

PIREPS

A Bi-monthly Newsletter for Nebraska Pilots and Aviation Enthusiasts



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

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Nebraska State Fly-In at Alliance

By Rob Markise

Weather can be challenging for any aviation event. That was the initial thought going into the beginning of the Nebraska State Fly-In at Alliance. Low overcast skies and reduced visibility was in store on the morning of August 17th. Perfect for the instrument pilot trying to maintain currency, but this was a fly-in. They were handing out holding instructions for traffic inbound to Alliance. After conducting an instrument GPS approach, we taxied the aircraft to a staging area, where the FBO fueled and towed us to parking. I had never seen this done before, but it was a safe procedure with all the kids running around. Around 10:30am, the clouds and visibility lifted enough for the VFR traffic to arrive. Throughout the day, approximately 34 aircraft flew in for the event. Twelve aviation exhibits were available to promote aviation and give useful information to the general public and fellow aviators. Several thousand enthusiasts



Alliance Airshow Flight Line

drove in to the aviation event. In the main hangar, the Alliance YMCA was serving the traditional hot breakfast consisting of pancakes, sausage links, ham, and plenty of butter and syrup. No nutritional label was available, but I was told that it had zero calories and was zero trans-fat. Pilot-in-command was able to eat free and the others were charged a minimal fee. I knew that I should have flown the first leg.

Throughout the day, a variety of food was available. For lunch in the main hangar, they served brats and barbecue sandwiches with all the fixin's. It was so popular that they ran out of food by 1:30pm. Different food vendors were available to the end of day, offering popcorn, pastries, and funnel cakes.

The event celebrated several anniversaries with each recognized in the morning. Alliance was celebrating its 125th Birthday. That day also celebrated the site itself. Seventy years ago, before the city bought the property, the Alliance Army Airfield Base assumed its role in WWII. Also, Alliance had hosted the first state fly-in 20 years prior.

The state fly-in was host of all sorts of activities with two scheduled airshow demonstrations. The first was postponed as the morning fog burned off. The airshow started with skydiving demonstrations



Dagmar Kress in her Pitts



R/C Models

from Mile-Hi Diving out of Denver, Colorado. Dagmar

Kress performed an aerobatic routine in her Pitts. Harry Barr, from Lincoln, performed loops and rolls in his P-51 Mustang. The Skyview R/C Flying Club used WWII-era aircraft in an aerial demonstration. Other attractions included a firefighting display, flight simulators, WWII-era Jeeps, and historical information with regard to the Alliance Army Airfield Base.

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Nothing New Under The Sun!

By Ronnie Mitchell

It's that time of year again, and the big debate is all about raising the debt ceiling and keeping the Federal government from running out of money. Oh my, looks like another Continuing Resolution will be announced.

One of the consequences of Congress not passing a budget is sequestration. I recently read a letter sent by the President of the FAA Managers Association, Inc., David Conley, to DOT and OMB requesting the Administration encourage Congress to "steal" from the Airport Improvement Program Trust Fund "again" to avoid any potential FAA furloughs. I'm all for not having government employees furloughed, but if we don't have good airports there is no need for aircraft or controllers nor any of the thousands of other folks who depend on aviation for a living.

On another note, one of my most favorite PIREPS writers, Tom Gribble, just sent his last article for inclusion in this issue. You need to carefully read Tom's article as he ties the beginning and end together in his well-fashioned article. It's a sad day when we rid ourselves of our favorite possessions, and Tom writes about his 1949 Champ, which he recently sold. "The Ship," "The Champ," "There! She's gone! Read the articles! Thanks for being subscribers to our publication and a huge thank you for being involved in aviation.



Ronnie Mitchell
Director, NE Dept. of
Aeronautics

Aviation Art Contest

Since 1986, the Nebraska Department of Aeronautics has sponsored an annual Aviation Art Contest for the benefit of our youth. The program goal is to motivate and encourage young people to become more familiar with and participate in aeronautics, engineering, science and math. There are three age categories of contestants: 6-9, 10-13 and 14-17; for both boys and girls

The 2014 theme is "Flying Saves Lives." Entries must be postmarked by Friday, January 17, 2014. For additional information and an entry form, call David Morris at 402-471-2371 or e-mail david.morris@nebraska.gov.

