

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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Director

Ronnie Mitchell

Aeronautics

Commission Chair

Barry Colacurci

Commission

Members

Gerry Adams

Dorothy Anderson

Ken Risk

Doug Vap

Editor

Zach Miller

Email: Zach.Miller@nebraska.gov
Telephone: 402-471-7945

Editorial Staff

David Morris	Contributor
Robin Edwards	Associate
Deb Hernandez	Associate
Jan Keller	Associate
Dave Lehnert	Associate
Barry Scheinost	Associate
Soni Stone	Associate
John Wick	Associate

Aviation Education Coordinator David Morris

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Nebraska Department of Aeronautics,
PO Box 82088 Lincoln, NE 68501
Phone 402-471-2371
or www.aero.state.ne.us

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Soni.Stone@nebraska.gov

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“Defenders Of Freedom”

By David Morris

The title “Defenders of Freedom” signifies an event that is a “must do”! On August 29th & 30th the Offutt AFB open-house and air show once again fulfilled many years of tradition by bringing together an outstanding weekend of aviation entertainment. Whether you are looking for the Blue Angels overhead, the Golden Knights dropping in, demos & displays, or getting a glitter tattoo at the children’s fun zone, there is something for everyone.

Entry gates opened at 9:00 a.m. and the showcase area was soon filled with aviation enthusiasts and airshow thrill-seekers alike. Many are veterans and Americans who share a deep appreciation for our men and women in uniform whose mission is to keep America safe.

If you turn left, you might see a T-41 Mescalero, a short-range, high-wing U.S. Air Force trainer that is the military version of the Cessna 172 Skyhawk. If you turn right, you might have to walk around an EC-130, flanked by military pilots just waiting to share their vast knowledge of the aircraft. Of course, while listening to the pilots explain the aircraft’s mission, the conversation is interrupted by an F-16 making a low pass over the runway. Somehow we just consider this normal airshow music. After navigating around an E-3B AWACS, a T-1 Jayhawk and a Navy E-6B TACAMO, you then must check-out the civilian owned warbirds. These include an AC-47, a B-25J and of course no airshow is complete without a P-51. One particular P-51 on display, named “Barbara Jean”, owned and maintained by aviation icon Harry Barr. His is a meticulously restored P-51 Mustang, distinguished by nose art that was popular with aviators in WWII. Harry is proud to share that he named the aircraft after his wife.

Continuing through the show area, you have access to some of the most popular vendors and exhibitors. In the exhibit areas are individuals anxious to share a wealth of information. These included the Tuskegee Airman, the USO, Soldier’s Angels, as well as various well represented military branches.

No event is complete without the beckoning aroma of sausage and bacon sizzling, the crackling of cooking oil as pork tenderloins are being prepared, or the chopped barbecue pork sandwiches; or maybe you are looking for a grilled chicken sandwich. As you move about, you might be lured to check on the beer-battered fries, corn dogs, brats, or maybe a Philly steak sandwich. Even if you choose to pass up the pizza, super nachos or the kettle corn to pursue the purchase of a souvenir or tee shirt, chances are you will be back for some Dippin Dots ice cream.

By now, the airshow has officially opened with the Army Golden Knights parachute team celebrating 50 years of tradition, the Offutt AFB Aero Club fly-by, and a PT-17 making a low pass



Blue Angels Demonstration Team Photo: Gary Schenanman



US Army “Golden Knight” Photo: Gary Schenanman

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“Milestones”

By Ronnie Mitchell

On August 8th I started in my new position as Director of Aeronautics. On August 21st I completed seven years with the state as an executive pilot and editor of PIREPS. On September 15th, my wife and I celebrated our 45th anniversary.

Those are milestones that have occurred over time just like those that occur in aviation. The Wright brothers' first powered flight took place on December 17, 1903. They, along with their machinist Charlie Taylor, had achieved a seemingly impossible milestone.

