

PIREPS

A monthly newsletter for Nebraska pilots and aviation enthusiasts



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

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ACE Academy Promotes Aviation

By Stuart MacTaggart

Trent Sandberg of Gering, Nebraska had waited over a year to attend. Joshua and Daran, from Hartington, looked forward to teaming up in pursuit of their dream to fly. Clay Bixby left the ranch in Ellsworth, Nebraska—in the middle of hay harvest—for the long trip east. And, Yussy Mendoza of Shawnee, Kansas yearned for more technical and analytical challenges.

Much of that came together the last week in July as 25 students from Nebraska and four neighboring states arrived at the Army National Guard camp at Ashland for ACE camp. ACE stands for Aviation Career Exploration –and that’s exactly what these campers did. Explore! Spending their nights at the Nebraska Guard Camp, these students were to spend five days enjoying a myriad of tours, visits and briefings. Four college students and one recent graduate from the University of Nebraska,

Kearney, bunked with the campers and orchestrated the daily activities. The camp’s goal: to provide insight for further study, or perhaps, to pique interest in an aviation career. The star of the program was, of course, the opportunity to actually pilot an aircraft. Rob Ator, of Lincoln’s Silverhawk Aviation, provided the pilots and aircraft for the adventure. Each camper demonstrated a wide grin for their “hero photograph” in front of the airplane before going aloft. But, there was to be much more to the aviation picture. There was military, law enforcement, airline, general & sport aviation, air traffic control and more. A hearty “thank you” to Air Guard Lt. Pat Ryan and Army Guard Lt. Dustin Wilkie! Despite deployments and operational transitions, our Nebraska National Guard rolled out the red carpet. This meant a chance to sit in an Apache helicopter as well as tour a KC-135R Stratotanker. Top notch aircrews responded to inquisitive campers’ every question. Duncan Aviation and our Nebraska Highway Patrol added yet another dimension of aviation.



ACE Students With Instructor Sam Greenfield

The Duncan team enlightened everyone on just what it takes to keep those sleek corporate jets in the air. Then came a big surprise when Harry Barr escorted the ACE students to his hangar to view his pride and joy—a vintage P-51 Mustang! Jack Kreech and Troopers Strack and Peck of the Highway Patrol Aviation Wing demonstrated just how responsive law enforcement can be when equipped with airborne capabilities. Then, the historical perspective was folded into the curriculum when our students visited the Strategic Air and Space Museum. Local aviation author and pilot, Diane Bartels cap-



ACE Group in Front of North American P-51 Mustang

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Momentum of Yesteryear ... Momentum of Tomorrow

Much of the momentum behind the growth and development of aviation's first 100 Years of Powered Flight has been "enthusiasm". This enthusiasm has continued through subsequent generations as each saw new developments occur: the ability to transport passengers, the ability to perform aerobatics, the ability to fight battles, the ability to personally use aviation. Simultaneously with being enthused, cravings were satisfied with many different types of aircraft being manufactured and funding assistance for learning to fly, like the GI Bill. This combination of personal enthusiasm, better aircraft, and the aspect of actually flying has intrigued generation after generation.

We are turning the corner toward a 2nd Century of Powered Flight and I hope all are pondering how to make the future of aviation more successful. Unfortunately, beginning in the last decade of this 1st Century of Powered Flight, there appear to be more things



Kent Penney
Director, Nebraska
Dept. of Aeronautics

to impede the momentum of aviation than there are sources of momentum. We must eliminate these impediments in order for more people to be active in aviation's 2nd 100 Years of Powered Flight. Our efforts must be on creating more momentum to promote the development and use of aviation.

H-1 Racer Crashes

Jim Wright, builder and owner of the replica Hughes H-1 Racer, on his way home to Cottage Grove, Oregon after AirVenture 2003, crashed north of Old Faithful in Yellowstone National Park on August 5. Jim, dressed in scuffed cowboy boots and blue jeans, was sitting in the shade of the wing beside his wife shortly before this picture was taken. He was very gracious in talking about the aircraft and allowed me the opportunity to take his photo beside this \$1 million replica of the 1935 Hughes H-1 racer. Unfortunately, the aircraft was destroyed and Jim lost his life in the accident.



Jim Wright and Replica H-1 Racer

NOTAM

a.k.a. New Opportunities to Avoid Mistakes...on the Runway

By Inez Kennedy, Operations Supervisor, Columbus AFSS

Demand for aviation to perform at unprecedented levels of safety has never been higher. The NOTAM (Notices to Airman) system is used to disseminate information on unanticipated or temporary changes to components of or hazards in the National Airspace System (NAS). Looking through the lens of runway safety, NOTAMs truly are new opportunities to avoid mistakes on the runway. The constantly changing information they provide on such things as runway closures, construction projects, runway lights out of service, and maintenance crews and equipment helps reduce the potential for human error. In particular, two types of NOTAMs, Distant NOTAMs (D NOTAMs) or Local NOTAMs (L NOTAMs), can help pilots lower their risk of being involved in a runway incursion.

