

# PIREPS

A Bi-monthly Newsletter for Nebraska Pilots and Aviation Enthusiasts



'To Facilitate the Advancement of Aviation in Nebraska'

## PIREPS

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## High Altitude Wedding at PMV

Once in a great while you come across an event so unusual it seems difficult to believe it even took place. That was the case during the Lincoln Sport Parachute Club's "Parachute Redemption" held at Plattsmouth's Municipal Airport July 13-16. Over 150 parachutists from all over the country were there for four days of fun, jumping from an airplane at 13,000' and then landing back on earth within a few feet from where they took off about 15 minutes earlier.

Two of the jumpers, Nick Blacksher and Chazi Rutz, planned their wedding to coincide with the event and it took place partly on the ground and in the air at 13,000 feet. Frank Forlini was the minister performing the ceremony. He greeted the bride and groom at the wedding altar with the jump airplane in the background. Half of the wedding ceremony was held there and then the group suited up for their ascent, where the remaining part of the wedding would take place.



Wedding Party at the Altar

Weddings should be accomplished with much enthusiasm and gusto and this was

no exception. The group jumped from the aircraft and formed an intricate free fall circle prior to opening their chutes. Looks like fun, doesn't it? After the wedding, Nick and Chazi moved to Arizona where sky diving is almost unlimited.

Other jumpers were having a great time doing their thing, and in the picture below it looks as if the jumper is about to land on the aircraft he had



Chazi in White on Left With Nick on Right



Parachutist Over Aircraft, "About to Land"

left only minutes earlier. In reality, they were separated by over 300'.

The Lincoln Sport Parachute Club is involved in many aspects of skydiving disciplines: from RW, CREW, WingSuits, FreeFlying, Skyboards and Tandem jumps. Nearly 100 people performed a Tandem jump with an experienced instructor over the four days and the ones I talked with said it was an exhilarating experience which they would do again. You may wish to visit their website at: [www.skydivelcpc.com](http://www.skydivelcpc.com) for more information.



The 2007 NE Aviation Symposium will be here before you know it and we'll wonder where all the nice "warm" weather has gone! For those of you who are on Airport Authority Boards, or are Managers of airports, this would be an excellent time to start thinking of nominating your airport for "NE Airport of The Year". Anyone in the state may nominate their favorite airport for this prestigious award. The award will be presented in January 2007, so I encourage you to get started early.



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

Simply go to the NE Department of Aeronautics web site ([www.aero.state.ne.us](http://www.aero.state.ne.us)), scroll to "Airport of the Year" nomination form and download it to your printer. Fill out the form and send to "Editor PIREPS, PO Box 82088, Lincoln, NE 68501.

Its been a great summer for Fly-in breakfasts, air shows and completion of airport projects. Although I've tried to make as many of the events as possible, there just isn't enough time to visit all. Thank you for the cordial invitations.

Thanks to those people in our state who have taken the time to write about your events and send in pictures. It certainly makes my job a lot more enjoyable when you contribute to our publication. A special thanks to our regular writers as well.

I get a lot of favorable comments about "PIREPS" and certainly appreciate them. I'm very proud of Ronnie and his staff. Both my wife and mother are subscribers, so the pressure is on. Many thanks!

## Red Cloud's Fly-in

By Chuck and Terrie Stokes and Dave and Tammy Barnes

It was clear in the early morning to start off the last day of Red Cloud's Street Car Days Celebration. But then the clouds brought rain to the 13th Annual Fly-In Breakfast Sunday, August 13th at Buster-Lewis Field in Red Cloud. Over 350 hungry spectators and pilots were treated to a Lion's Club pancake & sausage breakfast, complete with coffee and juice. Many other spectators came just for the sights. Due to the weather, quite a few planes from around the area were not able to make it. Chuck Stokes, local pilot and planner of the Fly-In gave plane rides to several people early that morning. Many visitors appreciate the chance to go up and view the area; for some it is their first ride in a plane. Young and old enjoyed the morning.

Lance Teachworth and Troy Genung from Superior were able to make it again this year while local flyers Dayre Williams, Chuck Stokes, Steve Bartels, and Gary Jepson, all of Red Cloud, were also airborne that morning.