Early aircraft used sod fields for takeoff and landing. As aircraft continued to get larger and heavier, solid surface runways became the norm, with today's major airports having miles of concrete taxiways and runways. Milestones!

They take place every day, and they only happen because we have people who plan and build. In the state of Nebraska we have the best airport system possible, and it's all due to our planners, engineers and contractors, who routinely achieve milestones.

When you take your favorite airplane up for a “spin”, think of those responsible for the grand time you're having, and realize some of the “milestones” we've achieved in aviation.



Ronnie Mitchell
Director, NE Dept of
Aeronautics

Windex

By Scott Stuart

Yesterday I was VFR enroute from Ontario back to KXVG in my Husky on floats. I had just spent two wonderful days in the sun catching, releasing, and eating fresh walleye. And, yes, I admit to enjoying some adult beverages, too! (Even we storied authors have to have some fun!) The only bad part about the adventure was my plane was parked out in the midst of the pine-tree pollen season and it was virtually “green” with the stuff. I had a big cleaning job ahead!



Scott Stuart

In order to cross the border to the U.S. you must have a discreet xponder code. Simple enough; call center and they give it to you. While listening to center, I heard plenty of the big boys maneuvering around Wx in central MN enroute to MSP. Rain!! Maybe I would be so lucky and get a free air/rain bath? Sure enough, about 20 minutes from my destination it started to rain. The pollen was washing off, and you now understand cross-pollination! Now to the point: visibility, or lack of it. Hey, I could see out the side windows just fine, but even with SLICK'EM from Shell, my forward vision was not good, to say the least. The Husky is like that even at only 100 mph; in the Bonanza the rain doesn't seem to obscure the vision as much. Still, I had plenty of ceiling and at least eight miles, sideways, so landed just fine with a clean plane.

Now the flip side. Last night in KMIC another flyer, in the dark and rain, and IMC, did not make it. I wonder what his windscreen looked like to him as he searched the night for the runway lights? More clean like the Beech or less, like the Husky? He was piloting an SR-22, and I really don't know much about those.

The point is this and simple once again. Train like you fly, and fly like you train. When was the last time you took a training flight in the rain? At night? See how the water bends and refracts the light making the familiar just the opposite. Now, imagine this: there you are droning along just fine VFR and the rain begins. No worries, LNK is reporting ceilings of 4500' and visibility of 6 miles. But wait, what does Rwy. 35 look like through YOUR windshield?? At night??? Believe me, if you have not flown in the rain, and trained in it, you are in for a shocker. Back in '66 when all this began for me, Tom Umberger was my CFI and a good one. One day it was raining and I suggested not flying. He corrected me with this: “Just because a fish cannot fly through water does not mean we cannot fly through rain”. I learned a lot that day. It STUCK, as does rain on your windshield. Wet can be safe and for sure beats the alternative.

There are many flight regimes we MUST be prepared for, or of course you can stay home. Training for flight is no different than what you do at work. You learn, and then you put knowledge/experience into practice. But there IS one BIG difference: no second chances in flight. Gear down and locked?

New Pilots and Certificates



Private

John Rieker – Lincoln
Alex Bode – LaVista
Hassan Saleh – Lincoln
Patrick Wier – Bellevue
Jason Gill – Blair
John Riggs – Beatrice
Jeffery Castro – Crete
Justin Kyser -

Taylor Swanson – Overton
Zachary Pollard – Omaha
John Wright – Lincoln
Robert Racek, Jr – NE City
Courtney Groves – Bellevue
Alfred Lown, II – Omaha
Julian Branker - Lincoln

Commercial

Douglas Prange – Lincoln
Kade Mohrman – N. Platte

Robert Bradley – Bellevue
Zachary Ossino – Omaha

Instrument

Daniel Westman – Bellevue
Chad Walvoord – Hickman

Robert Steenblock – Fremont
Theodore Manos, II – Omaha
Colby Bredsford - Lincoln

Flight Instructor

John Cox – Dewitt
(Instrument)
John Weaver –
(Instrument)

Aaron Karpisek – Rising City
(Instrument)
David Smith – LaVista
(Single Engine)



“Was Learning The VOR Tough?”