Congratulations New Pilots

Private Pilot License

Heather Winter – Papillion
Donald Ellerbusch – Ashland
Jackie Morrison, Jr – Omaha
Jacob Tewes – Lincoln
Nathan Peterson – Oakland
Travis Jorgensen – Omaha
Austin Neil – Fremont
Taylor Young – Lincoln

Ralph Hall – Papillion
Taylor Weichman – Lincoln
Paul Winter – Papillion
Roger Vongillern – Omaha
Nicholas Kramer – Papillion
Brian Helgenfeld – Blair
Russell DeLong – McCook
Andrew McMillin – Omaha

Christopher Van Nostrand – Lincoln

Instrument Rating

Guy Bauermeister – Elkhorn
Mallory Huntimer – Omaha
Mark Wunderich – Omaha

When Things Go Wrong

by Jerry Tobias

Good outcomes can and usually do follow things that "go wrong" in aviation. The successful resolution of abnormal and emergency situations, however, doesn't just happen. Such events end well because of helpful contributors, such as training, professionalism, and – sometimes – additional creative thinking.

Training provides the knowledge and experience necessary to resolve most bad things that occur. The quality (and currency) of the training of those involved in adverse situations, therefore, unquestionably impacts the outcome of such events.

Professionalism, in this context, means things like attitude, effort, and uncompromised standards. Deliberate caution, checklist discipline, and procedural compliance are just a few of the positive byproducts of professionalism that directly affect how well things turn out.

But, sometimes, you also have to "think outside of the box." Occasionally, things happen that are just not covered in training or in checklists. Here is one personal example.

The J-85 jet on the left wing of our C-123K would not start as we prepared to depart Tay Ninh, Vietnam. It was not repairable, so we received authority to make a "B-model" flight home. That meant flying with our two R-2800 radial engines only, and included the requirement to keep our operational jet shut off. About half-way back, however, it became necessary to also shut down our right R-2800 engine because of its rapidly dropping oil pressure. So, we feathered that prop and completed the applicable checklist. Now, we were down to just one radial engine.

However, we immediately decided – even though our checklists did not cover this scenario, and even though it would technically violate the "B-model" procedure – that it made great sense in this situation to use the other power source that we had available. So, the copilot restarted the working jet on the right wing, and I simply "tweaked" that jet's thrust (the J-85 throttles were spring-loaded toggle switches) until it matched the thrust of the R-2800 on the left side. We then had a hybrid-but-symmetrically powered two-engine airplane to get us through our emergency approach and landing.

This was not "rocket science," of course, but it wasn't a "book" or trained procedure, either. The point is that it took very little thought to make this emergency situation a lot easier and, incidentally, a whole lot safer.

The bottom line? Always train diligently, operate in a consistently professional manner, and – when appropriate – consider additional unscripted-but-safe ways of improving or resolving your undesired situation.



Jerry Tobias



School Daze

By Scott Stuart

Our children and grandchildren have recently returned to school. I plan on joining them soon. I am in the process of simplifying my life. My current ride is a B36TC (Beechcraft B-36 turbocharged) that I have owned since acquiring it new in May of 2000. It is currently for sale. In mid-December, I plan on having it replaced with a G-36 with the G1000 instrument panel. Back to school for me! I am not worried about physically flying the aircraft. It's making the avionics perform what I want them to do. It is like jumping into a rental car for the first time and trying to figure out how to turn the radio, wipers, and headlights on.

In late October, I am heading to Flight Safety for 1 week of classroom and simulator training. Daunting. I have been there for the B-36 Bonanza, B-58P Baron, and the B60 Duke. It is not a picnic, and I have my work cut out for me. Class is serious and filled with information that, if retained, can make future flights safer. According to Sir Francis Bacon, "Knowledge is Power." For a guy that is 66 years young, my evenings are usually free, but that week will be filled with homework assignments.

Most accidents are caused by a loose nut up front, the pilot. Aviation insurance companies will admit that the first 100 hours are crucial in a new or different aircraft. It is best to be over the top on awareness and training. I will be more conservative and remain in more VFR conditions as opposed to IFR conditions until I have acquired the knowledge and experience to operate the aircraft safely. I need to be able to fly the airplane through the eye of a needle and be able to operate the autopilot/flight director. Where do you stand on the ability to pass classroom knowledge on your plane or rental? Is it enough to be able to just fly the plane? So you can fly the airplane ok; what if an emergency presents itself? The education at Flight Safety is going to better prepare me for all situations.

