

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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LNK Air Show 2011

On the tenth anniversary of 9/11 the Blue Angels showed up in Lincoln to perform one of the best air shows I have seen!

The Blue Angels were formed in 1946 and currently are the oldest formal demonstration group to



Fat Albert tactical approach



The one that scared me a few times



Diamond tower pass

and show off their incredible precision airmanship skills and the two singles would demonstrate the capabilities of the F-18. I found the diamond was very good at making me forget about the solo ships, which then came right over head with the afterburner blaring and scared the daylights out of me! The solos did mostly high-speed maneuvers close to the speed of

date. When the group was put together in 1946 their name was not the Blue Angels. They were called the Navy Flight Exhibition Team; they were not dubbed the Blue Angels until one of them

came across the name of New York City's Blue Angel nightclub in the New Yorker magazine. The team introduced themselves as the Blue Angels to the public for the first time on July 21, 1946, in Omaha, Nebraska.

Enough history, let's talk about the show they put on for the spectators!

They started out with Fat Albert, the C-130, taking off and flying a couple of low passes for the crowd. Then the F-18's

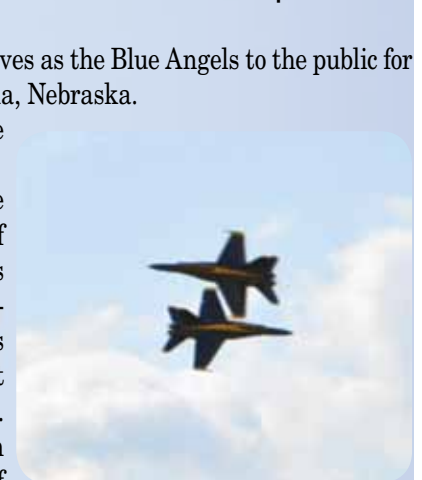
took off! Their impressive power is apparent with just one look at them.

They started with a formation take off followed by a formation

loop, then the two solos broke away. The Diamond formation would come by



Formation Loop



Solos making a close pass



Solo's in high alpha

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Fall is in the Air!

By Ronnie Mitchell

The 80th Anniversary of the National Association of State Aviation Officials (NASAO) Convention was held in Nashville, TN this past September 11-13. It was ably hosted by Tennessee's Aeronautics Director Bob Woods and his staff. Over 250 people attended representing 33 states, 37 exhibitors and 19 guest speakers. It was an outstanding event where you received the latest on aviation topics.

On September 27 and 28, the annual FAA Central Region Airport Improvement Program (AIP) Convention was held in Kansas City where the latest FAA updates and information were also available. Thankfully, the 23rd Continuing Resolution has been passed, funding the FAA AIP through January 31, 2012.

It has been a great summer but fall is now here followed by those dreary months of winter. Hope is just a short time away. Don't forget the annual NE Aviation Council's convention in Kearney during the last week in January. It will chase those winter blahs away and fill you with some great aviation information.

On September 4th we lost two of our NE pilots, Jeff Clausen and Mark Pearson. Please remember their families and fly safely!

The Open Canopy of Quotes

Here are a few "you might be a redneck if" quotes.

- Your cross country flight plan uses flea markets as checkpoints.
- You think sectional charts should show trailer parks.
- Your matched set of luggage is three grocery bags from the Piggly Wiggly.
- The side of your airplane has a sign advertising your septic tank service.
- You answer all radio calls from females with, "That's a big 10-4 little darlin'."
- Last but not least...
- The FAA still thinks you live at your parents' house.



Ronnie Mitchell
Director, NE Dept of
Aeronautics

Traffic Cone Orange

By Scott Stuart

We all love a challenge, do we not? Why else would we have learned to, and continue to fly! Give me 200 and 1 and I fly better. It is a challenge to make the plane, needles, everything come together absolutely perfectly. Do I do it everytime? No. Maybe George can do it, I cannot. But, I work at it and so far as Mr. Epp has said: never seriously in doubt.

