

PIREPS

A bi-monthly newsletter for Nebraska pilots and aviation enthusiasts



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

PIREPS

Oct/Nov 08

Volume 59, Issue 6

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Circulation: 3698

Defenders of Freedom Airshow

Offutt Air Force Base's morning started out with blue skies and hardly any wind but by afternoon scattered clouds took over with a light breeze and moderate temperatures. A perfect day for an air show, static displays and a crowd of 175,000 people. The gates opened at 9am and the airshow started around 11 with a flyby of a B2 bomber out of Whiteman AFB, MO and then the fun began.

From 11am till nearly 5pm some sort of aircraft was airborne! Chandy Clanton of Lincoln, performed a stunning aerobatics routine (in an Edge 540 aircraft) that would certainly explain why she was a member of the United States Aerobatic Team. Then World War II vintage aircraft took to the aerial stage, performing mock strafing and bombing runs on the runway with tremendous clouds of black smoke and fire erupting from the ground. You could actually feel the heat of the explosions even though a good 1500 feet away. There was a replica of a Japanese Zero which flew a mock dogfight with a North American P51 "Mustang" and then bombing runs by a B17 bomber escorted on high by the P51's. Airborne at the



Chandy in Her Edge 540 "After the Show"

same time were medium bombers, a B25 and an A26.

You hardly had time to even think about visiting some of the static display aircraft. The KC10 tanker had a line of people that was at least 100' long, entering by the cargo door and exiting up front behind the cockpit. Two F22 Raptors, the Air Force's newest fighter, were on display, and they were impressive. Heavy "iron" was all over the ramp with a B52 bomber, the C17 cargo aircraft, a B1 bomber, C130 and many, many more. One of the C17s put on an impressive display with a 25 degree nose up attitude right at takeoff! After demonstrating its airborne turning ability the aircraft made



C17 Rotating to a 25 Degree Nose Up Attitude

a low pass with "everything" hanging in the "breeze". A landing afterwards demonstrated short field stopping followed by backing the aircraft about 500 feet on the runway using reverse thrust. Now that was impressive! Turning in half the width of the runway it caused burned grass particles (from the previous simulated bombing runs) to become airborne and later small particles of charred grass

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There's No Looking Back!

Safety and security share a common challenge—the fight for recognition and financial support. That's a major reason that it takes foresight, initiative and a good deal of common sense to design and implement effective programs. We must be proactive in our approach. Often that means ignoring statistics. For example: Is it fair for you to say you have top notch security awareness or a superb safety program because you have experienced no security breaches or aircraft mishaps? Of course not. You could well have "skeletons" lingering in these areas for months or years before the rude awakening. That's where foresight, and not rearward 20/20 vision, is so all-important.

As we transition through the political and economic turbulence of 2008, it is imperative that FBO operators and GA airports review their procedures. Educate and indoctrinate those new employees. Brush up on policies endorsed by TSA, NBAA, AOPA and others. Then too, as we bid farewell to summer's alto cumulus, we enter the world of slick runways, night landings, and serious IMC. Please ask yourself, "Has the high price of gas affected my currency? Proficiency?" My point is simple. It's so much more economical to invest in preparation than in recovery—be it safety or security. Fly safe!



Stuart MacTaggart
Director, NE Dept of Aeronautics

"Hayseed"

By Scott Stuart

No joke, the woman sitting across the aisle from us at Friendly's Ice Cream Shoppe in Plattsburgh, NY, said, "Gee, you don't talk funny for being from Nebraska!" I'm still not sure what brought a bigger smile to my face, her comments or the double dip mud slide waffle cone I was enjoying! Ah, but what you ask does this have to do with aviation? Hey, Standard Instrument Departure (SID) came to mind while in Berlin, NH.