As I age, it is time for me to learn, accept, and forge ahead through this change. I have successfully transitioned from steam gauges to a Garmin 600 panel. Now it is on to the Garmin 1000. I count myself lucky to know both the old school and the new school of avionics. Whatever you fly, know the score. Be up to the challenge on knowing the book. I look forward to having this grasped before I depart Wichita or the outcome could be sad.

99% of the time, I preach training. As I continue to preach, be open-minded to the counsel of your favorite flight instructor. You can expect more on this subject once I complete the process. Towards Christmas-time, listen for N432FM on the frequency.

On another note, a recent night flight from MSP to SVG last week had me landing 30 mins after sunset. It was a beautiful night and my second night flight in recent weeks. It will soon be getting dark earlier. So, either be current on your own, or do as I have done, fly with an instructor. Everything is different at night.

Gear down and locked?



Scott Stuart

PTS

By Lee Svoboda

Aircraft and equipment required for the practical test. This heading comes right out of the Practical Test Standard (PTS). Under it, for a private pilot, reads, "The private pilot airplane applicant is required by 14 CFR section 61.45 to provide an airworthy, certificated aircraft for use during the practical test."

Now why do you think I have quoted this paragraph? Guess what, there have been applicants showing up with aircraft that by documentation were not airworthy. Some were overdue for a 100 hour inspection, which can be used for a practical test; however, the recurring Airworthiness Directives (AD) had not been performed which made the aircraft NOT airworthy. It turned out to be a documentation error, but the applicant and examiner wasted four hours determining the fact that it was a documentation error. In another instance, there was confusion concerning the ELT battery replacement date. Different dates in different places was the problem. Again, hours were spent by the applicant and examiner trying to clear up the confusion.



Lee Svoboda

When we look in the PTS for the instrument rating, there is a long paragraph about what is required. However, the last sentence which reads, "GPS equipment must be instrument flight rules (IFR) certified and contain the current database." Lately, applicants have had difficulty proving to this examiner that the GPS was certified for IFR operations. The problem that jumped up was that the applicant could not find the Supplemental Type Certificate (STC) for the GPS nor the FAA Form 337 which indicated that the GPS was certified for IFR. Another problem cropped up when the applicant could not find the documents specified in the STC that must be in the aircraft. No record of GPS update and an outdated update have also caused the applicant and examiner "heartburn." And guess what, that twelve month continued airworthiness inspection for a WAAS GPS was again found to be "missing in action."

These requirements are not new and do not result in a Disapproval Notice (Salmon Colored Sheet), because they are discovered in the pretest eligibility phase of the ground session. However, these issues make it impossible to complete the practical test in a timely manner. Sometimes the problem can be fixed in a few minutes, but sometimes it takes hours, or even days.

Now as far as this examiner is concerned, the first 20 to 30 minutes, the eligibility phase of the practical test, is a shared responsibility of the applicant and their instructor. Of course, the applicant is rejected for the test, but who is really responsible to ensure that both the applicant and the AIRCRAFT are eligible for the practical test? Just telling the applicant that "all is well," does not cut it. We instructors must get into the aircraft books and show the applicants what is required and make sure they understand what impact each piece of documentation has on the airworthiness of the aircraft. Without that effort by us instructors, a lot of applicants are going to be sent home without a new pilot certificate. Let's make sure that the aircraft is eligible for the test. FLY SAFE—Remember, in order for us to fly safe, we must mitigate the risk, because if we do not mitigate it, the lawyers will litigate it.



This makes no sense

By David Moll

Right now the cost to put on an aerobatic contest is pretty low, although very high in cheap volunteer labor. However, if some get their way, the cost of just the FAA waiver may be the straw that will break the camel's back. Let me explain!

Every so many years, Washington D.C. thinks it needs to balance the budget by only dealing on the income side. The result is the threat of aviation user fees. Every year this idea gets defeated because it's essentially a double taxation due to the fact we already pay aviation fuel taxes. However, this year a new twist has already been implemented, and that is a fee for issuing a waiver for air shows to supply FAA observers, inspectors and ATC controllers. Sun and Fun at Lakeland paid the FAA \$285,000. EAA's AirVenture at Oshkosh was assessed a fee from the FAA of \$479,000.



