was a challenging task but the people made their choices and the awards were given at the banquet that night.



Tom Mezger's N3N

Grand champion was awarded to Tom Mezger from Wyoming for his 1941

Navy N3N. Reserve grand champion went to Gene and Donna Overturf for their 1944 Staggerwing Beechcraft. Ladies choice was



Gene and Donna Overturf's Staggerwing Beechcraft

David Holloway's 1946 Cessna 120. AAA headquarters award went to Tom Mezger. NE Chapter President's award went to Gene and Donna Overturf. The Youngest Pilot went to Todd Harders age 37. The Old Timers award went to Jim Bumgarner who flew his 1931 Fleet from Warrensburg, Missouri at 73 years young.

Sunday was a beautiful day for departures. The NE Chapter AAA had a great turnout with great planes, great friends, and no mishaps. The 22nd Annual Minden Fly-in was a successful and fun event. I had a great time getting to know new people and look forward to seeing those all folks again next year.

Runways Move at Lincoln

The Central Region Runway Safety Action Team and the FAA have recommended moving the parallel runways at Lincoln Municipal Airport! Location as yet to be determined! Okay, the location will remain the same but as a safety matter the FAA in coordination with the Team has recommended **renumbering** the runways.

The problem is that several pilots have attempted and succeeded in landing on the parallel taxiway, Alpha, which is 275 feet to the east of runway 35 Right/17 Left. There was also a runway 35 Left/17 Right.

Runway 35L/17R has now been renumbered to Runway 36/18 while runway 35R/17L has been renumbered to 35/17. The parallel taxiway Alpha, hopefully will not appear to the general aviation pilot as a runway!

Bottom line: **Check NOTAMS for Lincoln so you will know the correct numbering for the runways!**



World's Most Significant Airplane Continued from page 3

this was 11 years before the lever-fill fountain pen was developed. All their calculations had to be made on paper using only their own brains. All the recordings had to be done by hand using pencils, or pens dipped in ink wells. No one assisted them in these scientific experiments. Charlie Taylor was kept busy attending to the bicycle business. Another year would pass before he became the world's first Aircraft Mechanic.

Quoting Harry Combs, writing in Kill Devil Hill, "For the first time ever, there now existed a scientific body of knowledge that was truly accurate, that was based on tests conducted on rigid engineering and scientific principles, and without which flight would have been impossible." Not bad, for a couple of guys whose formal education did not go beyond high school. No one before had bothered to do this in-depth research. No one since has been able to ignore it. Today's engineers have a storehouse of accumulated knowledge; that "clean sheet of paper" with which they start rests between reams of learning gathered during an entire century of rapid and amazing aeronautical progress. That this scientific study was something none of the other early experimenters--not even the scientists and engineers and inventors among them--had ever attempted forces one to wonder, why? How come Chanute and Lilienthal, Dr. Samuel P. Langley, even Alexander Graham Bell, and the Frenchman Louis Bleriot--all well educated and experienced professionals--had never even given thought to such a serious, in-depth study?

By August 1902 they were on their way once again to Kitty Hawk, with the product of their intense 11 month effort packed in crates. While the 1902 Glider, with a span greater than 32 feet and a chord of only five feet, had a much higher aspect ratio than their earlier machines, the wing area, at 305 square feet, barely exceeded that of the 1901 model. A new innovation this year was a vertical tail. Initially, this tail was fixed, intended to act as a stabilizer rather than a control surface. Also new was a hip cradle for controlling wingwarping. Their previous gliders had used foot pedals for this chore. Wilbur, laying flat on the bottom wing, had worked these foot levers to control roll, used his left hand to manipulate the elevator, and with his right hand hung on for dear life lest he slam into the sand during his many crashes.

On September 20, Wilbur made 25 flights in their new creation. They were delighted with its performance. These first flights vindicated all their wind tunnel experimenting. Orville made his first flights on September 23, 1902 and soon became as adept at flying as his brother.