Scott Stuart

This article was written September 8. Two days ago we woke up in Berlin (KBML), and Hurricane Hannah was scurrying up the coast dropping copious amounts of rain and blowing a bit as hurricanes are wont to do. As we were walking early that Saturday, the clouds were lowering around the mountains of Berlin and I got to thinking about an instrument departure, fretting might be a better choice in descriptive writing. I wondered if there was a SID for Berlin as the airport is at 1161' and the surrounding mountains (that's what they call them back east) peaked at 3880'. Even with terrain avoidance in the Beech, I sure didn't want to depart IFR and NOT be able to outclimb the terrain. Heck, with all the trees, they would never find us! The point is this: when was the last time any of us had a SID, or, in Berlin's case, a take-off MINIMUM and departure procedure? I can't recall the last time I trained with a SID or STAR for that matter, much less a "Departure Procedure" as it is defined in the NE 1 TERPS.

As it worked out, I did not have to learn or re-learn something new as the clouds abated just enough for us to escape VFR, maintain obstacle clearance and finally get the IFR from Boston upon reaching 7000' and climbing. But, once here and with plenty of time, guess what? Read, heed, and learn that the take-off minimums for an IFR departure in Berlin are 1000'! Heck, the landing minimums are 900'. And then there is the serpentine departure procedure, IF you have take-off minimums in the first place! A challenge, but do-able, and worthy of at least one or two practice departures in the mind before actually so doing. I am going to ask my CFII to drill me on this, both in the plane and in the brain, and soon. Terrain, worse, Controlled Flight Into Terrain (CFIT), is not a good thing!

Hayseed? That really is us, you and I. We do 99.9% of our flying from the flatlands of Nebraska and/or the midwest, and instrument departures for terrain avoidance are few and far between. The tallest thing around here these days are the corn stalks at the end of the runway. So I say hey, Sid, or Joe, or in my case Ron, how about some refresher in instrument departures and where to find them in the TERPS. Your family and/or passengers may never thank you; they won't know just how smart you have now become! Gear down and locked?



New Pilots and Certificates



Private

Nicole Hutsell	Hampton	Tomu Takase	Salina
Erik Stegman	Columbus	Matthew Clark	Urbanadale
Robert Guerriere	Bellevue	Drew Klug	Omaha
Douglas Kjeldgaard	Council Bluffs	Chris Lazoritz	Omaha
Blake Albers	Wisner	Jordan Fort	Stanton, IA
Matthew Meyer	Wayne	Jordan Schnoes	Yutan
Ryan Baker	Grand Island	Harrison Person	Denton
Jonathan Sward	Papillion	Isaac Adcock	Bellevue
Robert Tribolet	Papillion	Jerry Standerford	Omaha
Heath Alexander	Bellevue	Michael Hall	Offutt
Michael Reed	Bennington	Thomas Mann	Omaha
Anthony Lamb	Lincoln	Daniel Murphy	Omaha
Paul Friskopp	Fremont	Matt Lundak	Lincoln
Amada Steele	Bellevue	Eric Hartwell	Lincoln
Vaughan Wenzel	Papillion	Patrick Harlan	Lincoln

Commercial

Alexander Michael	Bellevue	Chris Thom	Hastings
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Multi-engine

Alexander Wilson	Bellevue	John Weaver	Omaha
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Instrument

Angela Burgett	Omaha	Zachary Ossino	Omaha
Brian Petersen	Lincoln	Marvin Docken	Omaha
Ryan Krauss	St. Paul	Nicholas Swann	Gretna
David Wilken	Omaha	Nicholas Bolander	Blair
Roy Licking	Theford	Johathan Gullett	Omaha
Danny Roberts	Norfolk	Angela Burgett	Omaha
Matthew Whitney	Omaha	Benjamin Zimmer	Omaha

Flight Instructor

Michael Nelson	Instrum	Bellevue	John Rued	AME	Bellevue
Joseph Gustafson	"" ""	Omaha	Barbara Kolden	Instrum	Plattsmouth
Cody Oshel	ASE	Omaha			



NE Annual Antique Fly-In

By Mike Nelson and Tom Gribble

Minden was once again the site of the annual NE Antique Airplane Association Fly-In. Planes and pilots began arriving Friday afternoon from Colorado, Wyoming, Kansas, Missouri, and all areas of Nebraska.