David Moll

In response, EAA filed a petition with the 7th Circuit Court of Appeals, saying the fee was imposed without standard notice and comment procedures, making it procedurally improper and unlawful.

Some in aviation feel these fees should've had congressional pre-approval. We've seen far too many times lately, Congress is a day late and a dollar short on keeping up on the activities of its agencies. Is the fee constitutional? These days, even this seems to depend on what political party you support.

Let's do some basic math on this fee. At 19.4 cents per gallon of fuel tax times 10,000 airplanes which are supposed to fly to Oshkosh, and assuming each airplane burns 247 gallons of 100 LL flying to/from Oshkosh, this \$479,000 will already be collected in fuel taxes. Since tax on jet fuel is 21.9 cents a gallon, the number of gallons needed to collect the \$479,000 decreases. If this is all it takes to collect a couple hundred thousand in fuel tax income without any extra work on the part of ATC, then why doesn't the FAA encourage fly-in breakfasts every weekend? I think we all know the answer – it's far too simple of an idea.

Will these new policies affect the cost of an aerobatic contest or air shows? Aero News Network is reporting: "Apparently; the FAA is developing a 'menu' for basic service fees that starts with events as simple as a grassroots air show waiver (ostensibly to start at/or around \$5000) and to increase as the FAA's role becomes more complex or develops outside 'normal operations.'"

Small town air shows have been the backbone of general aviation since Orville and Wilber, so I'm not sure where the term "outside normal operations" comes from. Fortunately, Dan Peterson and the rest of the Lincoln FAA's crew have always been great to work with on our contests. We hope the reality of these fees does not come to Lincoln.

Unfortunately, the U.S. is not the only one making policy that is tough on general aviation. In July, I spent several days in Canada where I discovered the price of 100LL was \$2.46 per liter, which translates to \$9.35 per gallon (3.8 liters per gallon). Then, on a local TV station, a debate was held discussing a study done by a major college showing a Carbon Tax implemented in Vancouver, BC, is good for the economy. I spoke to a float plane operator who told me his business is struggling in this poor economy. Apparently, the zeal to lower carbon emissions in the large cities is so great, any business that relies solely on fossil fuel in the other 99% of the country will be adversely affected! Sounds like the dog sled and canoes will be the approved forms of transportation unless these guys can figure out how to put skis and floats on a Chevy Volt. This truly doesn't make sense.

The Latin Teacher and the Goldilocks Plane

By Tom Winter

A Goldilocks plane? Sure. You remember Goldilocks and her experience with the whole series of not-too-this, not-too-that, but just right? Here are the experiences that taught me what was "just right" for me.

You don't have to be bashful about asking if there's an empty seat to Oshkosh," said George Myers, my predecessor as Young Eagles Coordinator. So I asked. "When do you want to leave?" replied Tom Trumble.



Tom Winter

Wow! Like that! Steve Becker in his Stinson and Tom Trumble in his 172 made a flight of two to Oshkosh that year. The empty seat was in the Stinson. As a sensible courtesy, I ponied up for half the fuel, and that's when I learned that a Latin teacher has no business running avgas through 165 horses. (There WAS a Latin teacher got rich once, but that was Erich Segal, who used his expertise in Roman Comedy to write the novel "Love Story." I'm not going to go there.) As Goldilocks put it, "This chair is too big!"

Some years later, having lucked into my own Cessna 150, I gave Harlan Waak, my AOPA Project Pilot mentoree (is that a word?) a right-seat flight to the York Fly-In Breakfast, and we followed up with a visit to the All Nebraska Ultralight Gathering (ANUG) at the David City Airport. We noticed the ultralights were all on the ground; they had flown in the early morn, and would fly again in the evening calm. It was just a typical Nebraska summer day, so we launched and flew around some more. Two big realizations came from that day: Harlan's was "This reminded me of how much I really want to do this." He has since become a pilot, incidentally, and owns a 172. My realization was Goldilocks again: "This chair is too small." I have fallen in love with my 1967 Cessna 150. It is perfect for me: not too small -- I would not want anything lighter; not too big -- I couldn't deal with anything more costly. So I conclude about my modest Cessna 150: "This porridge is just right."