Tom Gribble

by Tom Gribble

Remember learning to navigate using the VOR? De-riddling TO/FROM and reverse sensing? Do I turn right or left? Adding to the confusion, many of us were still using the backward Directional Gyro. And, if you are as old as I, your VOR receiver was a “Coffee Grinder”. Coffee Grinders did not have digital tuning. We turned a crank or knob in tuning the radio, and the frequency indicator dial was seldom accurate.

Additionally, voice identification was still in the future, so deciphering the Morse code ident was required. I, being slow of wit, had to decode the dits and dahs one letter at a time. Fortunately, the ident was broadcast continuously except when the station (INSAC, ATCS, or FSS, depending upon your age) was transmitting voice.

Well, back up a generation or two. The low/medium frequency receivers were also coffee grinders, so the first order of business was identifying the range. Inasmuch as static was often a problem in the L/M frequency spectrum, listening to the ident several times may have been required. Moreover, the two letter identifier was broadcast just twice in one minute, once in the “N” quadrants, then once in the “A” quadrants. So, if the pilot was not on one of the four Legs, he would hear it only once a minute rather than twice. If you’re buzzing along in the clouds at 180 MPH, waiting two or three minutes to see if you are tuned to the proper range station may seem a trifle long.

As mentioned in the Aug/Sept issue, if the pilot was flying exactly on course, he heard a continuous monotone. Most pilots, though, preferred to fly along the edge of the “on course”. At that point the pilot heard one signal quite strongly and the other a little weaker. This ensured safe “right side separation”. (More about that in a later issue.)

At three degrees, the four range legs were quite narrow. (A typographical error in the Aug/Sept 2009 issue of PIREPS put the width of the L/MF range legs at thirty degrees. Wow!) For comparison purposes, ILS localizers vary from three to six degrees in width, with most being a little wider than the “on course” legs of the old L/MF radio ranges.

Nominally, ILS localizers are 700 feet wide at the ILS runway threshold. This puts the airplane 350 feet from the centerline when at a full-scale fly left or a full-scale fly right indication. The three to six degree width is determined by the distance from the localizer antenna to the threshold of the ILS runway. The greater the distance, the narrower in degrees is the localizer. This tends

Continued on Page 7, Lower Right Column

The PTS!

By Lee Svoboda

When an applicant presents him/herself for a practical test, the Practical Test Standard (PTS) requires they bring an airworthy airplane for use during the practical test. The operative word here is “AIRWORTHY”. To me, that means all required inspections and air-worthiness directives have been accomplished. If not, the aircraft is not airworthy and cannot be used for the practical test.



Lee Svoboda

Another common problem is that required onboard documents are not in the aircraft. This has been especially noted for IFR/GPS-equipped aircraft with and without WAAS. Who is to blame if the aircraft is not airworthy? When an applicant shows up for a practical test and the aircraft is not airworthy, I blame the applicant’s instructor. The FARs state: “it is the PIC and/or the OPERATOR’s responsibility to ensure airworthiness”. The PTS also states the instructor is responsible for training the applicant to acceptable standards in ALL subject matter areas, procedures, and maneuvers included in the TASKs within each AREA OF OPERATION, in the appropriate pilot practical test standard. And one of those TASKs is “AIRWORTHINESS REQUIREMENTS”. So, when an applicant shows up with an aircraft that is not airworthy, it is obvious the instructor has not done his job. So instructors, let’s save ourselves time, money, embarrassment and possible violations. Make sure the aircraft you are using are in fact airworthy.