But, all was not well. ***This concludes part two of the World's Most Significant Airplane. Next month the Wright Brothers develop movable vertical fins. This new design feature was incorporated into the 1902 Wright Glider which allowed "controllable, sustainable, repeatable - and patentable - flight in a heavier than air machine"! Slightly more than one year would go by until powered flight became a reality!***

"Airport Dog"

By Jess Banks

My friends and I had just about finished that first cup of coffee and were discussing "world events", local politics and the impact they had on us out here at our little airport! I happened to look out the window toward the back of the shop and saw this slow moving object that kept coming our way. We never knew where Rusty Dog came from; he had no collar and just showed up that day at the airport. You could tell he had been somewhere and had been at it for some time. He was all gaunt and had a few ribs trying to look through that tough rusty hide of his. His head drooped down but those eyes were the most expressive you've ever seen!

Right then and there we adopted Rusty and all of us pitched in to buy food for him. He became one of those airport dogs that just always seemed to be in the right spot to catch the warm sun on a cold day and on the hot days he knew exactly where the coolest spot on the floor would be as well. He didn't get excited about much of anything until he heard that radial engine start up on Joe's old biplane. Once it coughed and sputtered for a few seconds it would smooth out into that wonderful sound all those old "round" engines made. Rusty's head would come up on the first turn of the starter but he really got worked up when that engine smoothed out. First he would do a circle to the left, then one to the right and after that you better look out cause he would take out at full speed, hit the flap on the door we had cut for him, and head right for the front seat of that old yellow and blue bi-wing airplane. Sometimes Joe would take him up for a short flight while that special harness held him in the seat. He just sat in that old airplane like he owned it and that Joe was his personal pilot.

One day we were sitting around the table, continuing our discussion of "world events" and local politics when this nice twin engine plane pulls up on the ramp. Several well dressed passengers got off the aircraft and headed for the big plant that was being constructed in our area. Most of the pilots flying charter are nice guys but their pilot seemed to be mighty impressed with who he thought he was and where he was going! He came into the shop where we were drinking coffee and "demanded" that someone immediately go out, fuel his airplane and clean the windshield! Course he wasn't leaving for six more hours! Joe went on out and was taking care of the aircraft while the pilot sauntered around looking everything over and just in general being nosy.

He happened to see Rusty lying on the floor and started aggravating that poor old dog. Me and the other "boys" had about watched all we wanted when Rusty just got up, looked that pilot over and slowly sauntered out his little flap in the door. We had some broken down but comfortable chairs in the side room where pilots would relax a bit while waiting and that's where this pilot headed. Guess he was going to get a little shut eye before his passengers came back.

It didn't seem like it had been too long until we heard the most

Continued on page 7



Airport Dog *Continued from page 6*

awful barking there ever was! I looked out the window and all I could see was a black and white striped animal being herded along by Rusty and headed right for our shop! Me and the boys just took out any exit we could find cause we knew they were both coming in and we didn't want to be in there with any skunk!

After I got out, I did stop and look back inside. What I saw couldn't be described as "pandemonium breaking loose" but something a whole lot worse! That sure enough was a mean skunk that Rusty Dog had herded in there and he had an evil gleam in his eye. Every time that black and white tail went up to the spray position, Rusty would move around to the front of that creature. Rusty finally got around behind that easy chair the charter pilot was in, started barking, then that skunk raised his tail and sprayed the most awful smell right onto that pilot! He came up gagging and was in a hurry to get away from that creature! It was about then that the skunk sauntered back out through that little flap in the door, just as if he had finished the job Rusty wanted him to do!

That pilot got out of his clothes, stood there in his underpants and we had him take a tomato juice bath, it helped the smell some but not a lot. Then Joe loaned him a pair of old coveralls that had hung in the shop for a long time, he didn't want them back! When the passengers got back for their ride home, that pilot still had an aroma about him that wasn't just right but they got on the airplane anyway.

We haven't seen that pilot back here again but after a couple of weeks old Rusty and our shop started smelling a whole lot better. Matter of fact, we can drink coffee; discuss "world" events and local politics once more in comfort. Rusty Dog still finds those favorite spots to take his nap and every once in a while during his sleep those feet start moving and it looks like he's trying to smile. I think he must be dreaming about that charter pilot and the skunk he herded in here that day!

Evelyn Sharp Days

By Diane R. Bartels

The eighth annual commemoration and celebration of Nebraska's aviatrix was held Sunday, September 14 at Evelyn Sharp Field near the beautiful North Loup River. Forty airplanes were greeted by John Kluthe and Joe Partridge, who distributed welcome bags from the Ord Chamber of Commerce and free breakfast tickets from the Evelyn Sharp Day Committee.