Now that I am finally retired from the University of Nebraska, there is a folding bike behind the seat, and the retirement plan is this: fly to small towns, tie down, unfold the bike, and do bicycle tours of small town Nebraska. First such airplane/bike tour was Albion, a delightful town, with delightful churches and delightful people and a weekly newspaper, and (Ta da!) sweet corn at \$3 a dozen. If you live in a small town in Nebraska, the Goldilocks plane, the folding bike, and yours truly will see you soon!



Albion Celebration

By David Morris

Sunday, August 11, was a special day for the Albion Municipal Airport (BVN). The airport would host one of the greatest celebrations since the inception of its Airport Authority Board 50 years ago, in 1963. Two years later, in 1965, the Albion Municipal Airport was built and open to the public. The original administration building was about to give way to a brand-spanking-new airport administration building. This new building dedication represents



New Administration Building

years of planning, determination and leadership. The level of enthusiasm and support from the Albion community as well as the surrounding communities was quite apparent on this particular Sunday. The first pancake was scheduled to be flipped at 7:30 a.m. By 8:30 a.m., the aircraft parking area was nearly full; and not only was the parking lot full of vehicles, but in the grassy area east of the parking lot there were numerous rows of parked vehicles. Everyone had come to be a part of this milestone celebration and dedication. So visualize a large hangar filled with picnic tables,



Dedication Ceremony

and folks sitting, enjoying pancakes, sausage and drink as they engage in conversation with others whom they had never seen. In working my way through the crowd,

I spoke with Jackie Cristo, an aviation enthusiast and supporter who is celebrating 82 years of youth. As part of the celebration she was escorting her son, Randy Cristo, an aviation enthusiast and pilot, along with his friends, all of whom were proud to be part of this historic event. Randy was generous enough to park his 1963 "P" model Beechcraft Bonanza directly in front of the stage area,



1963 P-model Beechcraft Bonanza

so everyone could enjoy the latest aircraft avionics technology upgrades available. While many were from the community of Albion, the surrounding areas were well represented. Lew and Pam Carlson, from the St. Edward area, told me about their son Travis getting his pilot's certificate while a member of the U.S. Air Force, and that they just returned from his flight school graduation ceremonies. The chatter was endless throughout the crowd. On the airport apron area was a well-organized display of aircraft. Front and center in the display was N6827T, a pristine



1960 Cessna 310 D Model

1960 Cessna 310 D model that is based at BVN and owned by Ron and Mary Levander of Albion. Ron is the Airport Authority President. Mary was right in the middle of the celebration providing her support wherever needed. Along with Ron was Steve Wooden of Albion, both providing leadership to head up this celebration. Part of the display was a "Velocity" aircraft being built by Steve. The Velocity is a 4-5 place, low wing airplane capable of speeds in excess of 200 mph and has a design load factor of +9 to +12 G-load. Ron and Steve were accompanied by an army of enthusiasts providing assistance with aircraft parking and helping people find their way around the airport. Also present as part of the celebration and dedication was Nebraska State Senator Kate Sullivan who shared comments about this well-thought-out event. Airplane rides were available as part of the celebration. Airplane rides are always a "hit" with this type of event. One could not help but notice the attention given by the crowd as the "Life Net" medical support helicopter from Norfolk (OFK) made

its approach and landing, parking right-up-front for everyone to enjoy. Topping off the event, was ideal weather.



"Life Net" Medical Support Helicopter

With a few clouds at 25,000' and a 5-7kt southerly wind, each aircraft takeoff and landing on Runway 15 was able to be judged by those present. Everyone can be proud of what a great celebration and dedication it was. Plenty of food, a great aircraft display and a wide array of folks attending is what made this such a memorable event. Many will remember it for a long time.

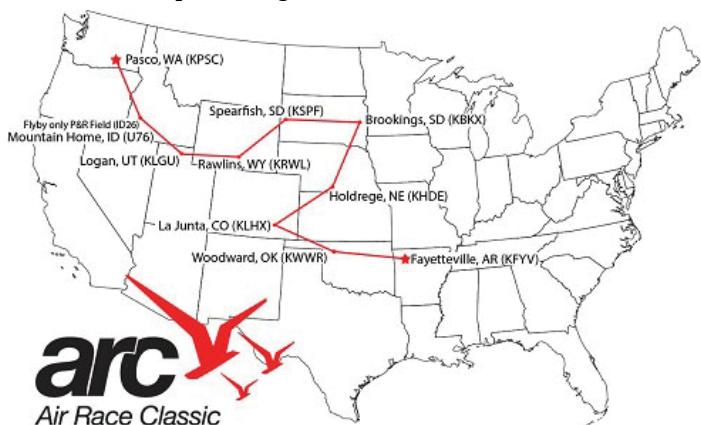


Women's Air-race

By Diane Bartels

By the morning of June 19, Nebraska Ninety-Nines were in place at Holdrege's Brewster Field to welcome the women air race pilots flying the 2013 Air Race Classic.