This summer perhaps you have taken a flying vacation? Or, maybe a driving vacation? If you have done either, I would wager that you have had to make a detour. Mrs. Stuart calls it "traffic cone orange".

It is that time of year for highway construction, and, Big Boys Blooming in the afternoons. Or, residual leftovers of same in the mornings. In your car you follow the detour signs and eventually arrive without too much additional driving. Not so much in the plane, but you do arrive!

In late August, I was returning to LNK from N. Mn., smooth and cool in clear air at 12,000'. Not a lot showing up on the stormscope, but some, from a mere 200 miles! But, the Nexrad displayed via Gdl 69 was as pretty as a picture, an orange picture! Reminds me of a flight many years ago. I was up front in the Company King Air and the pilot, Ron, pointed to a red blob on the airborne radar. He told me that this was a thunderstorm, while other returns were likely ground clutter. I asked him how he knew for sure and his reply was simple: that "blob" is right where we want to go! Well, ditto for my route to LNK.

I motored along for a good while, enjoyed my coffee and the view. But, dang, the view on the radar was not changing. But, I was up to the challenge! I have a Turbo-charged Bonanza, stormscope, Gdl 69 radar, and plenty of experience, so I selected a path between the traffic cone orange. Not. Rather I used the pretty color of orange, and red, depicted on the radar, to make a traffic cone orange detour around end, resulting in a score!! (football season humor?) That is, I arrived safely in LNK only about :15 later than I might have had there been no weather.

Orange is a caution color, for cars or planes, and we must heed same in order to arrive unwrinkled, hailed upon, or worse. I think I would have been fine piloting between the weather, it was a challenge, after all. The BIGGER challenge was NOT doing it, not trying something with a maybe attached to the decision. Lots of hours and a well equipped plane do not translate into anything other than we are only as safe as our last flight. For me, I say again, the challenge was to go around, admit that a detour was the best choice. By reading the accident reports, if more did what I did, there would be fewer trees needed for all the safety publications/

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77 Years Part Two

by Tom Gribble

In the last PIREPS I said my future was determined by the June 30, 1956 collision of two airliners over the Grand Canyon.



Tom Gribble

However, I was in error as to which was at the hard altitude and which was VFR on Top.

It was a TWA Super Constellation that was flying at the hard altitude of 21,000 feet while a United DC-7 was operating under IFR with a VFR on Top clearance. Both were sightseeing for the benefit of their passengers. As a result of this accident, Congress expanded the Civil Aeronautics Administration (CAA) exponentially. New

hiring began in late 1956 and ballooned in 1957. By 1963 well more than half of all FAA employees had less than five years service.

Prior to leaving Japan I listed three preferences for my next duty station: Marine Corps Air Stations EI Toro, California; Cherry Point, North Carolina; and Opa Locka, Florida. I got Grosse Ile Naval Air Station.

Grosse Ile is an island in the Detroit River. The NAS was nine miles from Detroit's city limits, but still in the metropolitan area. My wife's folks lived 50 miles north of us. The first 45 miles was all city. We're talking 3,700,000 people, at that time the fifth largest metropolitan area in the United States. I had joined the Marine Corps to get away from Detroit.

In 1957 I applied for a job with the CAA's Central Region, asking for any control tower in Wisconsin or Minnesota. I really wanted to get away from Detroit. I was offered Detroit Air Route Traffic Control Center (ARTCC), take or leave it. I took it on September 3, 1957, just eight days after leaving the USMC.

In 1957 ARTC Centers had neither radar nor radios. Clearances issued by Center controllers were relayed through airline company radios, ARINC (Aviation Radio Inc.), Air Traffic Communication Stations (ATCS), the predecessor of Flight Service Stations (FSS), and control towers. Position reports from aircraft were relayed to the centers via the same facilities.