The Grand Island US ARMY National Guard Helicopter arrived with Pilots Brandon Robins and Joseph Kaplan. Then the Kearney Air Care Helicopter flew in and gave the children and other onlookers an inside view of what they do. Thanks for the great job Mike, Emily and Sharon! Stephen Wopershall, from Junction

## Head On, Apply . . . .

By Scott Stuart

"Head on", apply directly to the forehead!! "Head on", apply... well, you get the idea!! For sure when we have a headache, most of us will try anything to rid ourselves of the pain/discomfort. But how? What is best??

"Head on" is not something we think too much about in a plane. There is a much greater risk of a "head on" enroute to and from the airport!! In the case of this lesson, learned first hand by yours truly, my head felt like it was "head off".



**Scott Stuart**

Ah, 12,000' in the Bonanza. True airspeed 183 knots, smooth and cool as it should be. But, about 30 minutes into the flight I began to get a headache, and I get maybe one headache every twenty years. Thinking maybe I was having a negative reaction to a short night of rest, I strapped on the oxygen for the duration of the flight, another 1+50 as I cruised from Minnesota to Lincoln. The oxygen did not help, but made me feel better in that at least I was trying something. Later that day, while out walking and still suffering, it came to me.... carbon monoxide!!

I called the shop and asked them to check the exhaust system for leaks. The next day my phone rang about 10am, and yes, they found the heat exchanger cracked at both ends, leaking poisonous gas smack into the cabin of my Beech.

Sure glad I remembered reading about this stuff and had a clue as to why I was not up to par. You see, we have to know our bodies. If something does not seem right, it probably is not. The absolute same truth holds for aviation. If the plane is not doing what it should, troubleshoot and figure out why. If you cannot, seek counsel from another flyer, maybe he/she knows. Ah ha, and, don't forget to fly the plane, fly the plane, fly the plane while you do the troubleshooting, remember??!!!!

Life is full of surprises, and we can mitigate against them after the fact, by being up to the minute on the whys and wherefores, and accordingly take timely action. Meeting one's worries/problems "Head On" means we are taking action and not letting the situation around us control our destiny. That is one of the reasons we fly, and why we owe it to our passengers who relinquish their control to us, to be at the top of our game every flight, and our aircraft no less than 100% airworthy!

Like my instructor says: "is this working for you?" Carbon monoxide detector anyone???

City was our last plane to land before the rain began.

Hastings SkyLarks Club gave demonstrations with their radio controlled airplanes. Joe lets the kids fly the planes; he has a dual remote control so he can rescue the plane if they get out of control. Another great Fly-in at Red Cloud.



## Burns Interstate Airport

by Tom Gribble

"Cheyenne Tower, Cessna xxxx, over." What is he doing out flying at three in the morning, I'm thinking? These next three hours are when we usually catch up on required reading.



Thomas Gribble

"Cessna xxxx, Cheyenne Tower, go ahead." "Cheyenne Tower, I'm over Pine Bluffs, and I don't think I have enough gas to get all the way to Cheyenne." I'm startled. No, I'm dumfounded. What do you tell the guy? "Cessna xxxx, what are your intentions?" "Well, I'm going to continue and see what happens." After giving the Cessna

the current weather, which was good, and surface wind, about ten knots from the south, all I can say is, "Roger."

I call the Wyoming Highway Patrol and the Laramie County Sheriff, alerting them to the situation. The dispatchers send a patrol car and a Deputy toward the Nebraska border. Pine Bluffs sits hard against the state line. From that burg it is 38 miles as the Cessna flies to the Cheyenne airport.

Interstate 80 goes through Pine Bluffs, and, after a slight arcing south, runs pretty much straight west to the eastern edge of Cheyenne. The Interstate then turns southwest, but if an airplane continues straight west at that point, it'll be on final to Cheyenne's runway 26.

"Cheyenne Tower, I was right. I'm out of gas and I'm landing on the Interstate next to Burns." Burns is 23 miles east of Cheyenne. I give him a wind check and tell him the Highway Patrol and Sheriff are on the way. I call both law enforcement offices to let them know the Cessna is landing on the highway.

Hearing nothing more for a while, I call the dispatcher. The Cessna has landed, and the Patrolman and the Deputy have helped the pilot push the plane off the roadway and onto the shoulder area, well clear of the traffic lanes.

