

PIREPS

A bi-monthly newsletter for Nebraska pilots and aviation enthusiasts



Encourage and Facilitate the Development and Use of Aviation in Nebraska

PIREPS

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ACE Camp 2005

By David Morris

For many years, the Department of Aeronautics has embarked on a vigorous aviation education program designed to reach the youth of America with ideas and opportunities for careers in aviation. This program is our Aerospace Career Exploration (ACE) camp designed for youth 13-17 years of age. The camp is geared toward motivating, inspiring and challenging our young people to follow their dreams. Our ACE camp also provides the opportunity to develop an awareness of the role of aviation in our society and to encourage students to explore career opportunities in the field of aviation.

This year the camp was held July 10 thru 15, with the students based at the Platte River State Park, midway between Omaha and Lincoln. The students spent their days exploring the many facets of aviation. Tours included an FAA Control Tower and Radar Approach Control Facility, the Strategic Air & Space Museum, both the Air & Army National Guard, the Lincoln Municipal Airport, Duncan Aviation and Offutt AFB. The students planned and flew a cross country flight (courtesy of Tom Trumble and the EAA) and learned about aerodynamics, aviation weather, flight planning and rocket building.

The camp proved to be a break from the ordinary summer time activities and was an interesting week long adventure exploring the many rewarding career areas in aviation. The activities wrapped up on Friday, July 15, with a graduation ceremony where the students displayed projects they were involved in during the week; including launching rockets they built during classroom time.

On behalf of the University of Nebraska and the Nebraska Department of Aeronautics, we send a special thanks to the following groups whose generosity allowed the ACE Camp 2005 to be a success: Duncan Aviation, EAA

Chapters 80, 569, 608 and 876, Tom Trumble (Young Eagle Coordinator), FAA Control Tower (Lincoln), NE Aviation Council, NE State Patrol Air Wing, Midwest Performance Flyers, Lincoln and Kansas City FSDOs, NE Air National Guard, NE Army National Guard, Offutt AFB, Strategic Air & Space Museum, Diane Bartels ("Sharpie") and of course all the moms and dads.

For more information about the ACE Camp and next summer's attendance, contact David Morris at the Nebraska Department of Aeronautics, 402-471-2371, or e-mail: David.Morris@aero.ne.gov.



ACE Students Prepare for Cross Country Flight



ACE Students Tour ANG KC-135 Aerial Tanker



New Girl on Campus

Some call it a Modular Flight Deck, a Procedural Trainer, a training Device, or just simply a flight simulator. Whatever name you choose, I can tell you that this “new arrival” on campus has excited Doctors Brent Bowen and Mike Larson of UNO’s Aviation Institute as well as Terry Gibbs, who runs NU Kearney’s aviation program.

It’s a low cost device, manufactured by Precision Flight Controls of Sacramento, which will enhance training and lower costs. With surprisingly good visual representation, this device can replicate a Cessna 172 or a King Air B-200. And, by using a computer-generated screen, the device simulates the appropriate, generic panel configuration for the aircraft type. Students can even log up to 50 hours towards their commercial rating in these “level-3” comparable simulators.

So, you’re no longer a student? Watch for new programs available to general aviation as these “sims” come on line. This may just be one way you can defray the high cost of fuel while maintaining a safe level of instrument proficiency.

By Stuart MacTaggart



**Director, NE Dept. of Aeronautics
Stuart MacTaggart**

Do The Math

By Scott Stuart

It won’t be too long a period of time now and it will snow! Out of retirement will come the snowblowers and into action will be the pulling of the cord to get the dang thing started after such a long layoff. It won’t be easy, the gas is stale, and there is stiff oil in the sump, probably a fair amount of rust in the cylinders, too. But, if it won’t start, what the heck, back in the house for the second half of the game and try again later!



Scott Stuart

Katrina has changed our lives forever. This is one catastrophic storm we will all remember, television will not let us forget. A major result to you and me from Katrina is the price of aviation fuel. Do the math and you come up with an increased cost to do the flying. Let’s say you flew 100 hours last year at 10 gallons per hour and gas was \$3.00 per gallon. Presto: \$3000 fuel cost. Now, let’s say gas is \$4.00 per gallon. The same 100 hours will now cost you \$1000.00 more, not exactly chump change! So, again, do the math, and if you fly 75 hours at \$4.00 per gallon the cost in fuel is \$3000.00, same as last year!