Tom Gribble

The Minden Airport Authority Board hosted a free "Cream Can Dinner" for all those flying in. Many stories had been shared by the time the evening came to a close.

Saturday morning began with more planes arriving for the free breakfast provided by the Kearney Chapter of the Experimental Aircraft Association. Approximately 35 planes had arrived in Minden and the day concluded with a discussion group concerning airplane maintenance.

Short-Wing Pipers were, as usual, well represented. Among those on the flight line were Jack and Nancy Jacobsen's PA-22/20 from Omaha and John Hudec's PA-20 from Collinsville, OK. Both



L to R: 3 of 4 Stearmans, a Waco and a Staggerwing Beechcraft

are very good looking examples of the genus.

Six biplanes were in attendance; four WW II vintage Stearmans, a pre-war Waco, and a magnificent Staggerwing Beechcraft that



Kevin Wilkinson's Mini Max

has become a perennial favorite. The most unusual, and the only homebuilt as opposed to antique, was a Mini Max, built and flown by Keven Wilkinson. Kevin

completed the airplane, painting it himself, in 2006. Typical of homebuilders, he's already planning another airplane.

Three AirKnockers showed up. In addition to the Champs - Mike Nelson's 7BCM and Tom Gribble's 7CCM - Steve Lawlor flew his scarce Aeronca 60-TF Tandem in from St. Joseph, MO.



Steve Lawlor's Scarce Aeronca 60-TF Tandem

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Left Column

Rudder, Rudder!!!

By Lee Svoboda

You've heard me preach about rudder usage and for a while I saw good rudder application during practical tests. Recently, improper use of rudder has again caused me consternation and failure for some applicants.

In flight manuals we read rudder controls movement about the vertical axis. Also, rudder is used to counteract torque, P-factor, and adverse yaw. Wing dipping is an example of not applying enough right rudder at rotation during a takeoff. And if right aileron is applied instead of right rudder, we have an example of not enough right rudder to overcome torque and P-factor. By applying right aileron, add adverse yaw to the formula, which means the nose of the aircraft wants to go even further left.



Lee Svoboda

Have I seen some of this lately? You bet I have, especially during soft-field takeoffs with an early rotation to keep the nose wheel out of the simulated mud. Being over the grass, off the left side of the runway, less than six feet off the ground at minimum airspeed, could cause me to get a few more gray hairs.

I agree with what flight manuals say about rudder usage, and wing dipping is only one example, but I find the same problem during stalls, especially during power-on stalls in a left bank. The world does look different when you are inverted!

During the ground portion of practical tests, I ask applicants, "What is the best way to avoid a spin?" Often I get the answer, "do not stall the aircraft". That is a true statement; however, tests for most certificates require stalls. Then I get the answer, "Keep it coordinated". "What does that mean?" Often the answer I get is, "Keep the ball in the middle." "What does that mean?" At this point I get varied answers. The answer I'm looking for is: "Both wings are going the same speed." If both wings are going the same speed, they should both stall at the same time, and thus no spin should occur. If the "same wing speed indicator" is in the middle, will torque, P-factor and adverse yaw be counteracted? Yes!!

Here are other examples of improper rudder usage: you're low, slow, and over-shoot the turn to final, hard left rudder is applied in an effort to make a landing out of the approach. You have now put brakes on the left wing with a high probability of that wing stalling, thus a spin at low altitude! On a windy day an applicant comes down final making corrections by "sawing" the ailerons while adverse yaw causes the nose of the aircraft to do a samba. Adverse yaw also causes problems for instrument applicants when they use only aileron to correct heading (it may vary 3 to 5 degrees) as turbulence rocks the wings. During an ILS that could be the difference between a good approach and one that is unsatisfactory. **"Think rudder"!!**



Impeded Judgment, Part 2

By Jerry E. Tobias

In the last issue, I wrote of the influence that pride can have on judgment and decision making. Another "judgment-defeater" is arrogance.