Contrary to what one well known (and, in my opinion, egotistical) aviation writer claims, ATC work in the pre-radar, pre-radio Centers was not merely a matter of record-keeping. I've worked both radar and non-radar ATC. Radar is the easier.

Without radar the controller must mentally visualize the traffic picture by reading on small strips of paper the routes, speeds, and altitudes of all the aircraft in his area and then compute the times each aircraft will reach the next point. Should a conflict be detected, a new altitude or route must be assigned. There can be no vectoring.

Transferring from a center to a tower in the Central Region

Continued on Page 7, Lower Right Column

Landings

By Lee Svoboda

I am still getting that, "DEER IN THE HEADLIGHTS" look when I brief the landing criteria to applicants before the flight portion of the practical test. They seem to be aware of most of the criteria except, "TOUCHES DOWN AT OR WITHIN". This lack of knowledge and practice recently caused an applicant to force the aircraft on to the runway trying to meet the newfound criteria. Of course this caused a pilot induced oscillation, (PIO), which is really being one yank behind. His first touchdown was within the criteria, however, the next two touchdowns were outside of the criteria. The criteria for a private applicant is 400 feet for the normal landing and 200 feet for the short field landing. For a commercial applicant it is 200 feet for the normal landing, 100 feet for the short field landing and 200 feet for the power-off 180 accuracy approach and landing. How you measure the accuracy for your student is up to you; however, during the practical test I use the easy method of the centerline stripes. If the runway you are using is painted IAW the FAA standard, each stripe is 120 feet long and the gap between the stripes is 80 feet. Easy math for me, from the beginning of one stripe to the beginning of the next stripe is 200 feet. However, the bottom line to this whole thing is to make sure your students are aware of the criteria and you ensure that they can land within the criteria. Landings should be to a position on the runway, not just to the runway during both dual and solo practice.



Lee Svoboda

Hey, did you know that, "AFTER LANDING, PARKING, AND SECURING," is a tested task during the practical test. And that one of the main items under that task is, "conducts an appropriate post flight inspection?" Now that inspection can be as simple as walking around the aircraft to make sure that all of the aircraft is still there, however, it must be done.

One of the things that makes me happy during a practical test is finding ground training entries in the logbook. Now I am not talking about the pre- and post-flight time given; I am talking about one- and two-hour sessions given in areas like cross-country flight planning or practical test prep. The student, in most cases, is paying for it and that entry in his/her logbook is their receipt.

I hate to mention this, especially since I depart the area during the winter, but winter is coming shortly and students need to be taught how to operate aircraft in cold weather. If an applicant over-primed the engine during starting and a fire results, there is a high probability that he/she will not pass the test.

FLY SAFE.



Fairbury & WWII

By Jess Banks

Wow! Was it ever hot at Fairbury's Municipal Airport Saturday, July 23, where the fly-in supper took place and the AVI8ORS performed. The supper was great, with a barbeque sandwich or that famous Fairbury hotdog (now made in Norfolk, NE), with baked beans, macaroni salad, chips, and all the cold water and iced tea you could drink.

Over 200 folks showed up for the dinner and show, which lasted nearly two hours. Did I mention it was hot? The temperature hov-



The Avi8tors, L to R: Pam, Diane, Ardeth and Bob

ered around 95 degrees with a slight breeze, so if you were sitting in the shade it seemed tolerable, but for those sitting outside the hangar and the performers just inside the hangar, the sweat just trickled on down.

But what a great show the AVI8ORS put on, singing their repertoire of World War II songs. The group has been together for twelve years, but this year will be their final tour, as Bob Moser and his wife Ardeth are moving to Purdue University in Lafayette, IN, where Bob has taken on the job of Flight/Ground Instructor. Purdue recently upgraded its fleet of airplanes to include an Embraer Phenom 100 jet and 16 Cirrus SR-20G3 single engine aircraft.