The point is simply this: do not shy away from planes and aviation due to the fuel price. We can still fly, stay within budget, and most importantly keep the rust not only out of the cylinders but from our skills as well. Your plane will be happier if it is flown regularly. Fewer mechanicals befall a regularly flown/exercised machine, or any machine for that matter, including our own bodies. And, in aviation, as we all know, if something goes south while we are heading north, we cannot just give up and go inside for the second half!!!

So, let’s resolve to achieve and maintain ourselves fit for flight to include a high level of currency starting right now. You will feel good about it I guarantee. Gotchas are fine at a spook movie, but in flight you can give me a standard rate turn anytime! Wheels down and locked, right? Right!!!



New Pilots and Certificates

Private

Chad Sandell	Holdrege	David Anderson	Omaha
Branndon Biba	Geneva	David Schadwinkel	Alliance
Joseph Gustafson	Omaha	Kirk Nelson	Grand Island
Richard Gertz	Bellevue	Jeffrey Mueller	Ashland
Philip Chaffee	Falls City	Bradley Lane	Omaha
Adam Osborn	David City	Shahbaz Khan	Norfolk
Terry Wells	Carter Lake, IA	Matthew Whitney	Omaha
Josh Kirscher	Bellevue	Jacob Bender	Omaha
Andrew Faubel	Wisner	John Palmtag	Nebraska City
Matthew Olsen	Omaha	David Wilken	Omaha
Scott Hibbard	Omaha	Jeffrey Johnson	Omaha
Benjamin Hutcheson	Co Bluffs	Amanda Homes	Lincoln
Donald Malcom	Cozad	Mark Bousek	Lincoln
Donald Clifford	LaVista	Lance Parra	Omaha

Commercial

Megan Robertson	Hastings	Brad Lingenfelter	Lincoln
Michael O’Connell	Omaha	James O’Leary	Fremont
		Rick Stanton	Lincoln

Multi Engine

Steven Overly	LaVista	Jack Hartin	Omaha
Daniel Powers	Holdrege		

Glider

Scott Currie	Sioux City, IA	Ryan Lihs	S Sioux City
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Instrument

Jason Lammers	Hartington	Matthew Buelt	Omaha
Chris Schuster	Omaha	Philip Pogge	Omaha
Jeffrey Pursley	Lincoln	Matthew Neu	Nehawka
Michael Schmidt	Lincoln	Ron Hansen	Papillion
Robert Hoig	Omaha	Richard Stull	McCook

Flight Instructor

Airplane Single Engine	James Boyle	Omaha
Airplane Multi Engine & Instrument	Timothy Gerber	Omaha



The Perfect Back Course Approach

By Tom Gribble



Tom Gribble

Over coffee, a couple of friends were telling me about the Perfect Back Course ILS Approach they had recently made. The weather was somewhat less than marginal VFR, but not all that bad, they said. Visibility beneath the seven hundred foot overcast was quite good, they asserted, with a hint of gratitude in their voices.

The pilot flying was following the headings and altitudes assigned by approach control during vectors for the approach. The non-flying pilot was working the radios. After the usual countless changes in headings and altitudes, the clearance came. "Four miles from (FAF), turn left heading xxx, maintain x,xxx until established on the localizer, cleared for the Back Course Runway xx approach, contact tower at (FAF)."

The flying pilot rolled out on the new heading, saw the localizer needle centered, and turned to the published inbound course. Both pilots were pleased when the needles stayed put. At the FAF, the pilot flying reduced power and called for the gear down and final check. The needles stayed centered, and about halfway between the FAF and the threshold, the runway came into view. They were smack dab on the centerline, and the pilot flying called for full flaps.

The non-flying pilot did a quick cross check on about a half mile final. "Gear down, flaps set, pressure up, speed Vref, 200ft above touchdown, and we have landing clearance." A good stabilized approach, he thought, with the localizer needles centered and *both navs displaying red flags*. Oh! The localizer must have just failed. I'll ask Ground Control about it when we clear the runway. A smooth landing is followed by the non-flying pilot pulling the flaps up. They slow, the tower tells them to turn left at the next taxiway, and to contact Ground leaving the runway. As they turn off, the non-flying pilot reaches for the number two comm frequency selector.