It's now four in the morning, and I see a Highway Patrol car pull onto the ramp and stop at the FBO. A man gets out of the passenger door and disappears into a building. He reappears, puts something in the trunk, then gets back in the car. The car vanishes among the buildings surrounding the airport. Hummm, what's going on, I'm wondering.

At five in the morning, Cessna xxxx calls Cheyenne tower. He's airborne once again and heading toward Cheyenne in the still very dark night. He tells me he retrieved five gallons of avgas from the FBO and put it into his 300 horsepower turbocharged Cessna 206. Just enough for taxi, run-up, and take-off, I'm thinking.

I advise him to make a straight-in approach to runway 26 and clear him to land. On short final now and, just as a courtesy, I give him a wind check. South at ten knots. "Well then, I'll circle to runway 16," says the Cessna!

Continued on Page 8

## Patterns, Patterns, And More Patterns

By Lee Svoboda

Enough about airspace! Let's discuss patterns at non-towered airports---AGAIN.

Every time I think this problem has been taken care of by our instructors, it starts showing up again. I know instructor turnover is not as rapid as it used to be, so if once corrected, the problem should stay corrected for a while. About every six months the pattern "snake" sticks its ugly head up! Since pattern entry is a collision avoidance procedure and directly involves safety, it is a special attention item, not to be taken lightly!

The AIM covers the subject thoroughly and those standard procedures should be followed, unless some local procedure supersedes the standard procedures. The three most often violated standard procedures are: (1) not climbing to within 300 feet of pattern altitude before turning crosswind, (2) not climbing to pattern altitude before departing the pattern and (3) pattern entries. The first two are self explanatory. Lately, I have seen some new non-standard entry techniques!

The most favored pattern entry procedure is the one in the AIM and that is to enter at 45 degrees mid-downwind and at pattern altitude. The AOPA has published what is referred to as an alternate entry procedure and that is coming from the non-pattern side of the airfield, to cross mid-field at pattern altitude and turn directly into the downwind. Most examiners will accept either procedure. For us old timers, we have seen these procedures change many times. If the current procedures had been correctly executed, a deadly mid-air collision might have been avoided near the Norfolk airport a few years back. Lets all do patterns correctly and safely; our lives may depend on it.

By the way, for instructors who are teaching at non-towered airports: your students that are working toward their private pilot certificate must have three solo full stop landings at an airport with a tower when the tower is operating. If they do not have these solo landings, they are not eligible to take the private pilot practical test.

I was hoping to send this article from sunny Arizona; however, mother nature dictated that it come from rainy and cool Elkhorn, Nebraska.



Lee Svoboda



Boeing B17  
with  
B24 Liberator



## Seward's Big Fourth

Independence day at Nebraska's Fourth of July city was an exciting event made even more so by the antics of Barr's Aerial Circus. Airport manager and "Sky boss" for the event, Greg Whisler, began the morning making sure all the preparations were in place. At 10:30am, a meeting was called for all the participants to discuss who would be doing what and the sequence in which it would be accomplished. The FAA representative was in attendance to insure all legalities were met while each performer signed a sheet indicating they attended the meeting and were



**Greg Whisler**

clear on the events of the airshow.

Everything began precisely at 11am with Larry Bartlett's famed parachute jump with the U.S. flag streaming in the wind. Next were some of the best aerobatic performers in the country who thrilled the spectators with all their antics. Doug Roth in his Staudacher Super Star, Chandy Clanton in her Edge 540, Harry Barr in his Hiperbye, Don Nelson in his Sukohi 26 and Rob Ator in



**Larry Bartlett With Flag**



**Melissa Andrezejewski**

his Pitts. A new comer to the event this year was Melissa Andrezejewski (age 22) who performed in an Edge 540. She also does skydiving (freefly and wingsuit), B.A.S.E. jumping, snow boarding, skiing, scuba diving, dredges for gold, runs

marathons, bikes, does photography, drawing and painting.

Harry Barr raced his Hiperbye against a "Boss Hoss" motorcycle ridden by Butch Atherton of Omaha. Incidentally, it was powered by a 355 cubic inch Chevy V8 engine. The airplane won the race on the 2nd attempt.



**Butch Atherton**

After two hours of free entertainment the show was over and the crowd had an opportunity to see the airplanes up close and visit the performers. It was really quite a show!!