Lloyd Garber With His 2007 Bonanza

But back to Fairbury! Lloyd Garber won the ten gallons of 100LL and he plans to put it to good use in his 2007 Bonanza (60th Anniversary Edition).

Randy Prellwitz performed the MC duties, while Sandi Decker and Bill Stelling were instrumental in setting up this wonderful event. All in all it was good to see so many people come out for a great late afternoon/evening of food and entertainment. The AVI8ORS will be missed, and they've put on a great show for twelve years.

The B17 Arrived!

By Jess Banks

Monday, July 11, the EAA's B17 Flying Fortress, "Aluminum Overcast," arrived in Lincoln and gave a press ride at 1pm. It was well attended with 9 of the 10 seats filled with interested reporters.

On Tuesday the rides began in earnest with the first taking off about 10:20am. The weather was overcast above 12,000', 72F and wind of 060 degrees at 19 knots gusting to 24 knots. Takeoff was on runway 35 and the pilot handled the wind beautifully as the big four-engine bomber gracefully lifted off into the wild blue yonder with its ten passengers.

Two on board the flight were Ned Nutzman of Nebraska City and his son, Wade, from Nehawka. Ned told me he was a copilot on B24s



B24 Co-pilot Ned Nutzman and Son

stationed in England during the latter part of WWII. He was in London when VE day (Victory in Europe) was announced and could have reached out and touched British Prime Minister Winston Churchill as his motorcade went by. Shortly after the war ended, Ned was released from

service, went back to college for one year, and then on to farming, and cattle raising. He said he was too young to even buy a beer when he returned at the ripe age of 20. Ned's 87th birthday was July 15 and he was still in great shape. After listening to all his Dad's stories of flying, Wade became interested and about five years ago bought a powered parachute which he keeps on the farm and flies about 30 hours a year.



The Ball Turret is The Shiny Dome in the Floor

The afternoon crowd was lengthy with visitors coming and going for the \$5 tour of the B17. Of note was the ball turret on the lower middle of the fuselage with its twin 50 caliber Browning machine guns. Dennis Crispin, who ran the local show for the B17, told me they limited the size of the gunner to five foot four inches in height. On the day of the press run one of the female reporters was about 5'4" and weighed 110 pounds. She was able to get into the turret but had some problems getting out.



B17 About to Land

This was just an outstanding event for the EAA.



Hoover It

By Arlin Pops

I'm sure that almost everyone has heard of a man named Bob Hoover, but many may not know how Bob Hoover became an iconic figure for pilots all over the world, or what most pilots refer to as "the pilot's pilot."



Bob Hoover

Photo Courtesy of: Wikipedia

Bob Hoover learned to fly in Nashville and worked at a local grocery store to fund his flight training. He later joined the Army and was assigned to fly the Mark V Spitfire. He was shot down by a German FW-190 and was taken prisoner for 16 months. He escaped capture by stealing an FW-190 and flying it to the Netherlands.

He became friends with Chuck Yeager and was the back up pilot for the Mach 1 project. He flew chase for the X-1.

Bob Hoover gained most of his fame for his demon-



The Shrike Commander Flown By Bob Hoover
Photo Courtesy of: Wikipedia

stration flights in Aero Commander's Shrike Commander, which is an executive travel aircraft not known for its aerobatic capabilities. His show-ending maneuver with the Shrike was to shut down both engines and perform a loop, an eight point hesitation roll all as he was going back toward the runway. He then would land on one wheel and roll the plane back to the other wheel before landing. If the tarmac was large enough he would taxi back to show center and park without ever restarting the engines. Bob Hoover also showcased pouring a cup of tea with one hand and rolling the airplane without ever spilling a drop!

One thing I recently learned was the invention of the "Hoover nozzle," which prevents jet fuel from being put into aircraft that require avgas. Bob Hoover was unfortunate enough to have jet fuel put into his Shrike and had both engines fail on take off, consequently he was seriously injured in the aftermath.