Jerry Tobias

Arrogance is defined as "being cavalier, presumptuous, and over-convinced of one's own abilities or importance." Arrogance produces the attitude that says, "I can handle anything!" Or, "Certainly the rules apply...unless they don't fit what I need or want to do." Or, "I know all I need

to know." The truth, of course, is that arrogant people often don't know how much they don't know.

I have lived through several examples of such arrogance. One occurrence was the day I was riding copilot in an empty Sabreliner when - during the climbout and without warning - the pilot rolled the airplane. Dangerous? Probably. Stupid? Absolutely.

Then there was the time that I was in an MD-80 climbing out of Burbank, California, in controlled airspace when a Piper Navajo shot past our nose from out of nowhere. The Navajo pilot was not talking to ATC, nor did they observe his aircraft on radar. If that airplane had arrived just one or two seconds later, though, or if we had been there just one or two seconds earlier, I wouldn't be here to write this account. After discussing our anger at a guy who would jeopardize the lives of our crew and our 147 passengers, the Captain and I shook most of the way to our next destination.

On another day, my copilot and I were convinced that, since the King Air just ahead of us said he got in "just fine" with weather reported to be right at minimums, we could commence the approach in our Falcon 20, as well. When we reached minimums, however, we could not see lights, the ground below...or anything. The King Air had obviously gone well below minimums to land. Once again, an arrogant, "I can handle it," attitude must have permeated that cockpit.

"Not me. I'd never do those things," you say? Well, when was the last time you knew the weather was probably going to become less than VFR, but you went VFR anyway? Or, when did you last knowingly fly a legally "unairworthy" airplane? Or, when did you last "sneak just a little lower" than minimums on an instrument approach? Or, when did "get-home-itis" last influence you to make a decision that you knew was wrong?

Sound judgment and good decision making are important in every facet (ground and air) of aviation. But, they don't just happen. Pride and arrogance are just two impeding factors. Learn to recognize the subtle factors or pressures that could negatively influence YOUR judgment. As a friend of mine says, "it takes only one bad decision to produce a 'C-E-M' (career-ending maneuver)." It also takes only one to produce an "L-E-M" (life-ending maneuver). Think about that the next time you are tempted to let any factor drive you to make what you know is a bad decision.

NeBAA Meeting

How would you like to be a corporate pilot flying a Gulfstream G150? Quite a few of you pilots out there probably would and so would I. The August 7th lunch meeting of the Nebraska Business Aviation Association (NeBAA) at Eppley Airfield show cased a new



Gulfstream G150. Photo Courtesy of Gulfstream Brouchure

G150 aircraft presented by Eric Conrad, Sales Director for New Business, Gulfstream Aerospace Corporation. The presentation was well received by over 60 pilots, maintenance technicians, and other interested parties.

Among those considering aviation as a career were two University of NE Kearney students, Tom Dwyer and Nick Bolander, who just happened to be leaning against the open avionics bay of the forward fuselage. Tom has his Instructor's rating and Nick is working on his Commercial and Instrument ratings.



Tom Dwyer and Nick Bolander

The aircraft looked impressive inside its immaculate hangar with seating for six and two pilots. If you purchase one for around \$13.5 million, you can have interior options for six, seven or eight passengers. While cruising at Flight level 410 and mach .81 enroute to your destination, relax with outlets for laptop computers, DVD players, and a dual-channel SATCOM system with three handsets, as well as a passenger information system and fresh air coming into the pressurized cabin rather than recirculated air.