His eyes fall on the number two nav frequency selector. xxx.2. Wait a minute! The localizer frequency is xxx.1. He looks at the number one nav. xxx.2! They had flown the entire approach with the wrong frequency dialed in both receivers. The red flags had been there throughout the vectoring as well as while they were on final!

Darn good vectoring on the part of the controller, I'd say!



Rudder, Rudder, Rudder!!

By Lee Svoboda

Even though you have heard me harangue about the improper or no use of rudders, the ugly beast continues to show up during practical tests. It shows up in turns, takeoffs, climbs, climbing turns, descending turns, stalls, and of course landings.



Lee Svoboda

Referring to the Airplane

Flying Handbook, FAA-H-8083-3A, it makes several statements about rudder usage, which is all true and not always performed by applicants during practical tests.

For example, during level turns, "The rudder offsets any yaw effects developed by the other controls. The rudder does not turn the airplane." Common rudder errors during a takeoff consist of, "Failure to anticipate the airplane's left turning tendency on initial acceleration." "Inadequate compensation for torque/P factor during initial climb resulting in a sideslip." Of course, these failures only increase when you add climbing and descending turns. And during stalls, the rudder is a very important element in determining if the stall is uneventful or more eventful than you would like. During stalls, the rudder keeps both wings going at the same speed; consequently, both wings should stall at the same time. And how is this so? Well on most of our light training aircraft the pitot tube/mast is located on the left wing. So the airspeed we see on our airspeed indicator is really only the airspeed of the left wing. There is another instrument that tells you if the right wing is going at the same speed as the left wing. And that is? The ball in the nettle and ball and/or the ball portion of the turn coordinator. Probably never thought of it that way. Right? Well give it some thought and it might make some sense.

Returning to the Airplane Flying Handbook, it lists one of the common errors while executing stalls to be, "Inadequate rudder control." And WOW, when we get to landings, especially crosswind landings, if the rudder is not mastered, interesting/dangerous results can occur. For example, unsolicited grass mowing off the edge of the runway. Again, from the Airplane Flying Handbook, we find that if the pilot elects to use the wing low method for a crosswind landing, "the pilot aligns the airplane's heading with the centerline of the runway, notes rate and direction of drift, and then promptly applies drift correction by lowering the upwind wing. The amount the wing must be lowered depends on the rate of drift. When the wing is lowered, the airplane will tend to turn in that direction. It is then necessary to simultaneously apply sufficient opposite rudder pressure to prevent the turn and keep the

Continued on Bottom Right Side of Page 5



EAA Chapter 608 and the ACE Camp

By Thomas Gribble

The Panhandle's EAA Chapter 608 has been the proud sponsor of several Panhandle area residents at the Aviation Career Exploration Camp. The Chapter sent three avid young men to the event in 2003. In 2004, EAA Chapter 608 sponsored five eager teen-agers at the ACE camp.

Trent Sandberg was one of the enthusiastic future aviation professionals in 2003. Trent earned his Private Pilot Certificate while still in high school, and is now in his second year at the U.S. Air Force Academy at Colorado Springs.

This year Chapter 608 sponsored three more aeronautical hopefuls. Unfortunately, one of the youths had to cancel at the last minute due to an unexpected conflict.

Chapter 608 members, aware the ACE program was in need of additional funding, voted unanimously to donate the tuition already paid for this third participant. Sandberg's accomplishments verify this course is very worthwhile, attracting and directing the brightest of the upcoming generation to lifelong careers in aviation. This landmark affair, with a little help, should continue long into the future.

Parachute Boogy at PMV

Plattsmouth Municipal Airport was the setting for the Lincoln Parachute Club's latest parachute jumping mania July 15-17. Every 15 minutes thirteen jumpers entered a twin engine King Air for an ascent into a clear blue sky at 14,000 feet followed by an exhilarating freefall. That lasted a few seconds, then the parachute opening shock occurred followed by a gentle glide to



All The Elements of Parachuting

about five feet above the ground with a "walking" landing.

Over 150 parachuters were in attendance with the tandem jumps being very popular. An experienced jumper has another person attached to them, they jump tethered together while the experienced jumper controls the parachute, free fall, opening of the chute and the gentle touchdown.