WOW, what’s happened to landings, again!?! I’m getting a lot more gray hair and a lot less hair period with some of the landings I have observed lately. On several occasions I even got a chance to participate when I had to grab the yoke to save my posterior. The most common error has been a failure by the applicant to establish a stabilized approach. The results have been multiple bounced landings, short, like in the grass landings, long landings, and aborted landings. Instructors, make sure your applicant is getting the aircraft stabilized on final, if not, he/she may get to ride with me more than once.

Instructors, please be advised, it also says in the PTS that: “The examiner shall evaluate the applicant’s ability throughout the practical test to use good aeronautical decision making procedures in order to evaluate risks”. Some of us examiners are developing scenarios so that we can evaluate the applicants risk management in making safe aeronautical decisions. One of my favorites is to allow the applicant to listen to a couple of AWOS broadcasts and then make their decision as to where they want to make their landings. Could this be tied to the rash of bad landings previously cited?

Remember, SAFETY, QUALITY, QUANTITY is the proper order.



Lasting Lessons

By Jim Tobias As Told To Jerry Tobias

The winter was typical for New England: cold, snowy, icy...miserable. Nonetheless, our off-shore gunnery practice continued. I had just joined the formation in my Navy F6F Hellcat when my wingman broke radio silence to tell me I was trailing smoke. Simultaneously, oil began to wash over my front windscreen and I began to lose engine power.

The nearby south shore of Long Island was all rocks and sand dunes. The unlikelihood of a rescue within the predicted 26-minute survival period in the frigid Atlantic made ditching even less appealing. The only decent emergency landing option left, therefore, was a road that ran along the south shore of Long Island toward Montauk Point. Because of my low altitude and rapidly decreasing engine power, I knew I had very little time or little margin for error. My Hellcat had about the same glide ratio as a 1942 Buick.

I set up a base leg toward the road. By this time, so much oil covered the windscreen I had to look sideways out of my open cockpit canopy. I did my best to line up on the narrow road, and held the airplane in a nose-high attitude for as long as possible. The airplane quickly came to a stop about two blocks west of Montauk Lighthouse. I exited the Hellcat, amazed at how few minutes had passed since leaving the formation.

Men from the lighthouse soon arrived, took me back to their facility, and graciously offered me a cup of coffee. I'd always thought I could drink anyone's coffee, but the concoction they gave me was the strongest and foulest coffee I'd ever tasted.

Several valuable lessons can be learned from this experience. 1) Never delay a response to a deteriorating situation. If I had delayed my attempted recovery by even a few minutes, I might not be here to tell this story. 2) Evaluate all possible options; then choose the option that appears to provide the greatest likelihood of success and/or survival - even if it's only the best of several poor options. 3) Emergencies are often accompanied by ingredients not covered in training (such as my oil-covered windscreen and decreasing engine power). Creative improvisation may be required. 4) And finally, after successfully recovering from any incident at any unfamiliar facility, NEVER, EVER DRINK THE COFFEE!

Montauk Lighthouse is now a museum and historical site. It is also a towering monument to how blessed I was to walk away from a potentially disastrous incident without a scratch!

Note: My father, Jim Tobias (now 88), returned to the family farm after the war . . . and never flew again!



Jerry Tobias



Jim Tobias

Red Cloud Celebrates Grand Opening

By Chuck Stokes

Several pilots flew in August 9 to help celebrate the Grand Opening of the Snow Removal Equipment and Terminal building at the Buster-Lewis Field in Red Cloud. The new building hosts both a pilot's lounge and maintenance storage. Two local pilots flying in with guests were Dayre Williams and Chuck Stokes.

The Red Cloud Lion's Club served breakfast to over 375 hungry folks, it was also the last day of the "Annual Street Car Days Celebration". A little cloudy and cool, but it felt good given the heat from the last two days, and as usual, the pancake and sausage breakfast was a hit. Terrie Stokes and nephew Matthew Morris handed out Whirly-gigs to all the children (and some adults) to commemorate this year's event.



Harry Barr and His P51 "Mustang"

One of the first planes to land was a North American P51 Mustang flown by Harry Barr of Lincoln. It was spectacular to see and to hear. Leaving the airport, Harry did a fly-by, which let folks at the fly-in get the feel of one of these planes flying towards you during war time.