Bob Hoover is considered to be one of the Founding Fathers of modern aerobatic aviation because of his great skill and ability to conquer energy management with his aerobatic routines.

On July 26, 2011 Robert A. "Bob" Hoover was recognized at the EAA Air venture for his contributions to aviation.

Seward - 4th Of July Airshow

By Lynn Bowes

Independence Day dawned with low ceilings and fog but promised to burn off quickly, and with only a 30-minute 'stand down' for the fog to lift and break enough to be completely clear of clouds FAA legal, blue skies appeared and the show was on. What a crowd! Several hundred people were on hand to cheer as Trevor Bartlett opened the show at 11:30 with a sky dive from the Super Cub being flown by dad Larry Bartlett, touching down at show center displaying Old Glory while the National Anthem was played. Truly stirring as always.

Our Air Boss, Dale Byrkit, launched the first performer, Greg Shetterly from Kansas City, who performed an aerobatic routine flying a One Design aircraft that he built along with his wife, Micki, who announced his flight beautifully, complete with Glenn Miller's 'Sing, Sing, Sing' as background music. Micki has been a flight instructor for many years and Greg's full time job is as an FAA Inspector in Olathe and Gardner, Kansas. This is Greg's first season of airshows; however, he and Micki have been active members of the local IAC Chapter 15 for at least as long as they've been in the area. Both are wonderful supporters of the sport.

The Midwest Aerobatic Club's own Doug Roth was next to take to the air in his red, white and blue Staudacher. The beautiful Nebraska blue sky was a perfect backdrop for his killer smoke system that day and his smooth performance is a real crowd pleaser. Doug's day job is in aircraft sales at Duncan Aviation in Lincoln.

Soon our own local celebrity Harry Barr was challenged to a 'test of strength - man vs. woman' in his 65hp Piper Cub by one washed up aircraft mechanic and his lady friend. Of course, these two are played by the Midwest Aerobatic Club long-time member Denny Bornmann and Katie Hofer who are never afraid to put on a crazy act for the kids in the crowd. As usual Harry and the Cub came out on top, trailing a mechanic's uniform and a granny dress torn away from Denny and Katie, with Denny left sporting red polka dot boxers and Katie left only with a swim suit.

Harry Barr then took off in the Cub and landed it on the MAC80's World's Smallest Airport. The 'airport' consists of an '89 Chevy Suburban retrofitted with an 8' x 8' platform attached to the top. As usual, Harry makes this landing appear easy. It is an extremely difficult maneuver, as he doesn't have the perspective of the runway going by under the wheels of the Cub. Landing on a piece of real estate that's traveling at the same speed as the airplane is no small feat. Don't try this one at home, kids! The Suburban, piloted by Jim Debus, with the Cub atop, drove from the runway into show center (with Harry waving while standing on the platform) and then back out to the runway where Harry takes off from the car top and circles to land once again on terra firma.

An airplane ride was given in the J3 Cub to a wheelchair-

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Close Call

By Saadat Hosseini

You see, time and time again we have been told by our instructors to stay ahead of the airplane we are flying. I have said it to my students; never fly your airplane somewhere you have not already been to in your head and evaluated the situation. The big lesson I have today is to stay ahead of your health. Because as you know, losing your medical will bring the flying to a sudden stop, it is something no pilot wants to face.

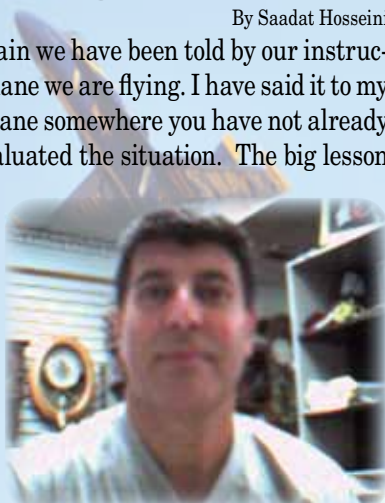
Here is my story:

My name is Saadat Hosseini and I have been a Nebraska resident for 23 years, a pilot since 1992. I have been taking cholesterol medication the last 20 years to control my blood cholesterol. Although all the cholesterol readings were good, last November I asked my doctor to schedule a stress test to see if my insides were doing what they were supposed to, and thank the Lord I did it. I failed the stress test, and wound up in major heart surgery. To my shock and my doctor's disbelief, I had 100% blockage on the right artery and 99% and 92% blockage on LAD (nick name: the widow maker) on my heart! The bad thing was that I had no indications or any symptoms of any kind prior to the surgery. I was on the verge of a fatal heart attack and had no idea! Finally, in December I had my last surgery at the Mayo Clinic and I was given a clean bill of health. Going through the six month waiting period I did a final stress test in July and gathered up all the paper work and sent them to the region flight surgeon in Kansas City, Missouri. My hats off to them for a speedy recertification. Now I am back in the cockpit to see the beautiful sunrise and sunset in a wide open country.

My advice to my fellow pilots; stay ahead of your health, eat right, exercise, and should an issue come up, do not give up. Go by the books, follow your AME's advice on how to get your medical back. Also the FAA and AOPA websites are a great source for getting information on how to deal with health problems along with medications. And most of all gather up all the information like medical history and required tests in one package before sending it in. Incomplete and missing information often leads to denial and delays.

Stay safe, stay healthy and enjoy flying.

Editors Note: I have known Saadat since college and have always admired his dedication to whatever he sets his mind out to get done! In this case, Saadat overcame a major speed bump in the road of life, as well as the airways above. I am grateful to say Saadat will be boring holes in the sky with his family, friends and students once again.



Saadat Hosseini

Genoa Fly-In

By Don Pearson

Early morning ground fog gave way to a beautiful day and smooth air for Genoa's Airport Breakfast & Fly-in. Nineteen aircraft of all

types, Ultra light, Light Sport, Antique, and Single



A look down the flight line

& Multi types were represented. Our ramp and parking area were completely full. Approximately 150 people from the local community came out to eat a great breakfast, served by the Genoa Li-



Todd Harders brought his Steerman

on's Club, and look at the planes and talk to the pilots. The total

numbers were down somewhat, due to the many events in town that same weekend, but very successful. The main goal, as always, was "Do it Safely."

Weather Brings 2011 Air Race Classic START to Alliance, Nebraska!

By Diane Bartels

Much to my surprise I received an E-mail the evening of June 20 from Air Race Classic notifying of a change of start from Iowa City IA to Alliance, NE. I was excited! What an opportunity to showcase Nebraska aviation and our "we can do it" attitude!

The annual Air Race Classic, which has its roots in the 1929 Women's Air Derby, is usually a 2,400-nautical-mile course. Twenty pilots flew the original race from Santa Monica CA to Cleveland OH. This year eighty-six pilots competed in the handicapped event with eleven teams registering as collegiate.

Originally the racers were to have flown from Iowa City to Brookings, SD, Jamestown, ND, Spearfish, SD, Rawlins, WY, and then into Alliance. But the weather was forecast to be IFR for several days.

So, race pilots were directed to be in Alliance by noon for the official start on the 22nd. Although ARC is a VFR race, those who had instrument ratings could use them to get to Alliance, and many did. The start and timing crew made up of Nebraska Ninety-Nines made their way to Alliance by sunset on the 21st.



Some 24 of the 45 airplanes also flew in that night. The others RONed in places such as Norfolk, Lincoln, Beatrice, Kansas City, Grand Island, Hastings, and North Platte.

By noon, all had made it to Alliance and were ready to start the race. Such was the case with two collegiate women from Jacksonville University whom I knew from my work with the National Intercollegiate Flying Association. When I caught up with them, they had pulled their Cirrus SR20 into a Heartland Aviation hangar and were washing off bugs. Don't need no drag from Nebraska bugs!