Women's air racing started in 1929, with the first Women's Air Derby. Twenty pilots, including Amelia Earhart, raced from Santa Monica, CA to Cleveland, OH (site of the National Air Races). Racing continued through the '30s and was renewed again after WWII when the All Women's Transcontinental Air Race (AWTAR), better known as the "Powder Puff Derby," came into being. The AWTAR held its 30th, final and commemorative flight in 1977. When the AWTAR was discontinued, the Air Race Classic, (ARC) stepped in to continue the tradition of transcontinental speed competition for women pilots. The Air Race Classic was reincorporated in 2001 into the Air Race Classic, Inc., a non-profit 501(c)3 organization. Its mission is encouraging and educating current and future women pilots, increasing public awareness of general aviation, demonstrating women's roles in aviation, and presenting and promoting the tradition of pioneering women in aviation.



The 2013 race was to start at Tri-Cities Airport, Pasco, WA on June 18, but after a week of perfect VFR, the women pilots awakened to IMC. Since the forecast did not look promising, a decision was made for everyone to fly to a private airfield (P&R Field) for a fly-by START time. Some of the pilots were not IFR certified, and they were advised to maintain VFR as they made their way to P&R Field. Several planes flew west to go east!

Each race plane was assigned a handicap speed. The goal is to have the actual ground speed be as far over the handicap speed as possible. The pilots are thus given the leeway to play the elements, holding out for better weather, winds, etc. The objective is to fly the "perfect" cross-country. In this type of race, the official standings cannot be released until the final entrant has crossed the finish line. The last arrival can actually be the winner. Leg prizes are awarded pilots so a timing line must be flown at each designated airport. This year, on "trackleaders.com/arc13," we had the capability to view real-time position of the racers as they flew across our country.

Brewster Field was the 6th stop or "fly-by to continue" on the 2,449.18 statute-mile route. Carole Sutton was the designated STOP chair with Kathy Spahr serving as the Chief Timer. Sue Askew, Diane Bartels, Patsy Meyer, Linda Sutton, Eileen Van Lent, and Sandy Zelif assisted with fueling, hospitality, and as spotters for timing.

The first plane to land at Brewster Field around 1800 on June 19 was Classic 36 piloted by the "Racing Rosies." Dressed in "Rosie the Riveter" attire, PIC Zia Safko and Nebraska copilot Emily Applegate were met on the ramp by grandmother Carolyn Messerli of Edgar, mother Peggy Rumsey of Oak, and aunt Trudy Kamler of Laurel, MD.



L to R: Zia Safko and Emily Applegate

When we asked about the NOAA patch on the back pockets of their jumpsuits, the pilots in unison replied, "We want to keep the weather behind us!" Emily is a graduate of Lawrence-Nelson High School. Flying her second ARC, she is a commercial/instrument-rated pilot with single and multi-engine ratings. She also holds an advanced ground instructor certificate. Both women are members of the Colorado 99's and Mile High Chapter of Women in Aviation International. The Metropolitan State University of Denver was their sponsor.

The last of the 33 planes to land at Holdrege was on Friday morning, June 21. Forty-seven had registered, but some had dropped out because of weather, mechanicals, and other issues beyond their control.

At the TERMINUS banquet in Fayetteville, Arkansas, Zia and Emily were selected as the "most congenial team." With a 19th placement, they wished they had scored higher, but as most of the pilots will tell you, planning, flying, and completing the race is an experience of a lifetime. Those of us from Nebraska who flew in 2007 will attest to that.

Nebraska 99s want to express their appreciation to Lanny and Lambrecht Aviation who addressed mechanical issues and worked tirelessly to get the airplanes fueled quickly and on their way. They and Central Nebraska Public Power and Irrigation District provided snacks and water which were appreciated on the very hot and windy days. We are sincerely grateful for those Nebraska airports and their local FBO's who step up to provide us the opportunities to continue to fly this historic race.