D NOTAMs contain information on enroute navigational aids, facilities, services, procedures, and civil public-use airports listed in the Airport/Facility Directory, and are widely disseminated through telecommunication. Conversely, L NOTAM information such as taxiway closures and runway lighting, is required only to be distributed locally. At first glance, this distinction may seem inconsequential. But the risk is significant.

For example, if you were flying from Maryland to Wisconsin, and did not request L NOTAM information from the Automated Flight Service Station or Flight Service Station (AFSS/FSS) that has responsibility for the airport concerned, you would not find out about construction personnel or equipment on a runway in Wisconsin from your pre-flight briefing in Maryland. L NOTAMs are not entered into a central database. As a result, if you do not check for updated information enroute, you increase your risk and the risk of others on the surface of being involved in a runway incursion.

Five Runway Safety Guidelines to Keep in Mind While Using Notams:

..Obtain a complete pre-flight briefing, including all NOTAMs.

..The pilot-in-command has the primary responsibility of ensuring that all current NOTAM information is received during a preflight briefing.

..AFSS/FSS personnel provide D NOTAMs and L NOTAMs during standard, abbreviated, and outlook briefings, when pertinent to the flight. L NOTAMs are not available when you use Direct User Access Terminal Service (DUATS) for a pre-flight briefing.

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World's Most Significant Airplane



Thomas Gribble

By Tom Gribble
 Wilbur Wright, in a letter to his father in September 1900 said, "When once a machine is under proper control under all conditions, the motor problem will be quickly solved." A year later, during a speech before the Western Society of Engineers in Chicago, Wilbur told these learned gentlemen that a system for coordinated flight, along with a skilled pilot, would solve the flying mystery. The simple matter of adding power,

he said, would come only after these first requirements were met. Almost all previous flying attempts had been made in what were essentially hang gliders. The brothers realized this type of craft would be very limited in both size and speed. Too fast, the pilot, battered by wind, would be unable to affect weight shifting. Much larger than a kite, it would be too ungainly for control by weight shifting.

What Wilbur did not yet know was that he and his younger brother, Orville, would have to do much more than merely develop a system for coordinated control, and then teach themselves how to fly. Think about that: nobody as yet knew how. For designing the wings of their 1900 and 1901 gliders, the brothers would use the data-tables of lift and drag, theories concerning centers of pressure, all the other things which must be considered when building a flying machine - originated by Otto Lillenthal and compiled by Octave Chanute. These figures, they would learn to their angst, were horribly in error.

The first glider that the brothers built, in 1899, had only a five foot wingspan. Its only purpose was to test the wingwarping apparatus they had come up with for accomplishing what they called "lateral control"; that is, turning left and right by banking. Wilbur flew it as a tethered kite near their home in Dayton, Ohio, using control lines not unlike those used to fly model airplanes today. The wingwarping worked as planned.

Their next machine, the 1900 Glider, was intended to be a man carrying aircraft. Their wing design was based on the erroneous concepts originated by their seniors in flying experiments. This 1900 glider incorporated not only the wingwarping for roll control, but also an elevator, what the brothers called a forward horizontal rudder, for pitch control. With this glider in boxes, they made their first trip to Kitty Hawk, North Carolina.

Wilbur made his first actual "flight" in this glider, sailing just above the sands of Kill Devil Hills. His flights lasted only seconds. At the end of the flying season, Wilbur's total flying time amounted

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Check Airman's Corner

By Lee Svoboda

So far the practical test applicant has been able to show the examiner that the aircraft to be used for the flight test is airworthy. He/she has shown the examiner all the docu-



Lee Svoboda

mentation required in the aircraft and engine logbooks. He/she has conducted the preflight inspection of the aircraft and nothing was found that would make the aircraft unsafe for flight. Now the applicant is ready for engine start.

Of course the examiner is expecting the applicant to use a checklist for the pre-start and start of the engine. If the applicant cannot get the engine started, the examiner has to determine if there is a problem with the engine or a problem with the applicant. However, in this case let us assume that the engine start was normal. As the applicant is taxiing to the active runway, the examiner expects to see a brake check as soon as the aircraft starts to move, and also an instrument check, depending upon the type of a practical examination being administered. Once in the run up area, the examiner expects the applicant to continue to use a checklist. Items normally checked are magnetos, carburetor heat, prop control, and engine instruments. Of course, the items checked depend upon the make and model of the aircraft. What the examiner wants to know is if something does not check correctly, can the aircraft be flown or is it unairworthy? For example, if the vacuum gauge reads zero, can the aircraft be flown? It depends! If this is to be a day VFR flight, the answer is yes. If this is to be an instrument flight or an instrument examination, the answer is no. The examiner expects the applicant to know what makes the aircraft unsafe for flight and why.