Left to right: Eileen Van Lent, Diane Bartels, Sue Askew, Sally VanZandt, behind is Carole Sutton (START Chair), in front is Kathy Spahr (Chief Timer)

I followed the racers online into Great Bend, KS, Borger, TX, Norman, OK, El Dorado, AR, and Mobile, AL. You can imagine my excitement when the results of the competition were posted. My Cirrus pilots had taken first place. It was the first time a collegiate team had done so. They had caught a tailwind on the first leg out of Alliance which no one else found.

The Nebraska Chapter of Ninety-Nines wants to express our appreciation to Gaylene and Jeff Jensen of Heartland Aviation, their crew, and the Alliance Chamber of Commerce. They did a great job in turning a STOP into a START in such a short time.

In 2012, the 36th Air Race Classic will start in Lake Havasu, AZ and terminate in Batavia, OH. Columbus, NE will be a stop. You can follow the race on airraceclassic.org

Continued From Page 5, Seward 4th of July Air Show

bound lucky passenger, Bob Frapples, by Professional Pilot Slim Chance. Pro Pilot Chance had to deal with some aircraft issues (bugs on the windshield and a loose afterburner bearing) delaying the take off. With the handicapped passenger on board the throttle 'accidentally' got bumped and the aircraft rolled across the apron and wobbled into the air. After Mr. Frapples attempted several landings, Mr. Chance was able to bring him down with several rounds from a double barrel shot gun. This Comedy Cub act between Ed 'Bob Frapples' Bowes and Denny 'Slim Chance' Bornmann never fails to entertain the crowd and it always tickles us how many people are genuinely surprised that it's all an act. Ed Bowes is a former Southwest Airline pilot with over 20,000 hours of flying time in everything from the little Cub to a Boeing 737.

Two aircraft were part of the fly-by demonstration - Mark Novak in his T-6 Texan and Ron Malousek in his Yak-52. Both are

out of Columbus and we appreciate their being part of the 4th of July celebration.

Next up the challenge race between aircraft and motor vehicles. Harry Barr accepted the challenge flying his Hyperbipe against Butch Atherton (riding a motorcycle powered by a 527 HP Chevy crate motor) and Bryan Mitcheltree in his 2003 Ferrari 360 Spyder and passenger, Nicole Tooze. The vehicles were staged at the end of the runway and the race started as Harry rolled the Hyperbipe to inverted, looking down (or up!) at the runway at 50' agl. After two passes Harry arrived at show center ahead of the Butch and Nicole in the Ferrari one time and the Ferrari arrived first one time. Butch riding the 502cu inch Boss Hoss impressively overpowered both the Hyperbipe and the car both times.

Rob Ator returned to Seward to perform for the crowd in his sweet white and blue Pitts S1S. Originally from Crete and a long-time Lincoln resident, Rob moved with his family to Granite Falls, Minnesota, six years ago to be the Chief Pilot and Flight Department Manager for Fagen Enterprises of Granite Falls and he comes back every year on the 4th of July to wow the crowd with those signature crisp and precise maneuvers in his little Pitts.

Announcer Howard Nitzel challenged Trevor Bartlett to a precision parachute landing for the finale. He placed a hula hoop at show center with a \$10 bill taped to it that Trevor could keep by simply landing in the hula hoop. Trevor did not collect the \$10 but landed incredibly close. Thus ended a great show sponsored by the Midwest Aerobatic Club. Seward Airport managers and wonderful hosts, Greg and Terri Whisler, had the airport impeccably manicured and well-marked for the crowds that day. They managed the entire event from coordinating with the FAA, to having a church stand organized for food and drinks, and providing excellent air and ground control. There is no way the show could go on without them and we appreciate their huge role in this annual event in Seward's 4th of July Celebration.