## Wayne's Fly in

Everyone had a great time at Wayne on July 8th when the Fly-in breakfast was held in conjunction with the Chicken Show. If you were among the early risers, you could land at the airport and take the shuttle into town for a free EGG-normous Omelet Feed. The parade started at 9:30am after which you could ride back to the field and watch the airplanes.

Denny Martens from Vermillion came in flying his M1 Midget Mustang which he had completed in 2003. It had a 140hp Lycoming engine and cruised at 210mph.



You had to hurry back into town to catch the afternoons fun with the "Chicken Feed" consisting of a half chicken, which had been slow grilled since 6am that morning, beans, potatoes and juice. Then a slow leisurely afternoon of people watching and all the contests, particularly the National Cluck-Off which has now been won 7 years in a row by Del Hampton of Arkansas.

Back at the airport once again, it was time for some "Young Eagle" flights donated by several pilots from the EAA Chapter out of Sioux City. John Bartholomew from Dakota Dunes, ND has his Mooney there and Scott Morgan was giving rides in his nicely restored Erceoupe.



**L to R: Jame Kielty, Dalyee Sherman, Nate Granquisk, and John Bartholomew**

Wayne, was there with his son John and I just happened to get their picture in front of a very nice Cessna 172. Its owner has been accused of cleaning it so much that it "could be an infraction of the FAA rules". Tom and I had a good time of acting as if I were an FAA inspector checking out his aircraft. It was all in good fun and it seemed that all the pilots and spectators were having a grand time at the fly-in and Chicken Show.



**Tom Becker and son John**



# Columbus' Air Show

By Catherine Gasper  
Photos by Jessi Cheyenne Gasper

Sunshine and perfect temperatures met the crowds on Sunday morning, July 2nd, at the airshow in Columbus. Thunderstorms and rain the evening before had dampened the hopes of those who worked so hard at planning the biggest airshow Columbus has had in many years. As with a rainbow after a storm, the crowds arrived at the airport en masse, to ensure a day to be remembered. The morning was filled with people coming in to see close up the airplanes on static display. In addition to the many diverse types of planes, two helicopters were displayed: the Life Net Helicopter that serves our area and a military Blackhawk UH-60 helicopter which was brought in with 1st Class Jus Swanson onboard.

The day of the airshow was also the last day of the Red Star Pilots Association's F.A.S.T. (Formation and Safety Team) Clinic. This



Yaks and CJ6s in Formation

clinic is one of many held across the United States each year to teach and certify pilots of antique war birds, who wish to continue to hone their formation flying skills. This particular clinic consisted mainly of Russian Yak 52's and Chinese CJ-6's.

The local Civil Air Patrol served pancake and sausage breakfasts to at least 750 people and pilots of the 47 airplanes that flew in. Hot

dogs and hamburgers were made available for lunch. The public response was wonderful with an estimated 4000 people, young and old, who came to see the "Airshow". The City of Columbus, commemorating their Sesquicentennial (150 years) Birthday, members of the City of Columbus special Sesquicentennial Celebration team, the Columbus Airport Authority, Avcraft, Inc. (our local FBO) and the EAA Chapter 876 worked together to make it all possible.

Many had the opportunity to visit with the "Airshow Performers" before hand, take pictures and get autographs. One local man, Scott Dubsky, honored Greg Shelton (Stearman aerobatic pilot) and Ashley Battles (Wing walker) with a miniature remote control airplane decked out with a Barbie doll look alike of Ashley in action doing her wing walking performance.

The official beginning of the Airshow was noon. The vibrant colors of parachutes on their earthbound dance graced the skies, as the Lincoln Sport Parachute Club proudly displayed our National Flag upon their gradual descent while the voice of Dwayne Beverly, singing our National Anthem rose to meet them.

Throughout the afternoon, we were entertained by many talented pilots. Greg Shelton in his patriotically painted Stearman had the crowd in his hands (or should I say wings)? Before anyone could catch their breath, Terry Calloway blazoned the sky in his Chinese CJ6-A trainer. Not to be out done by the previous acts, Don Nelson, performed a beautiful ballet in the air, flying his Sukhoi SU-26. The speed and agility of the Sukhoi is always fun to watch and keeps even the kids on the edge of their seats.