Jim Shuey and Guest

We were well entertained by the Hastings Skylarks RC Club. They brought a large crew, and allowed several spectators to take turns flying the smaller planes. Children of all ages enjoyed this special treat. The remote control models were on display and demonstrated the acrobatics they



Jason Hawley & Family

were capable of flying.

Jim Shuey and guest flew in from HDE in a Cherokee 140. Jason Hawley and family flew in from Alma, in their Mooney M20F. Landing his Cessna 172 was Reggie Schmit and guest of GRI. Flying in a short wing cool plane was Mike Howard and guest from MLE in an RV6.



Reggie Schmit & Guest

Event planner and local pilot Chuck Stokes gave plane rides to anyone wanting to see Red Cloud from the sky. Additional volunteers who helped were Dave and Corie Barnes, Tammy Barnes-Jensen, and Kimberly Morris of Red Cloud. A special thanks to the Red Cloud Airport Authority and to everyone who attended. We hope to see all of you again next year.



“Parachute Boogie”

By Ronnie Mitchell, Contributors Chazi Blacksher and Paul Fortier

The sky was filled with colorful jumpers and their ram-air parachutes, July 16-19 at Plattsmouth Municipal Airport. On Friday evening there was a costume party and Kyle Wardel showed up in his “Mr. Incredible” suit. Kyle went up Saturday and performed his 100th parachute jump; it was fun watching him appear in his costume with a ram-air parachute streaming above his head. By the way, he did a great job on number 100!



Kyle Wardel

Next on the scene was the Blacksher family, who all participate in the sport, with the exception of Lynne. I think she and I have a lot in common in that neither of us wish to jump from a perfectly good airplane!



Mike, Lynne, Nick and Chazi Blacksher

A Nebraska women’s state record was set that day which included Chazi Blacksher.

Eight women simultaneously formed a circle about 10,000 feet



R to L: White Shirt, Pink and Purple Rig-Linda Fette, Lori Bausch, Chazi Blacksher, Andrea Wosel, Jacquie Scoones, Terri Risinger, Sherry Jasnos and Marcia Clark. Photo By Chris Derham

above the Plattsmouth Airport and held it long enough for Chris Derham to take a picture.

Tandem parachute jumps were also being performed during the event and it was interesting visiting with those waiting to go up for their turn. Katie Jackson Bruner and her son Tyler did their jump to reconcile the recent deaths of Katie’s son and grandson.

Following the lyrics of Tim McGraw’s song, “Live Like You Are Dying”, Katie and Tyler decided they should skydive in celebration of Jon’s birthday. Tyler works for Lincoln Industries with Roberto Olazabal, a member of the Lincoln Sport Parachute Club. Together they cooked up the tandem jump idea. Tyler’s mother-in-law and father-in-law, his wife Audrey and son Cooper, cousin and friends drove to Plattsmouth and accomplished a total of 12 tandem jumps,



Katie Jackson Bruner and Tyler Jackson



POPS 12: Jerry Eddens, Mark Farrell, Mike Blacksher, Doug Fette, Nels Forsman, Ken “Sonny” Bader, Duanne Hansen, Dan Myers, Jay Roanne, Chuck Feser, Mark Bousek, Dave Hanna. Photo by Nick Blacksher

while the remainder watched and cheered them on.

Another record was set on Saturday by the Parachutists Over Phorty Society (POPS). It’s for anyone that is jumping over the age of 40; they sign up, get a patch and certificate. Even though there have been bigger formations over NE, there wasn’t one on the books; so they were going to submit for the official NE State Record as well. They did great, got it on the first try with a 12-way belly formation! Experience levels ranged from 200 to 1,200 jumps.

Over 1900 skydives, including 200 tandem jumps--which included a blind man and a paraplegic--were accomplished during the event. \$1,300 was also raised for the American Cancer Society.