In 2014, two Nebraska race stops will be hosted at Scottsbluff and Norfolk. The TERMINUS will be at Capital City Airport, New Cumberland, PA. That is the same airport from which Evelyn Sharp, Nebraska's aviatrix, flew her last flight in a P-38 on April 3, 1944. Anyone want to fly the 2014 race with me?



Wayne Chicken Days

By Steve Hamilton

A slow moving line of rain blocked the flight path between Yankton and Wayne (LCG) on July 14. Around 11:30am the ceiling and visibility improved, and Mr. Skyhawk with Whamo departed for LCG for the airport brunch.

The ramp at Wayne was nearly filled with 40 classic cars and 10 motorcycles for the Chicken Days Car/Bike Show, followed by a poker run. Lots of people were having either brunch or lunch (pulled pork sandwiches), catered by Pac-N-Save and admiring the cars & bikes. Kids were sling-shooting eggs at a large bale of hay located about 50 feet away. It was Chicken Days.

City Finance Director and Airport Board Secretary Nancy Braden handed out complimentary food tickets to all the fly-ins. Unfortunately, only 9 planes flew in due to the weather. Tom, Gail, Janelle Becker and Scott Carr were monitoring activities to see everything ran smoothly. Stan Morris was watching activities from the administration building.

The big aviation attraction at Wayne was a baby Cessna. "Baby" as in 2-month-old 2013 model 172S. Six of them are on tour around the U.S. on the second "Discover Flying Challenge - Gain Altitude, Gain Awareness." The tour has many sponsors indicated by all of the logos on the plane. The plane had a total time of 80 hours: 10 hours from factory flight testing and 70 hours flown by flight instructor "Big" Brian Dierks of Carbondale, IL. Brian has a summer internship with Cessna. He is a flight instructor for Southern Illinois University (Carbondale, IL), and is working on a master's degree.

The 172S has a 180HP fuel-injected IO-360 engine, 53-gallon wet wing with five sumps per wing and three under the fuselage, glass panel, colored LED'S for navigation lights, airbag seat belts, and lots of other features. You can buy one for about \$280,000, but you'll wait in line for delivery expected in the third quarter of 2014. Let's see, how long will it take me to save up \$280,000?



Wayne Dedication

By Wayne Daily News

Governor Dave Heineman was the featured speaker Sunday (8/18) afternoon as the Wayne Airport Authority dedicated the new terminal at the Wayne Municipal Airport

and now Stan Morris Field. Appropriately, the governor flew in for the occasion. He was also given the honor of making the surprise announcement that the new terminal will be called Nancy Braden Terminal, in honor of the long-time City of Wayne Finance Director and member of the Airport Authority. Nancy has been instrumental in securing federal funding to assist with this project. She was also recognized for 28 years of service to the Airport Authority Board. Others honored were Dave Ley for 38 years, Mitch Nissen for 34 years, and Carl Rump for 25 years. Wayne Mayor Ken Chamberlain was the master of ceremonies. Airport Authority Chairman Mitch Nissen handled the opening welcome and Father Mark Beran gave the invocation. State Senator Dave Bloomfield and Congressman Adrian Smith also spoke. Music was provided by the Wayne State College Band, directed by Dr. Dave Bohnert. Several hundred people were in attendance, including members of the Northeast Nebraska American Legion Riders.



*The following two articles:
"The Ship" and "The Champ" are related.*

The Ship

By Author Unknown.

It has been reported this was found in the pocket of a dead soldier's uniform where he lay in a trench during WWI.

I am standing upon the seashore. A ship at my side spreads her white sails to the morning breeze and starts for the blue ocean. She is an object of beauty and strength. I stand and watch her until at length she is only a ribbon of white cloud just where the sky and the sea come to mingle with each other. Then someone at my side says, "There! She's gone!"

Gone where? Gone from my sight-that is all. She is now just as large in mast and hull and spar as she was when she left my side, and just as able to bear her load of living freight to the place of destination. Her diminished size is in me, not in her, and just at the moment when someone at my side says, "There! She's gone!", there are other voices ready to take up the glad shout, "There! She comes!" And that is Dying.