National Navion Convention

By Richard Kimball

Navions flew into North Platte's airfield by the dozens from July 7-10 and everyone had a great time. The flagship award went to Jeff Bontz of Aurora as his aircraft exemplifies the effort and workmanship of Classic Aero. Dick Kimball of North Platte was the host for this year's event and

also received the "Navioneer of the Year" award.



Five Great Looking Navions on The Ramp at North Platte

This was the national event for anyone owning a Navion and there were many beautiful planes on the North Platte ramp from all over the country.

Antique Aircraft Assoc. Fly in

By Dan Petersen

The Nebraska Chapter of the Antique Aircraft Association held their annual fly-in at Minden on August 26th thru the 28th. Through the weekend over 50 vintage aircraft flew in to the Pioneer Village Airport in Minden. There were biplanes, classic Piper Pacers, Tri-Pacers, Luscombes, Stinsons, and other classic cabin monoplanes. There were airplanes from Colorado, Kansas, Oklahoma, South Dakota, Wyoming, Missouri, Iowa, and of course Nebraska.

The Short Wing Piper Club always has a great turn-out for this fly-in and this year was no exception. There were many beautiful Piper Pacers, Tri-Pacers, and a wonderfully restored Piper J-4. Tim Liewer from North Platte flew in with his newly restored Stinson Reliant, the "Gullwing Stinson,"



Tim Liewer's Gullwing Stinson

and gave rides to several enthusiasts. Jim Kohtz from Columbus flew in with his freshly restored Stearman biplane Saturday and displayed it for the crowd to see. In fact, there were three Stearmans that attended this year. Rick Stratton from Wyoming brought his 450 hp Stearman, along with Todd Harders from Cairo, NE, who flew in his blue and yellow biplane. One neat note is that Todd, who is also the Nebraska Chapter's President, bought the same Stearman that his father used to own and fly.

Saturday morning there was a flight breakfast at the airport and some fun flying in the local area. In the afternoon Don Maxfield from Li'l Red Aero held a maintenance seminar. Don explained ways that pilots can help conserve fuel, which is on most of our minds these days with the high cost of aviation fuel. Later that night we had the banquet and awards were given out to several pilots. I know it was difficult for the judges due to the number of beautiful vintage aircraft.

The awards given were: Grand Champion, Gary L. Petersen, WACO UPF-7; Reserve Grand Champion - Dick Russell, Meyers OTW; Ladies Choice - Rick Stratton, 450 hp Stearman. Youngest Pilot - Bobbie Harders, 20 years young. Old Timers Honor - Walt Hedrick. This award combines

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Air Venture 2005

This was my third visit to Oshkosh, WI and only the second time where I had the opportunity to be there for three entire days. As many of you know this is the annual Experimental Aircraft Association's (EAA) largest meet of the year where over 10,000 aircraft converge on Wittman Regional Airport. This year hundreds of vendors and over 750,000 visitors were there for the July 24-31 event.

Of particular note were the number of Nebraskan's who participated in the activities at Air Venture 2005.



Larry Bartlett with US Flag

Larry Bartlett, Lincoln Sport Parachute Club, opened the afternoon airshow each day with his trademark parachute jump streaming a huge United States flag from his leg. Chandy Clanton (Midwest Aerobatic Club Unlimited Champion) performed her aerobatic routine during the Friday afternoon

airshow while Lincoln announcer Howard Nitzel kept the spectators apprised of each maneuver. Jessica Panzer of Lincoln performed an impressive aerobatic display with two other performers who are all three the "Stars of Tomorrow" and they have been touring the country performing at airshows all summer long.

Of all the Nebraskan's who participated in events, one recognized at the highest level was Charles Hanner of Duncan Aviation at Lincoln. The General Aviation Awards



Jessica Panzer (Upper Left) & Stars of Tomorrow

Program and the Federal Aviation Administration (FAA) recognize a small group of aviation professionals in the fields of flight instruction, aviation maintenance, avionics and safety for their contributions to aviation safety and education. Charles won his award starting at the local Flight Standards District Office, then the nine regional FAA offices. Panels of aviation professionals within the various fields then selected him as a national winner from the pool of regional awardees. FAA Administrator, Marion Blakey, was on hand to personally make the presentation of "Avionics Maintenance Technician of the Year" to Charles while his wife and many friends were there to honor him for this outstanding accomplishment.