Would you like to get involved in the sport? Less experienced jumpers will use 7 or 9 cell canopies, rectangular in shape, at a wing loading of 1.0 lbs/sf or so. More experienced jumpers tend to be on smaller, more highly-loaded canopies, generally elliptical in shape rather than purely rectangular. Tandem jumper’s canopies will range from 340–400 sq ft, and are rarely loaded beyond 1.5 lbs/sf. Go to www.skydive1spc.com for more information or to join the Lincoln Sport Parachute Club.



Ford Tri-Motor

By David Morris

What a way to make-my-day!!! On Sunday, August 30, I climbed onboard NC8407 for a lifetime opportunity of experiencing the



1929 Ford Tri-Motor

magic of flight in the world's first mass-produced airliner! The aircraft was a 1929 Ford Tri-Motor on tour across the nation and based at EAA's Pioneer Airport at Oshkosh, WI. The Experimental Aircraft Association (EAA) Lincoln Chapter 569 had arranged for the aircraft to be in Lincoln from August 27-30 as part of its summer tour schedule, an annual event thanks to the Chapter 569.

The Tri-Motor was operating from Silverhawk Aviation where everyone was met by Dennis Crispin, Ford Tri-Motor Tour Event Chairman. Dennis did an outstanding job, making everyone feel welcome and explaining the proper procedures in securing a ride on the Tri-Motor. Also greeting everyone were aviation enthusiasts and Assistant Young Eagle Coordinators from the EAA Omaha Chapter 80, Bruce and Kathy Callahan of Bellevue, NE. Bruce and Kathy also have a 10-year-old son who is rapidly becoming an aviation enthusiast.



Sherry Finkler

The first individual you needed to speak with after being greeted was Sherry Finkler, of Madison, WI, who was managing ticket sales for the ride. As I checked in with Sherry, I overheard an individual indicating he wanted to go for ANOTHER ride. I could not resist; I had to make sure I heard correctly. I asked if he was taking ride #2. He said, "Oh Yeah!" This repeat customer was Shon Knopp of Lincoln, NE. Shon had gone on the first

flight of the day, and was in line to get back on the second flight. He was a star example of an aviation enthusiast that was NOT going to let this opportunity slip by.

Next, Dennis conducted a thorough flight briefing, then helped us board the aircraft. During this flight the Pilot-In-Command was Colin Soucy, of Annapolis, MD. Colin normally flies an Airbus A320 and was on a three week vacation to help with the Tri-Motor tour. I might add he is a brother to Gene Soucy who is a Captain with Northwest Airlines and one of the most well-respected and proficient airshow pilots in American aviation.

After getting the aircraft to runway 32, with a pleasant 57 degrees (F), Colin advanced the throttles and in no time NC8407 became airborne. What a great morning for an airplane ride! Not a bump in the sky; and as I looked around at the full load of passengers everyone was grabbing for their cameras. Approximately twelve minutes later, we were on final approach for runway 32 back at the Lincoln Airport. After an impressive landing, we're soon back at the starting point on the ramp. As we were helped out of the aircraft by the numerous volunteers with the program, I couldn't help but notice the group of enthusiasts at the gate ready to board the next flight.



Out the Right Side Window

NC8407 was manufactured on August 21, 1929 and was originally used by Eastern Air Transport (Eastern Airlines). In 1930 it became part of Cubana Airlines. In 1946 it became Air Force One for the Dominican Republic. In 1949 it was converted into a crop duster back in the USA. From 1950 to 1963 it was a smoke jumper and borate bomber in Forest Fire service. From 1963 to 1973 it was used as a crop duster; played a role in a feature comedy movie; and was used for offering rides to the public. In 1973 the aircraft was damaged by a thunderstorm. It was purchased by the EAA, and 12 years later, had been completely restored. Eventually in 2003/04 the aircraft began making public appearances throughout the country, after being on display and being used for passenger flights.