The Champ

By Tom Gribble

We are standing upon the ramp at the northwest corner of the terminal building. My wife, Pat, is at my side. We watch, The Champ, as Evan Gillespie taxis Her from the hangar area toward Runway 30. Just short of the runway he turns Her into the slight breeze. We cannot hear Her from this distant point, but we know Evan is doing a run-up. Soon, he turns Her to the right and proceeds onto the runway. The Champ turns to the west-northwest as Evan aligns Her with the runway centerline.

We watch now as the Champ accelerates along runway 30. She spreads Her wings and lifts off at what seems to be only a 300 foot run. We see Her climbing at a goodly rate, even with a full load- the two men, the baggage, and both tanks full- bringing Her up to Her 1,350 pounds maximum take-off weight.

At runway's ending, The Champ makes a ninety degree turn to the left. After a short cross-wind, She turns parallel to the runway and heads east-southeast. Her ultimate destination is Chagrin Falls, Ohio, just to the east of Cleveland. However, She will, even with the prevailing west wind, probably need at least two and perhaps three, or maybe four, fuel stops. Evan will no doubt spend one night in a hotel.

We have by now walked around to the front of the terminal building; that is, the parking lot side. We watch the Champ as She levels off and begins to gain speed. Speed being, in Her case, a relative thought. She'll indicate 90 MPH, and at this altitude that will give Her a true airspeed of 100 MPH. In Ohio, She will show a little more on the airspeed indicator, but no greater true airspeed. Perhaps a little less.

We stand and watch Her as She becomes ever smaller. Soon She is only a small dot in the blue sky. Then Pat, standing at my side, says, "There! She's gone!" But in Chagrin Falls there will be other voices ready to take up the glad shout, "There! She comes!" And that is Flying.

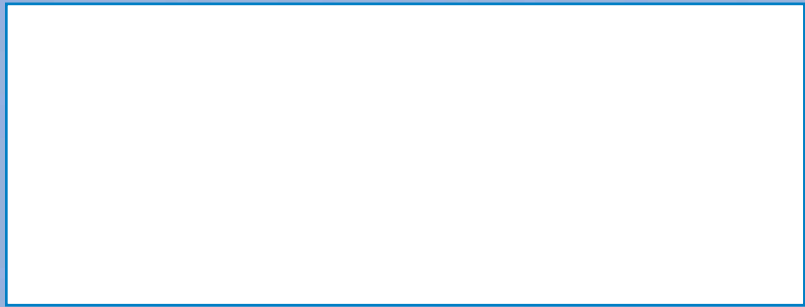
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Events Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 8:00-10:00.
- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 8:00-10:00.
- **Seward Airport (SWT)**, Midwest Aerobatic Club has regular meeting on 3rd Sat of the month.
- **October 19-** Sidney (SNY), Fly-in breakfast from 7:00-Noon. Breakfast free to pilot-in-command. For more information contact Jon Leever at 308-254-7448.

2013 Airport of the Year

It is that time of the year to nominate your favorite airport for Nebraska Airport of the Year.

There will be two airports awarded this year, Part 139 airports and General Aviation airports. Part 139 airports include: Alliance Municipal Airport, Chadron Municipal Airport, Grand Island Central Nebraska Regional Airport, Kearney Regional Airport, Lincoln Municipal Airport, Omaha Eppley Airfield and Scottsbluff Western Nebraska Regional Airport. The second category includes all other airports.

Remember, Gothenburg airport will not be eligible this year, since they were awarded for 2012. Nomination forms can be found on NDA's website: www.aero.state.ne.us under the title "Airport of the Year form." Return forms by January 7th, to the editor.

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A rare static display was an AC-47 (military version of a DC-3 cargo plane) from the Vietnam era. It was thought that more fire-power could be provided by light to medium ground-attack aircraft in some situations when ground forces called for close air support. "Spooky" drew plenty of spectators with informational tours available. The plane originally served during WWII as a C-47 Skytrain with airmen trained at the Alliance Air Base. It later became a gunboat during Vietnam sporting three "mini-guns," that could fire up to 6,000 rounds per minute. The underside was painted black to facilitate night-time operations.

The State Fly-in was a successful event and it was attributed to all the hard work of so many people. Next year, the state fly-in will be hosted in York (JYR) on June 7th.



AC-47 "Spooky"