The race we all had been waiting for, a race between land and air! Cobra vs. Mustang. Harry Barr warmed up his P-51 Mustang over Columbus as the crowd parted to allow Rich Anderson, driving Shell Valley Company's race car, to ease his way towards the runway. It was over before anyone knew it had started. No contest, the Cobra wasn't going to let the Mustang near it. In all fairness, a second battle of speed was to be witnessed. As the crowds cheered, the Cobra once again beat the Mustang. This time, the Mustang was clipping the Cobra's tail. In all honesty, I think if the race were to be tried again, the Cobra wouldn't win as easily.

One would think that we had enough excitement for one day. True, it had been fun, but Rob Ator wowed us all, in his Pitts. It seemed to be a small plane, with a big heart. A definite crowd pleaser, the white bi-wing airplane sliced through the air like a swan does on a lake.



Rob Ator Diving in His Pitts

as Greg began his routine. Suddenly, there she was standing on the center of the top wing, amazing the crowd. She fearlessly dazzled the crowd with her beautiful smile and daring stunts. Their performance was the perfect finale. Ashley is currently the youngest wing walker performing at air shows. She is a pilot herself, and was honing her skills during the F.A.S.T. Clinic in her blue and white Russian Yak 52.

During the airshow, raffle tickets were sold by the local EAA Chapter



Wing Walker, Ashley Battles

876. Greg Zimmerman of Omaha, and Frank Smalik of Stanton, each won one free airplane ride in a CJ-6 or Yak 52. Zachary Tierney won a beautiful leather flight jacket.



## Nebraska Ultralight Gathering (ANUG) 2006 – It Keeps on Getting Better!

By Kevin Rutland

As thoughts often turn to the major aviation event of the summer at Oshkosh it is easy to overlook one of the very best aviation activities happening right next door to us in Nebraska. The 7th Annual Nebraska Ultralight Gathering took place on the weekend following July 4th at David City airport. The weekend turned out to be a huge success!

Now, I know that not everyone understands the appeal of Ultralights, Light Sport airplanes, Triking, Powered Parachuting (PPC), or Powered Paragliding (PPG), but then that is what the weekend is all about. Fun flying, or New Age Aviation, as it is also being called, allows many more people to experience the thrill and fun of flying. And fun is the name of the game.

The weekend got off to a less than perfect start due to the very strong, hot and thermic winds battering the Midwest over Friday, preventing most of the usual visitors from flying in. Only a few stalwart and experienced pilots braved the elements to fly in during the day, but many took advantage of another bonus for many of these alternative forms of flying, which is trailering the machine to the event. A large contingent of Powered Parachutes set up camp at



Ramp at David City

the west end of the airport apron and were soon joined by several trikes and powered paraglider units. The luxury of portability means that you can fly when the conditions are right and pack up and get home when the weather decides to play nasty games. It only takes a matter of minutes to set up these modern machines and turn them into a versatile airplane.

Those who arrived to help set things up and the early arrivals, were treated to a barbeque style evening meal, provided by the David City Rotary Club. Everyone relaxed in the borrowed hangar and chatted while enjoying the great meal.

Nature has always been very kind to the ANUG event, and this year it decided to be on its best behavior, after a little flexing of the elements on the Friday. The intimidating winds died back as the evening progressed, allowing the various airplanes to do some local flying and take part in the traditional flight around David City, a much requested event well enjoyed by the locals, who love to see the colorful, if slightly strange, machines flying by.

On Saturday morning, the wind picked up again, initially restricting the usual flow of incoming airplanes, although several Light Sport machines did fly in and many more pilots towed their

machines to the airport hoping to catch better weather later in the day. And they weren't disappointed. After a twenty minute downpour at lunchtime, the weather remained perfect for the rest of the weekend.

I'm certain that every airplane of every type was able to take full advantage of the perfect conditions and spectators were treated to nonstop aerial and ground activities. Those who were feeling more adventurous had the opportunity to sample a flight with one of the many instructors offering lessons in 3-axis, PPC, PPG and trikes. Several very lucky visitors were able to take a flight free of charge as winners of Gate Entrance prizes.



Tandem Powered Parachute Landing

In the evening, a Candy Drop delighted the children who had dragged their parents out to the airfield to take part in this popular activity. Several fly-bys for different age groups ensured that all the children ended up with bulging pockets as well as a unique experience. Families stayed on the airfield to enjoy the spectacle of so many wonderful machines which capture and enthrall the imagination.