Of course, this event would not be complete without visiting the mobile merchandising trailer. Here you would be greeted by Mr. B. Vance San Filippo and his wife of 48 years, Carol, of Omro, WI. For many you might remember Omro is just north of the FISK checkpoint on the Oshkosh VFR arrival that is in place during AirVenture. Together these folks manage the Logistics and Merchandising Sales for the tour. Vance is retired from the FAA. After a career that potentially required some relocating, Vance and Carol are living at their 16th home residence.

The Ford Tri-Motor program could not exist if it weren't for the generosity and enthusiasm of the many volunteers from all over the world who have helped EAA become the leader in providing high-quality programs and services. Many are retired and enjoy the camaraderie of other volunteers while they bring a variety of talents, skills, and interests to the program. The EAA is a growing and diverse organization of enthusiasts with a wide range of aviation interests and backgrounds. Founded in 1953 in Milwaukee, WI, they were interested in building their own aircraft. Today, the EAA is headquartered in Oshkosh, WI, and has expanded its mission to include antiques, classics, warbirds, aerobatic aircraft, ultralights, helicopters, and contemporary manufactured aircraft. The EAA is an example, reminding us all that "The Sky Is The Limit!"



"Defenders of Freedom" Continued From Page 1

over the runway. What comes next is referred to as the Offutt Parade: a USAF F-16 demonstration, followed by demos from an S300-D, Extra 300S, MiG-17 and a P-51 vs. Japanese Zero. By mid afternoon you will have seen a USAF B-2 sneak into the area for an entertaining fly-by. This part of the day is rounded out with a C-47 and C-17 fly-by, portraying the past and present.



"MIG17" Photo: Gary Schenanman

During the peak of the airshow, a moment of silence took place in memory of a crowd favorite that is missing from the Defenders of Freedom schedule this year. Chandy Clanton, 36, a very accomplished aerobatic pilot, was fatally injured in July while practicing for an airshow near Tarkio, MO.

To wrap up the airshow were the U.S. Navy Blue Angels flying their Boeing F/A-18 Hornets. During this portion of the airshow, even the most vigilant viewer will probably be taken by surprise sometime during the performance. The Blue Angels have 10 jets; seven single-seat F/A-18A models and three two-seat F/A 18B models. The aircraft can reach speeds of just under Mach 2, or in the neighborhood of approximately 1,400 mph. The aircraft's maximum rate of climb is 30,000 fpm. And, the average age of a Blue Angel pilot is 33. The team started performing in 1946, and along with many technical support individuals, are approximately 110 enlisted Navy and Marine Corps volunteers. Crews are transported aboard a Lockheed-Martin C-130T Hercules Marine aircraft, known as "Fat Albert." During maximum takeoff, eight solid-fuel rocket bottles help propel Fat Albert to an altitude of 1,000 feet within 15 seconds. The aircraft received its nickname in the 1970's because of its size and shape.

After scurrying to see all the display aircraft, purchasing souvenirs, grabbing a couple of



"Mighty Blast" Photo: Gary Schenanman

brats, tending to the sunburn and re-gathering your thoughts after being rattled by an F/A-18 Hornet approaching from the backside, it soon becomes time to make your way to the exit gate, hop on board the bus, and make your way back to the parking area. This is not without one last blast from the departing aircraft as they accelerate down the runway, on their way to yet another airshow.

Fairbury Fun Day

By Evalyn Fitzwater

Twenty-four members of the Flying Conestogas and their families met on Sunday, September 13, at the Fairbury Municipal Airport for a "Fun Day."



Mark Pearson About to Touch Down "On The Spot"

Four airplanes and their pilots flew in to participate in four contests consisting of a Bomb Drop (the aircraft must be 100 feet off the ground while the passenger drops a five pound bag of flour to hit a ground target)

a Balloon Bust (two balloons tied together and released, the pilot attempts to hit them) and a Spot landing (a spot is designated on the runway and the pilot tries to land as near to the target as possible). The four pilots were given three attempts at winning each contest.