There was also a contingent from Columbus in the persons of Keith



Charles Hanner and Marion Blakey, Photo by Dan Petersen

Harbour (Chinese YAK CJ6 pilot), Kurt, Dwayne and Paul Mulhe (Kurt in a BT13, Dwayne in a Pitts, Paul in a One Design) and Michael Wendt in his 1941 Stearman. Michael had his Stearman



Michael & Cindy Wendt's Grand Champion Stearman

undergoing restoration for 3 1/2 years and took delivery of it this past May. He flew it to Air Venture 2005 and won "Grand Champion Antique Aircraft". The trophy he received is called "The Gold Lindy" as it has a small statue of solo Atlantic flyer Charles Lindbergh on its crest.

There were many other Nebraskans attending Air Venture 2005 including Dan Petersen who took the picture of Charles Hanner with Marion Blakey. We'll see you next year at Air Venture 2006.



The "Gold Lindy"

Rudder, Rudder, Rudder!! Continued From Page 3

airplane's longitudinal axis aligned with the runway." In plain words, a pilot stops the drift by lowering the upwind wing, keeps the nose pointed straight down the centerline with the rudders and softens the impact/touchdown with pitch and power.

In summary, the rudder does make the nose do what you want it to do or stop it from doing what you do not want it to do. However, keep this in mind the next time you are low and slow and overshoot your turn to final and decide to use a lot of left rudder to make the nose point toward the runway. Yes you can get it pointed toward the runway with left rudder, but what have you done to the speed of the left wing? You have slowed it, and possibly slowed it to stall speed which could result in the aircraft rolling hard left, possibly inverted, close to the ground. **Rudder, Rudder, Rudder!!!!**



Columbus' Fly-in Breakfast

It was a great day for a fly-in breakfast as the temperature never got above 78F and the skies were mostly blue with just a sprinkling of high, thin clouds. Seventy six aircraft flew into Columbus August 14th and the support for the Civil Air Patrol Cadets breakfast couldn't have been better. The line for pancakes and sausage started about 730am and continued until well after 1230pm.

The celebration commemorating the 60 year anniversary of the surrender of Japan which ended World War II was a day early; however, American



American Legion Post 84 Honor Guard

Legion Hartman Post 84 Honor Guard was there in full force. A three ship flyover took place while "Taps" was being played honoring all those who had served and remembering those who had fallen in that great war.

The flyover was led by Gene Overturf in his Staggerwing Beechcraft, with

Kurt Muhle on his left in his Vultee BT13 and Keith Harbor at number three in his Chinese CJ6 trailing smoke. Shortly after this picture was taken, Keith pulled up and away leaving the two remaining aircraft in the "missing man formation".



L to R, Chinese CJ6, Staggerwing Beech, Vultee BT13

One of the more unique aircraft on the ramp that day was Mark Berger's Pietenpol Air Camper. Mark, from Norfolk, started work on the aircraft October, 1993, and had just gotten final FAA certification on Wednesday prior to the fly-in break-



Pietenpol Air Camper

fast at Columbus. John Linke, an air ambulance pilot from Norfolk, flew the aircraft to Columbus with a grand total of four hours on it. Mark

told me an interesting story of how he had named his aircraft. Saint Joseph of Cupertino, 1603-1663, had the power of levitation and on numerous occasions had been seen in a levitated state. Thus Mark told me Saint Joseph of Cupertino had become the Patron Saint of things that fly and therefore the name for his aircraft, "Spirit of Cupertino". This model of the Pietenpol Air Camper is powered by a Model A Ford engine and has a tail skid rather than a tailwheel.

Another version of the Pietenpol Air Camper is powered by a Chevrolet Corvair engine and although I didn't get a picture of it I did talk with the

builder/owner and his wife while visiting Columbus. I'm sure many of



Dwayne Sr. and Alice Muhle

you recognize Dwayne Sr. and his wife Alice Muhle as they have been involved in aviation, both building and flying of aircraft, for many years. Their three sons are heavily involved in building and flying aircraft and all live in and around the Columbus area. Paul has an award winning One Design aircraft and is building a Pitts; Dwayne Jr. is building an aircraft and presently flying a Pitts; while Kurt has an award winning Vultee

BT13 and a recently acquired Pitts.