There are some "toys" for the pilots which include Rockwell Collins Pro Line 21 consisting of four 12" X 10" LDC adaptive flight displays with EICAS, dual integrated digital Flight Management Systems with integrated GPS and a maintenance diagnostic computer. Two Honeywell TFE 731-40AR engines each provide 4,420 lbs of thrust allowing full gross weight (26,000 lbs) operation out of a 5,000 runway. Max cruise altitude is 45,000 feet with a max speed of Mach .85.

G150 aircraft are designed and built in collaboration with Israel Aircraft Industries (IAI) in Tel Aviv, Israel. Initial manufacturing is completed in Tel Aviv, then the aircraft are flown to Gulfstream's Dallas, TX facility for the final phase of manufacturing.

So what's keeping you on the ground? Let's go flying!



Touring In A Tailwheel

By Michael Kussatz



Michael Kussatz

About a month ago, I purchased a 1947 Luscombe 8F. It's not a show piece, but rather a solid, safe airplane and the price was right. In past years I've owned a Luscombe 8A and a Socata Tampico and enjoyed flying to airshows and fly-in breakfasts, but haven't gone to them since my wife and I have had

children. Due to a growing family and rising gas prices I returned to a small, two seated airplane, something I could afford. I also wanted to have an activity where I could spend some one-on-one time with my kids which is something we parents find little time to do. My goal is to fly to all parts of Nebraska, Iowa, Kansas, Missouri and South Dakota for fly-in breakfasts, airshows and to see unique sights.

After flying the airplane back from Salt Lake City I've spent plenty of solo time getting reacquainted with tailwheel operations and feeling comfortable with the crosswinds that Nebraska has in abundance.

Now the fun begins! My children are both under the age of 10 and it has been my goal to get them flying, like my father did with me. A few weekends ago I took my son to Pender, NE for a great fly-in breakfast. He was amazed to see all the people as we taxied in front of the hangar and asked me why everyone was looking at us. I told him they were out to see the airplanes and we had a really cool one. He said, "I feel like a rock star"! As we enjoyed our pancakes, a Robinson R44 helicopter came in while two warbirds were doing low passes. It was a great time.

The following weekend my wife and I went to Beaumont, Kansas. If you haven't been there, you're missing out. Beaumont is about 60 miles east of Wichita and has a 2,400 foot private grass strip operated by the Beaumont Hotel – which is a bed and breakfast with attached restaurant.



The Luscombe in Front of the Beaumont Hotel

You land on the grass strip and taxi to the south end where there is a road; notice I didn't say taxiway. Yup, you taxi on the

road about 300 yards into town where you will see the hotel on the right, but you need to stop at the stop sign because you are now taxiing in town. Go through the stop sign and there is a plush green grass parking lot across from the hotel for airplanes. After you shut down and go inside, you will be welcomed by friendly staff and a place where you feel like you belong. It's almost like "Norm" walking into Cheers. There are framed pictures of beautiful airplanes, motorcycles, race cars and antique aviation maps.

Airplanes and motorcycles come in all day for the great food and a few stay overnight where the accommodations range from large suites to smaller, but nice rooms. There is also a nice set of horseshoe pits where I prepared to show my wife the fine art of horseshoe tossing. She beat me! All rooms have a theme to them, ours was vintage BMW motorcycles.

The next morning we had one of the best breakfasts ever! No kidding! After breakfast, we headed out as several airplanes were landing. With a few friendly waves, we took off from the grass strip and headed home. Since there had been so much rain through the area, everything was green and lush, making it a very scenic flight.

Beaumont's airport identifier is SN07 (that's a zero and not an O). So, fire up the engine, quit worrying about gas prices, and go on an adventure! Head to Beaumont Hotel's website for more information at: <http://www.hotelbeaumontks.com>

S. Sioux City Fly in

Doris and I got up at 5:15am (Sunday, Sept 7) and drove 110 miles to S. Sioux City for the "Tommy Martin Memorial" fly-in breakfast. You don't have to fly in to enjoy the breakfast with all the sights and over 300 people did drive in. The weather was a bit cool with fog and low ceilings until about 15 miles south of the airport when suddenly it was like Moses had parted the sky, it was a perfect day for a fly-in.