Continued From Page 3, 77 Years Part Two

during the late 1950's was not possible. A friend resigned, moved to California, applied for a tower with the CAA's Western Region. After turning down a center, he was offered a tower. With a wife and by now two kids, I could not afford to do such a thing.

But, I still wanted to get away from Detroit. So, I took a three pay-grade down-grade and transferred to the Philip, South Dakota ATCS in November 1958. This, along with joining the Marine Corps, turned out to be one of my better moves. The Detroit area would now be merely a place of short visits to see relatives.

As a result of the Federal Aviation Act of 1958 the CAA became the independent Federal Aviation Agency (FAA) on either December 31, 1958 or January 1, 1959, depending upon which reference is read.

The next issue of PIREPS will finally find me flying. Hang on!

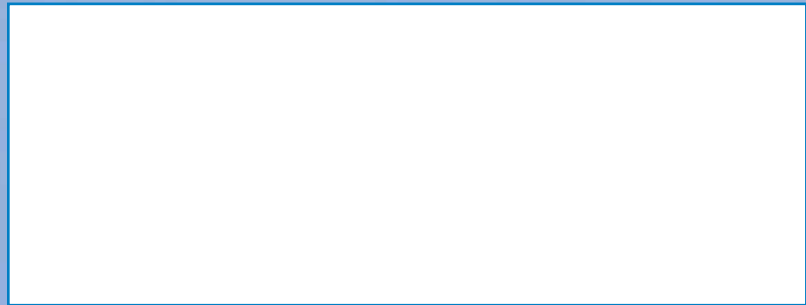
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Events Calendar

- **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.
- **To report any tower with lights burned out contact-** [www.https://oeaaa.faa.gov](https://oeaaa.faa.gov). Go to light outage reporting- under "Information Resources." Or call 1-877-487-6867.
- **October 7-** Grand Island. WWII Hero flight fundraiser 1730-2200. Includes live auction and meals. Tickets can be purchased at the door.
- **October 8-** Grand Island. 0700-1600. Fly-in provided by the Hero committee. 1100-1400 lunch provided by Grand Island Sr. High ROTC. For more information about either day's event contact Debra Potratz at (308)-385-5170 or info@flygrandisland.com
- **October 8-** Civil Air Patrol Composite squadron. Blair airport 0800-1100. For more information go to: <http://flyin.nebraskacivilairpatrol.org/>
- **October 14-** Wayne Airport. Join the festivities of the renaming of Wayne Airport. 1000am. For more information contact Wayne airport at: 402-375-1984.
- **October 15-** Topeka, Ks. Aviation explorer squadron 8. Dick Rutan will be the featured speaker Holiday Inn West Holiday 605 Fairlane Rd. Tickets 50 dollars a person. For more information call: 785-246-1023.
- **October 22-** *The date has been changed from Oct. 15* Sidney Airport. 0700-1200. WNCC and Voc-Air Fly-In breakfast. For more information: Matt Christen 402-335-0256.

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accident reports. And since when is flying into a thunderstorm an accident, anyway!

Mom Nature always wins, and to dare/defy truth is folly. Go around? You bet, whether it is the orange flash of the lightning bolt, or being off "doughnut" on an ILS go around. If it is not right, wishing cannot make it so, GO AROUND. Choose wisely, new planes and medical care are expensive! Not to mention that scaring your life partner just once may render you solo in all future flights.

Gear Down and Locked?

Continued From Front Page, LNK Air Show

sound; on a couple passes over the runway I could see the shock wave develop on the top of the airplane. They also made a couple high alpha passes. The high alpha pass showed the pure power of the two General Electric F404 jet engines stuffed into the fuselage. My favorite maneuver the solos fly is the minimum radius turn. The maneuver consists of a pass down the runway and breaking into a turn at show center and pulling a seven G 360 degree turn back to show center over the runway.



High G turn

Overall, this year's air show was one not to be forgotten. Many thanks to all who made it possible for us to watch, and many thanks to those Men and Women in the armed forces who protect our great country!