The David City Senior Citizens group provided the evening meal, and once again people congregated to relax and eat and talk about flying. Life could hardly get any better.

Although the event officially ended around noon on Sunday, after the raffle of prizes donated by individuals, clubs, manufacturers, aviation suppliers and flying organizations, there were several pilots who stayed into the evening to enjoy more flying, before loading up their trailer or flying home satisfied.

Awards included the Best Plane (USUA member), awarded to Larry Elrod, or his Thundergull JT-2, Best Plane (Open), awarded to Brad Safford, for his Thundergull Odessey, and Longest Distance Flown to ANUG, awarded to Jerry Little flying a Rans S-7.

ANUG would like to thank all those who donated items or their time to make ANUG the huge success it turned out to be. Donations came from Comtronics, Grand Rapids Tech, Kuntzleman Electronics, Sport Flying Shop, California Power Systems, ASC, USUA, EAA, Darius Krymuza, Kevin Rutland and Worrell Hiway Motor Sales. I would like to add my thanks, on behalf of all the attendees, to all the organizers for their dedication and immense efforts to set up ANUG each year. It just keeps on getting better. If you have any questions or comments, please email me: [ulavenger@yahoo.com](mailto:ulavenger@yahoo.com)



# Master Pilot Award to Jerome Given

With Excerpts From An Article by Jenne Willerth



Jean and Jerome Given With Jenne (Given) Willerth

The University of Nebraska Omaha campus was the scene for an AOPA Safety meeting August 10, where Jerome Given was awarded the Wright Brothers Master Pilot Award. Jerome's daughter Jenne, is a pilot and was the presenter for Jerome's certificate and the speaker for the AOPA Air Safety meeting.

To qualify for this award the pilot must have been a US citizen and hold a CAA or FAA pilot certificate for 50 years. The pilot must have also completed a flight review or qualified for a phase of the FAA Pilot Proficiency Program within the previous 24 months.

Jerome soloed in Columbus, GA in September 1944. Even though he was in the Army in World War II, he still managed to fly whenever he could in Europe. He bought his first airplane, a 1942 Stearman, when he returned home from the Army in 1946 and flew it until 1952. Jerome subsequently purchased a Stinson, a Cessna 180, then a 1960 Beech Debonair, and a 1965 Debonair. His latest acquisition was in 1985 when he purchased a Beech Travelair as it had a seat that folded into a bed for children which he flew to the Shrine Children's Hospital. In 2003 Jerome was named the Salvation Army "Adult Hero of the Year" for his volunteer flights for the Shrine, Angel Flight and Lifeline pilots. He has been doing free medical flights for over 40 years for patients of all ages but mostly children.

Jerome is a single and multi-engine instrument rated commercial pilot and has more than 15,000 hours. He also had a part 135 certificate and transferred it to the Union Pacific railroad for a mail route in Utah. He was General Trial Counsel for the UP and was head of their Aviation Department where he purchased three Sabreliners and a Gulfstream for the railroad.

His wife Jean, also learned to fly and is a retired CFII. Jerome always supported her hobby of cross country air racing. Jean taught two of their four children to fly.

# Master Pilot Award to Kenneth Eggers

Article by June Tonsing

Ken received the FAA's Wright Brothers Master Pilot Award on July 28, at Norfolk's Karl Stefan Memorial Airport with family, friends and aviation associates in attendance.

He had his first flight in an aircraft in 1942. The plane was a Taylorcraft. "The pilot landed in the neighbor's alfalfa field early in the morning just as I was starting my walk to school".

Kenneth relates that he begged his parents to take him to the plane so he could ask the pilot for a ride. He did get his ride and felt wowed by the experience as a five year old and he has been in love with flying since that day.

Soloing May 17, 1953, he earned his private pilot's certificate at age 16. He was checked out in a J-3 Cub, PA-12, Aeronca Champ both on wheels and on snow skis. The first plane that he has sole ownership of was a 1946 Aeronca Champion which had an 85 hp engine and a metal prop. He paid \$800.00 which included the snow skis (Federal 1500 series).

He and his wife Colleen (also a pilot) flew the Champ for several years. Later they bought a 1954 Cessna 170 and loved it as much as the Champ. Many good flights were had in it before they sold it to buy a Piper Comanche. They have owned a Piper Aztec which they used for Part 135. Active in the aerial spraying business, they have owned Piper Pawnees, a Cessna AG Truck, Grumman AG Cat and a Cessna AG Wagon.