As we walked into the large quonset style hangar where the food was, it felt like we had stepped back in time to the 1920's. A player piano, ably operated by owner Tim Schram, was belting out a tune while sitting on the bed of a 1926 Model T Ford one ton truck. After a pancake and sausage breakfast, we looked at the piano and talked with Tim who said, "Why don't you play it?" So, the next thing I know I'm playing "GI Blues!!" It really makes your legs tired as it is operated by a bellows, just like a pump organ.



Ronnie Playing "GI Blues"

The sound of aircraft engines drew us into the sunlight where over 29 aircraft had arrived. There were several home-builts, Piper Cubs, a Navy SNJ and modern Cessna's with a replica WWI Nieuport 11 fighter built and owned by Henry Heath of Sioux City.

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"S. Sioux City Fly-in"

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Henry Heath's WWI Nieuport 11 Fighter

Henry said it had been in the hangar a bit too long and was working on getting it to run the way he wished. Everyone would have enjoyed seeing it fly.

As Doris and I were sitting on a nice bench watching the airplanes she suddenly exclaimed: "Ronnie, look!! There goes a locomotive down the road!!" Sure enough there it went with lots of smoke and locomotive sounds!! Wow!! Several pictures later we talked with the "engineer" (David Nelson) who let us look inside. It was built on the chassis of a 1976 Oldsmobile car, highly modified!! Long levers attached to the pedals and a long rod to the steering wheel. He said he had a heck of a



My Wife Doris and "The Steam Locomotive"

time getting it registered with the DOT!! It was a real hoot (perhaps I should say Toot-Toot!) and we wish our grandson Mitchell could have seen it.

While we continued to look at the aircraft, a 1939 Piper Cub attracted my attention. It was Gene Martin's whose father, Tommy, had rebuilt after it had been damaged by a wind storm. I was fortunate enough to



L to R: Thomas, JP, Chip and Gene Martin

get him and his three sons to pose with the airplane. Thomas is in college, JP is a full time KC135 pilot with the ANG, Chip is Chief Pilot for BPI and they all soloed in this Piper Cub.

The fun wasn't over as Frank Urbanski of North Sioux City began inflating his hot air balloon. He had a crowd watching the process of how to inflate it, using a gasoline powered engine blowing ambient air into the envelope. Once the balloon



Frank Urbanski's Balloon

filled, he started firing short bursts with a propane torch. Slowly, like the mythical "Phoenix", it began to rise. Thanks to people in the basket and an arresting cable attached to the front bumper on his SUV it stayed on the ground. The wind must have been a bit strong for as soon as the balloon was vertical, Frank let it deflate and began the process of bundling it back up for ground transport.

While all this activity was going on there were glider rides for \$50 and Young Eagle rides provided by EAA Chapter 291. Gene really knows how to put together a great fly-in breakfast with something for everyone. It really was a fun outing.

Ultralight Gathering

By Larry Elrod

The 9th "Annual NE Ultralight Gathering" was held July 12 at David City's Municipal Airport. The David City maintenance crew had the airport in beautiful shape, with turf runway 01-19 well groomed; ideal for launching motorized para gliders, foot launched para gliders, and trike's. Prevailing winds Saturday favored the turf runway for all the light sport aircraft.

The weather cooperated with some overnight rain Friday but by late Saturday morning the sky cleared, with light winds and mild day temperatures making it a pleasant, ideal flying day.

The local Rotary club served a free breakfast to the pilot in command which was well attended by both flying enthusiasts and the local community. York's EAA Chapter 1055 provided lunch and fed 70 hungry flying enthusiasts with a menu of burgers and polish sausages.