The Valley Rods Unlimited was joined by visiting classic cars from Grand Island and surrounding communities and were on display near the WWII P-38 propeller. Booths set up in the large hangar featured aviation books, model airplanes, and handcraft items.

The Field Chapel Service was conducted by Pastor Tom Peyton, Evangelical Free Church. His message asked listeners to reflect on their commitment to others, referencing Evelyn's decision to turn her P-38 away from populated areas when a forced landing was imminent. Ord Boy Scouts presented the Colors and the Val-

ley Harmonizers male chorus provided spiritual and patriotic music.

In the afternoon, midway through The Maverick Band Concert, Walt Smith introduced 1st Lt. Ryan Jensen, who recently arrived home from Operation Iraqi Freedom. He spoke of his experiences leading the first unit to set up operations as the Marines were taking Baghdad. Twenty-two soldiers, who volunteered for this special assignment, moved 24,000 tons of mate-



1st Lt. Ryan Jensen

riel and 25,000 personnel in a matter of days. Following his remarks, the names of service men and women who have Valley County ties were read.

The first annual Charles Taylor Award was given to Daryl Gompert, local pilot, mechanic and owner of the fixed base operation at Burwell. Lynn Chelewski, formerly with Homestead National Monument, presented Diane Bartels an award for her continued work in sharing Evelyn Sharp's life story and in promoting aviation in Nebraska.

Static displays, radio-controlled airplanes, and skateboard demonstrations entertained the crowd through mid-afternoon. There was even an F4 for

the kids to ride in with TSgt Stan Mar in the back seat! With a picture-perfect day of bright blue skies and white puffy clouds, Joe



TSgt Mar with "Pilot" Garret Haggerty

Dooley, the Flying Irishman, concluded the daylong celebration with an airshow performance in his red and white Pitts S1S.

"The Flying Irishman"



Joe Dooley and his Pitts S1S

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Nominations Due For 2003 Airport Of The Year

The Department of Aeronautics is once again accepting nominations for airport of the year for calendar year 2003. While only one overall award will be given, an airport's level of effort compared to their community size will be taken into consideration. The airport of the year will be selected by a committee of representatives from various aviation groups.

Airports will be judged on community relations, community support, maintenance, development and innovative activities. The award will be presented at the Nebraska Aviation Symposium banquet in Kearney on Thursday, January 22, 2004.

To nominate your airport, please complete a nomination form, which can be obtained at www.aero.state.ne.us or contact Russ Gasper at 402-471-2371. Airports may nominate themselves. Completed nomination forms must be received by December 14, 2003.

Important Notes

The **NE Aviation Symposium and Maintenance Seminar** will be held in Kearney January 21-24. Open to the public and for anyone involved or wanting to be involved in aviation.

The **NE Aviation Trades Association Symposium** will be held Feb 9-11, in North Platte at the Sand Hills Convention Center. Aerial Applicators, Insurance, & Businesses. Open to the public and to anyone involved and associated with aviation business in NE.

Calendar

Oct 17-28 Cozad. "100 Years on the 100th Meridian". Friday Oct 17, 12 a.m. Luncheon, Diane Bartels presents "Evelyn Sharp". Sat, Oct 18, Fly-in breakfast, balloon launch, evening banquet 6 p.m., 100th Meridian Hall of Fame inductees, Astronaut C. Anderson guest speaker. Oct 19, Balloon launch. Thurs, Oct 23, Katharine Wright personified by Betty Darst at luncheon. Sunday, Oct 26, 2 p.m. at high school: History of Flight production. Tues, Oct 28, 9 a.m. closing ceremonies. Many more events throughout the week. More info: Marilyn Peterson 308-784-3794 or Cozad Chamber of Commerce 308-784-3930.

Nov 1 York. Rain or Shine....York EAA Chapter 1055 serving Fly-in's and Drive-in's an awesome breakfast from 8 to 10 a.m. Free to Pilot in Command.

FAA Aviation Safety Meetings 7 p.m. at airports in the following cities: Seward 10/9, Nebraska City 10/16, Beatrice 10/21, S. Sioux City 10/23, Lexington 11/6; Tekamah 11/12. More info: Larry Becherer 402-458-7817.

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.