Participating were Mark Pearson and passenger Ben McBride; Bill Stelling and passenger Pris Stelling; John F. Cox and John C. Cox; Gary Holle and Kim Jordening and Randy Prelwitz and passenger Nate Prelwitz.



Judges for these events were Bill Stelling and Gary Holle. The winners were: Bomb Drop--Kim Jordening within 21 ft. of target, Balloon Bust--Bill Stelling broke 5 balloons; and Spot landing--John F. Cox within 9 ft. of target

L to R: Gary Holle, Bill Stelling and Observer Don Fitzwater

A barbeque followed with a covered dish (delicious food, I might add). A beautiful day and everyone had a great time!

"Was Flying the VOR Tough?" Continued From Page 3

to make an ILS approach to a short runway somewhat easier to fly, but ever so slightly less precise at minimums.

Ideally, the localizer antenna is 1,000 feet beyond the departure end of the runway, but this is not mandatory. The distance may be much greater, due to rivers, depressions, and the like. Should the distance from the antenna to the ILS runway threshold be longer than 13,357 feet, the width of the localizer at the threshold will be greater than 700 feet. Conversely, if the distance from the threshold of the ILS runway to the antenna is shorter than 6,660 feet, the width at the threshold will be less than 700 feet. For ILS installations at airports with siting constraints, Cat I ILS's may be as narrow as 400' at the threshold and the angular width less than 3 degrees. Flight Check pilots must insure the "flyability" of the latter.

Oops! I've digressed. We'll pick up the low/medium Frequency Four Course Aural A/N Radio Range again next issue.

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Department of Aeronautics
PO Box 82088
Lincoln, NE 68501

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Events Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 0800-1000.
- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800-1000.
- **Chadron Airport (CDR)** Aviator's Breakfast, 8-10am, 4th Saturday of the month.

January 27-30 Kearney (EAR) 2010 Aviation Symposium and Maintenance Technicians Seminar at the Kearney Holiday Inn. Guest speakers Astronaut Dr. Jay Apt and Catherine (Cathe) Fish. Many more events. More info: <http://avmechseminar.org>

New Pilot/ Editor of PIREPS

The newest member of the Nebraska Department of Aeronautics team is Zach Miller. Born and raised in Fort Collins, Colorado, he has called Nebraska home since 2000, when he attended the University of Nebraska at Kearney. He was a member of the Loper football and baseball teams (GO LOPERS!), and in his spare time (which was very limited), was able to complete



Zach Miller

both private and commercial pilot licenses with instrument and multi-engine ratings.

Zach became a member of the Great Lakes Airline's team, working as a customer service agent. Following graduation in 2005 he took a first officer position with Great Lakes flying a Beechcraft 1900D. In 2007, Zach received his ATP and became a captain with Great Lakes, a position he held until joining the Nebraska Department of Aeronautics on September 21, 2009.

At age fourteen he took his first flying lesson and his love of flying was cemented. Omaha is home for Zach and he is very excited about his position at the department. His wife Katie is also a Kearney graduate and a registered pharmacist.

Airport of the Year 2009

You need to have your package well under way by now to nominate your favorite airport for "Nebraska Airport of the Year 2009".

Two airport categories are eligible for the award; Air Carrier Airports (large) and General Aviation Airports. Air Carrier airports include: Alliance Municipal Airport, Chadron Municipal Airport, Grand Island's Central NE Regional Airport, Kearney Regional Airport, Lincoln Airport, McCook Regional Airport, North Platte Regional Airport, Omaha's Eppley Airfield and Scottbluff's Western NE Regional Airport. All remaining airports fall into the General Aviation category.

Holdrege's Brewster Field won "NE Airport of the Year 2008" and must wait one year prior to being considered again. Nomination forms can be printed from the NDA's website at www.aero.state.ne.us under the title "Airport of the Year form".