Dr. Doug Camplin "Destiny Power Chute"

From 7:30pm till 8:00pm

Saturday evening the airport was closed for the candy drop. As in the past, this brought the local kids out in droves. Jerry Littrel used his Rans two-place Coyote, while Marty Nissen rode shot gun. Making several passes over the grass area, they dropping nearly 50 pounds of wrapped candy, to the kid's delight.

A silent auction was conducted as a fund raiser, taking bids on three ASC memberships, valued at \$40.00 each and a \$25.00 gift card given by Aircraft Spruce. Many free-will donations were also received helping pay expenses of the fly-in. We are happy to report that the silent auction and the free will offering brought in sufficient funds to keep the 2008 ANUG event in the black, Thanks to all.



Jerry Littrel With His RANS S6

We're looking forward to our 10th annual Nebraska fly-in in



2009, but need to broaden the event title to include Light Sport Planes. Only a few of the 103 ultralights registered were in attendance, with many more light sport and experimental "N" numbered aircraft becoming dominate at our ANUG fly in.

Frankly, we're looking for ideas and recommendations, and would appreciate all interested ultralight and sport flying club members giving us their input and getting involved. With a common interest and goal we can continue to hold another successful "ALL NEBRASKA ULTRALIGHT GATHERING." For more information email Larry Elrod: lrfme@charter.net

"NE Antique Aircraft Fly-In" Continued From Page 3

The highlight of the weekend was the awards banquet provided by the Pioneer Village Restaurant. Fly-In Chairman Todd Harders presented many awards, from the pilot who flew the farthest, the oldest pilot, and many more, including the youngest pilot. The latter turned out to be Todd's 17 year old son, Justin, who recently acquired a Private pilot certificate.

This brought out a sad commentary on the aging of the Antique Aircraft Association pilot population. Of the 80 or so at the banquet, Justin and 20 year old Clay Bixby were the only ones under the age of 42. And, like last year, airplane attendance was down somewhat from earlier times. At least three older pilots who in the past had flown their aircraft to the Minden festivities, sold their planes over the winter and drove to the fly-in.

In an effort to get more young people interested in fun flying and active in the organization, the Nebraska Chapter of the Antique Airplane Association is offering a one year free membership in the state group to anyone age 25 or under.

While there was not a category for it, Clay Bixby was the youngest airplane owner at the fly-in. Clay lives in Ellsworth, NE and bases his Cessna 150 in Alliance.

The Grand Champion Award for the best antique airplane went



Grand Champion 1st Place Piper PA-11 With Whittaker Landing Gear

to a beautiful Piper PA-11 owned and restored by Jim Kjeldgaard of Fremont, NE. His Cub Special is equipped with the rare and unique Whittaker tandem landing gear, allowing Jim to make what he calls five-point landings in his prize winner.

The Second Place award for antique airplane went to a 1941 Taylorcraft BC-65 now owned by Donald Johnson of Minden. Don's T-Craft is another Jim Kjeldgaard/Fremont Aviation restoration. Of course, Kevin Wilkinson's Mini Max took the award for best Homebuilt aircraft.

Many friendships were renewed, some new ones begun, and all are looking forward to returning again next year.

"Defenders of Freedom Airshow"

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floated down on the spectators. Then the crowd pleasing "Heritage Flight" came over consisting of an A10 "Warthog," a Curtis P40



Heritage Flight: A10, P40 and F15

"Warhawk," and an F15 "Eagle" flying in close formation.

So what do you think everyone was waiting to see? The Air Force Thunderbird Demonstration Team in their spic and span F16s would be the correct answer. It was almost impossible to



Air Force Thunderbirds

follow all six aircraft as they performed their precision aerobatic routine, which constantly changed from all six aircraft to four aircraft and two solos who kept the crowd's rapt attention. It was mostly done at low altitude with lots of noise as the afterburners kicked in, keeping the aircraft in a high G performance mode.

What did I think of the airshow? It was stupendous!! The static displays were superb. Of course I didn't get all my exposed skin covered with sunscreen so I've suffered a bit of sunburn, but sometimes that's the price you pay for a good time!