Kenneth and Colleen are active aviator's today and still use the Cessna AG Wagon in the spraying business.



Ken Eggers

## Why I Enjoy Being a Flight Instructor!

By Hal Ellis

It's not the romance of flight, the smell of 100LL, or even the fame and glory bestowed upon me as a flight instructor. Rather, it's the free glimpse into the lives of today's youth that I most cherish.

After her third attempt of punching the struts through the wings, I took the airplane and pulled off the runway. "What's going on Nita? You're way behind the airplane today. You usually fly better than this."

"I'm sorry Col. Ellis. I got my navel pierced last night and it itches me so bad I can't focus."

So we stopped at Plattsmouth and bought an ice cold RC cola out of the machine for Anita to hold against her belly during the ride home. No kidding!!

# PIREPS

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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.

- **Columbus Airport (OLU)** NE Chapter Antique Aircraft Assoc. meets 4th Sunday each month, 12 noon. More info: Todd Harders 308-380-5079.

**Oct 1 - Neligh (4V9)** Fly-in breakfast. More info: Rick Schindler 402-887-4827.

The FAA SafetyTeam is bringing a program to Nebraska, "Bridging the Gap Between Pilots and Chartmakers". Presented by Richard Neher, the program will be a Pilot Forum on Aeronautical Charts and Information Products. Some of this information has never been taught and will include topics about chart products and changes, chart reading tips and techniques, approach charts and the electronic flight bag. All meetings at 7pm.

**Oct 30 - Scotts Bluff** - Educational Service Unit 13, Building, Room B & C, 4215 Avenue I, Scotts Bluff.

**Oct 31 - North Platte** - Airport Terminal, Leo Johnson Conference Room.

**Nov 1 - Kearney** - University of NE - Kearney, 905 W. 25th Street, Student Union Cedar Room.

**Nov 2 - Omaha** - UNO Aviation Institute, 6001 Dodge Street, Alumni Center - Bootstrapper Hall.

**Nov 3 - Tekamah** - at the Airport, J & D Aircraft Service, 4003 County Rd "G".

**Nov 4 - S. Sioux City** - 1501 W. 29th St., South Sioux City.

**January 24-27 - Kearney - 15th Annual NE Aviation Symposium.** Friday banquet speaker, Sean Tucker. Many activities. Inspector Authorization renewal.

### ***"Burns Interstate Airport"***

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"No!" I want to shout. There's a large residential area to the north of the airport that he'll have to overfly. With only five gallons of 100 octane to feed that big, fuel hungry Continental, I refuse to believe he'll get all the way around to the threshold of runway 16.

Well, the flyer is familiar with the city and airport's layout, and a controller can't make decisions for a pilot. I merely "Roger", and keep my hand near the crash phone.

He lands safely and taxis to the ramp. I watch as two people get out of the big Cessna single. Two people?

Later, I learn some details. The two law enforcement vehicles are on the scene by the time the landing roll is complete. The Sheriff's Deputy remains with the aircraft while the Highway Patrolman brings the pilot to the airport to get the exiguous five gallons of gas.

Back at Burns Interstate Airport the pilot puts the scanty contents of the can into one of the wing tanks. The Highway Patrol and Sheriff vehicles block the highway so the Cessna can take off. The unbelievable is yet to come.

The pilot had an ambulance flight to somewhere way back east the previous day. A nurse accompanied the patient on the flight. Neither the RN nor the pilot have any desire to overnight. So, naturally, after refueling, they head west. Since fuel prices are higher in Nebraska than they are in Wyoming, our fearless airman decides to pass on the golden opportunities presented by those airports in the eastern portion of the neighboring state.

As they arrive over the Nebraska panhandle and the fuel supply begins to seem questionable, he realizes, should he land at one of the airports in this sparsely populated area, there'll be no fuel until morning. So, he continues.

The thing that really perplexes me is why the nurse stayed with him for the short hop from big Burns Interstate to little Cheyenne Municipal. Both the Highway Patrolman and the Sheriff's Deputy offered her a ride to town in their vehicles. She elected, on her own, to stick with the pilot. I am forced to wonder - did she have any idea what the fuel flow rate is in a turbo 206?