Paul, Dwayne Jr. and Kurt Muhle

For its size, Columbus seems to have more aircraft than any comparable city in Nebraska and a dedicated group of enthusiasts who truly believe in keeping them "flying". There are now three Oshkosh award winning aircraft on the field and several others which could be top contenders in any aircraft judging contest. Thanks to Keith & Janice Harbor of AvCraft for a great event.

Wiley E. Coyote Vs "Jack" the Rabbit

By John Wick

I have witnessed much of nature's beauty in my 30+ year career in aviation. One was a sunrise over the city of Chicago that silhouetted the skyline with the Hancock Building and the Sears Building, visible for a hundred miles, as they rose above Lake Michigan. You could imagine the curve of the earth. I have seen sunsets over Nebraska that would challenge the palette of a Master. Northern lights at night, early morning shadows in the Sandhills, and the green and gold colors of the Nebraska landscape all add to my flying experiences.

On a recent trip I saw an event that National Geographic would have had a difficult time filming. As I turned off the runway at Yankton, SD, I noticed a jack rabbit to the left of the taxiway. I thought he looked a little

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Wiley E. Coyote Vs Jack. . . Continued From Page 6

scared but assumed it was because he was getting an earful of two Pratt and Whitney PT6s just a few feet away. Wrong! To the right of the taxiway was a coyote thinking it was time for breakfast. The race was on. The jack rabbit took the left side, the coyote stayed right and down the taxiway they went - just ahead of the plane. The GPS showed a taxi speed of 15 and the rabbit and coyote were putting down some serious distance ahead of the plane. More than 1500 feet later, the rabbit "deeked" left and turned right across the taxiway. "Wiley" took the "deek", saw the rabbit turn right and tumbled as he corrected back. Hardly breaking stride they bounded off into an alfalfa field. The tumble was all the rabbit needed. In just a few seconds of running in the field the coyote broke off the chase. One very tired rabbit, one still hungry coyote. Flying will never cease to amaze me.

Lexington's Fly-in

By Diane Bartels

The Mid-America Experimental Aircraft Association hosted a fly-in at the Lexington Airport the first weekend in August. Some fifty planes flew in from Nebraska and Kansas. The event was the culmination of a week-long focus



Kevin Pershing and His 1955 Tri Pacer

on aviation which was spearheaded by the Dawson County Historical Society Museum. A National Endowment of Humanities traveling exhibit

celebrated the history of flight through stories of pilots, businessmen, and inventors from the first forty years of aviation. Activities throughout the week included the youth in Lexington.

The Dawson County Museum features the McCabe "baby" airplane, an early biplane designed and built by Lexington resident, Ira Emmett McCabe. McCabe started building gliders while still in high school, eventually chartering McCabe Aviation Company and successfully flying his elliptical wing designed airplane on November 12, 1915.

At the Museum on Saturday afternoon, Diane Bartels presented her program on Evelyn Sharp and recognized seven men in the audience who had flown off a local pasture with Sharpie in 1939. Fran Fagot of Lexington said of Sharpie, "She got me excited in aviation. She has always been a hero." Fagot later earned his pilot certificate.



L to R. Don Magnuson, Harold Heins, Diane Bartels, Dale Kugler, Wayne Young, Fran Fagot, and Bill Barrett

Antique Aircraft Assoc Fly-in Continued from Page 4

the age of the aircraft and pilot. Walt flew a 1947 Luscombe and I believe his score was 143. The National AAA Choice - Jim Kjeldgaard, Piper J-4. I did ask my wife who she voted for on the Ladies Choice award. She



Gary Petersen & Grand Champion WACO

seemed hesitant then said that she didn't vote for our aircraft but for Jim Steier's hotrod'd Globe Swift.

On Sunday everyone had breakfast at the airport and said our goodbyes. It was a really good weekend

and safely done. It was enjoyable to get reacquainted with old friends and meet new ones. Many thanks must go to all of the volunteers and the Minden Airport Authority Board for the excellent meals. If you were not able to attend this year, you may want to make this event next year. Don't worry if you don't fly a vintage aircraft, all are most welcome.



Dick Russell & Reserve Grand Champion Meyers OTW

"Transition"

By Inez M. Kennedy, Acting Air Traffic Manager, Columbus AFSS

Columbus AFSS was commissioned November 17, 1986 giving us the privilege and honor to serve Nebraska's **great** pilots. During these 19+ years we have had the opportunity to meet several of you, through airport visits, pilot meetings, your visits to our facility, over the radio, and on the telephone. Our lives have been and continue to be enriched by our association with all of you.