Go Air Force!!

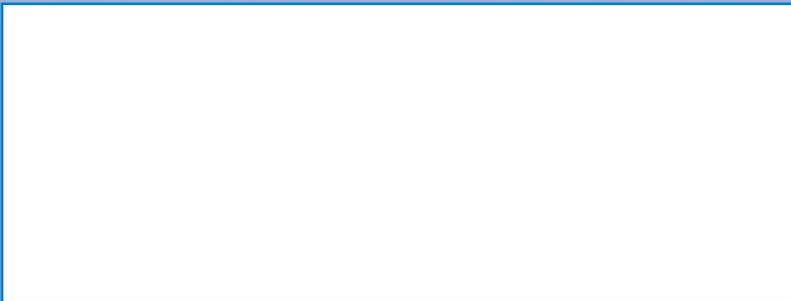
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Events Calendar

- **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. 0800-1000.

- **Chadron (CDR)** Monthly Aviator's breakfast, 8-10am. Oct 25, Nov 22 and Dec 27.

October 11 Seward (SWT). Fly-in and motorcycle rally. Smoked BBQ lunch cooked on site - \$4 to \$8. PIC eats 1/2 off. More info: Seward Airport 402-643-2125.

Nov 1 York (JYR) Nebraska Chapter of Ninety-Nines meeting, 10am, York FBO. Also **Jan 3, 2009** at 10am, place TBD. More info: Patsy Meyer 402-423-6614.

Jan 28-31 Kearney (EAR) 17th Annual NE Aviation Symposium and Maintenance Seminar at the Kearney Holiday Inn (308-237-5971 for room reservations). 28th: 7pm Wings Program featuring presenter Mark Grady. 29th: 8am Opening remarks by NAC President, Barry Scheinost followed by NDA Director Stuart MacTaggart and FAA Regional Manager Chris Blum. Various break out sessions through morning and afternoon. Luncheon speaker, Joe Kittinger (set records for highest balloon ascent, highest parachute jump, longest drogue-fall (4 min), and fastest speed by a human through the atmosphere) and sensational WWII style singing group, "The AVI8ORS Ensemble". Evening banquet with guest speaker Denny Fitch (UAL Captain who controlled throttles on fated DC10 airliner which crashed at Sioux City, IA on July 19, 1989). Maintenance Seminar on 30 & 31 with guest speakers and

IA renewal. More info: <http://avmechseminar.org>

Feb 16-18 Grand Island (GRI) NATA Convention at the Midtown Holiday Inn (800-548-5542 for room reservations).

Aviation Art Contest 2009

A REMINDER TO ALL OUR YOUTH: It is not too late to enter the Aviation Art Contest 2009. The contest is available for youth ages 6-17. This year's theme is "Create a Poster for the World Air Games." All entries are to be sent to the Department of Aeronautics and need to be postmarked by January 16, 2009. Winners will be recognized along with their art work during the month of April during an awards ceremony at the Nebraska National Guard base, Lincoln Airport. For additional information contact David Morris at the Department of Aeronautics 402-471-2371 or e-mail David.Morris@nebraska.gov

2008 Airport of the Year

You've been thinking about your favorite airport and now it's time to download the nomination form from our website.

This year there will be two categories of airports eligible for the award, Air Carrier Airports and General Aviation Airports. Air Carrier airports include Omaha's Eppley Airfield, Lincoln's Municipal Airport, Grand Island's Central NE Regional Airport, Kearney's Regional Airport, McCook's Regional Airport and Scottbluff's Western NE Regional Airport. All remaining airports fall into the General Aviation category.

The nomination form can be downloaded from the NDA's website at www.aero.state.ne.us under the title "Airport of the Year form". Completed forms must be mailed not later than December 15, 2008 to: Editor PIREPS, PO Box 82088, Lincoln, NE 68501.