On February 1, 2005, the FAA announced the results of the public-private competition for services performed by the FAA's AFSS's in the continental United States, Puerto Rico, and Hawaii. The award of that contract was made to Lockheed Martin. October 4, 2005 we transition to Lockheed Martin. A number of Columbus AFSS employees will proudly and professionally continue to provide services as they elected to accept positions with Lockheed Martin, making the transition transparent.

Names of OLU AFSS employees follow: Terry Hickey, Mary Matthews, Jerry Nolan, Betty Perkins, Marge Petersan, Mark Rempfer, Linda Turnipseed, David Talbot, Larry Adams, Roger Bodtke, Shelby Clark, Dave Coffman, Inez Kennedy, Steve Mackie, Dale Micklevitz, Jeremy Mosher, Dean Pearsoll, Carl Taylor and Tim White.

We look forward to continuing our association with you. Should you have questions, please feel free to contact me, Monday through Friday, at (402) 563-1508. Best Wishes to All of You. SAFE and HAPPY FLYING!

PIREPS

Department of Aeronautics

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Calendar of Events

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800-1000. Free to PIC.

- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0730-1030.

Oct 2 - Neligh (4V9) Fly-in breakfast 7-11am. More info: Rick Schindler 402-887-4827.

Oct 15 - Offutt AFB (OFF) Civilian Fly-in, arrive between 7:15-8:45 am. RSVP and DD Form 2402 required by Oct 2. Contact Wing Safety at 402-294-3404 or email terry.bloom@offutt.af.mil. Light breakfast and lunchtime burger BBQ available. Check out the website at www.offutt.af.mil/55thwing/55se. 1000-1130 Seminars on: Mid-Air Collision Avoidance, ATC Procedures, Hazardous Weather, Aerospace Physiology, and MORE.

Oct 16 - Kearney (EAR) Ground displays open at 11am, aerobatic show at 1pm, featuring Debby Rihn-Harvey, 5 time Women's US National Champion Aerobatics Pilot. Also car-airplane race, comedy Cub act, transfer from motorcycle to airplane, plane landing on car and others. \$5.00/person or \$20/car load. Sponsored by Grand Lodge Masons of NE

Aviation Safety Meetings (ASM) and Certified Flight Instructor (CFI) Meetings scheduled for Oct/Nov/Dec 2005. All meetings start at 7:00 pm.

Locations are also listed in the SPANS web site at www.faasafety.gov

Oct 6 - Kearney Certified Flight Instructor meeting - airport.

Oct 11 - Seward ASM - airport.

Oct 13 - S. Sioux City ASM - Senior Citizens Center.

Oct 19 - Nebraska City ASM - airport.

Oct 25 - O'Neill ASM - airport.

Oct 26 - Valentine ASM - airport.

Oct 27 - North Platte ASM - airport conference room.

Nov 8 - Omaha ASM - Nebraska Humane Society.

Nov 9 - Lincoln Certified Flight Instructor meeting - Flight Standards District Office.

Nov 15 - Kimball ASM - airport.

Nov 16 - McCook ASM - McCook Public Power building.

Nov 17 - Lexington ASM - airport.

Dec 7 - Omaha Certified Flight Instructor meeting - UNO

Administration Building. If you have any questions please contact Larry Becherer, SPM, AW, LNK FSDO 402-458-7817.

Jan 25-28 Kearney (EAR) Nebraska Aviation Symposium and Maintenance Seminar. Plan ahead so that you may attend. Thursday and Friday evening guest speaker will be Dick Rutan. This is the premier event for the state of Nebraska and one you won't want to miss. For pilots, maintenance, Inspector Authorization renewals and anyone else interested in aviation. Airport of the Year award will be made at the symposium. Details in next issue of PIREPS.

"Airport of the Year 2005"

Airport Authority Board members and Airport Managers, you should have your package for the 2005 Airport of the Year under way by now.

If not, you will find a submission form on our website at www.aero.state.ne.us. In order to be fully competitive you will need letters from airport users, civic leaders and others attesting to the friendliness, usefulness and overall effort you expend in making your airport the "Best" in our state. Send to the Editor of PIREPS, PO Box 82088, Lincoln, NE 68501, no later than Dec. 15, 2005.