Moving right along, let us assume that everything checks okay and we are now lined up on the runway for takeoff. As takeoff power is applied, the examiner expects the applicant to determine if the engine gauges are all within the normal range for takeoff, i.e., is the power normal, is the oil pressure normal, is the airspeed indicator showing speed increasing, etc.; if not, the examiner expects the applicant to abort the takeoff. However, if everything is within range and continues to be within range throughout the takeoff roll, the final airworthiness decision is made when the applicant lifts the nose for takeoff. In assents, everything up to rotating for takeoff is done to determine if the aircraft is airworthy or safe for flight and when the pilot rotates for takeoff, he/she is saying, I think this aircraft is airworthy.



Ace Academy Promotes Aviation *Continued from page 1*

tured the attention of all with her presentation on the life of famous Ord aviatrix, Evelyn Sharp. Bob Hicks then provided a fabulous guided tour of the aviation displays. Linda Benda, of Lin-



SR71 and ACE Group at Strategic Museum

coln Airport Authority provided yet another highlight with a superb tour of Lincoln's commercial facilities. Lincoln's TSA chief, Reno Bamford, explained the newest security measures, while Linda and American Airlines representative, Sue Ann Ryan teamed up to explain air carrier operations. Then came a really special treat—an onboard visit to one of American's Regional Jets. No airport visit



American Regional Jet at Gate

would be complete without seeing the tower and Radar Approach Control operations. Thanks to the special efforts of Tower Chief, Mark Grant, the students were able to see, first hand, just what makes an airport click. Throughout the

week the tours and briefings were oriented towards more conventional flying. That changed dramatically with a visit to NASA's space shuttle simulator at UNO. Each student was assigned a role onboard or at a command and control console, and then counted down for the launch.

The visit to Offutt AFB Hospital was particularly interesting, as Lt Tyndall and Airman Holbrook explained aviation physiology and escorted our campers through the hyperbaric altitude chamber. Evenings found the UNK counselors teaching academic classes in aerodynamics, weather, and navigation, while Mahoney State Park provided a relaxing outlet for dinner and recreational activities. On Friday, our students launched their rockets before being greeted by parents and relatives for the graduation. NDA Director, Kent



Space Simulator

Penney and Operations Chief, Bill Lyon, congratulated the campers. UNK's Director for Airway Sciences, Terry Gibbs, praised both students and counselors; and UNO Aviation Professor Denny Acheson capsulized the program's success.

NOTAMS

Continued from page 2

...As noted above, L NOTAM information for non-local AFSS/FSS areas must be specifically requested directly from the AFSS/FSS that has responsibility for the airport concerned. Facility specific toll-free telephone numbers are available in the Airport/Facility Directory or by dialing 1-800-WX-BRIEF.

..Because NOTAM data constantly changes, pilots should contact AFSS/FSS enroute to obtain updated information.

It is also important to note that the Notices To Airman Publication is issued every four weeks. When NOTAMs are published, they are no longer provided during a briefing. Therefore, it becomes the responsibility of the pilot to specifically request this information. By requesting NOTAMs, the opportunity for human error decreases and the pilot makes the runway a safer place for all.

Fly'N For Make-a-Wish

By Diane Bartels

When was the last time you tested your aviator skills? That is the question Race Directors Charlie Daubs and Harlon Hain might ask you! The 2003 Fly'N for Make-A-Wish Air Rally/Race was flown across Nebraska the weekend of August 9 and 10. It was a cross-country competition for fixed-wing single or twin aircraft flown during daylight hours under VFR conditions. Thirteen



Charlie Daubs and Harlon Hain

planes competed. Sponsored by the Omaha Aviation Optimist Club, the Aviation Institute at UNO, and other Nebraska Optimist clubs, this NEBRASKA CENTENNIAL OF FLIGHT event was a fund raiser for Nebraska Make-A-Wish Foundation.

On Saturday morning, the racers were timed off at Millard. Spot landings and a scavenger hunt took them to Wahoo, Seward, York, Aurora, Hastings, a stop at Kearney for lunch, and then on to Holdrege, McCook, Imperial, Ogallala, Oshkosh, and the terminus at Alliance. Beautiful late afternoon thunderheads stayed to the northwest, allowing all racers to land safely.



1st Place, Frank Mitchell and Ray Anderson

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Fly-n For Make a Wish

Continued from page 4

That evening, the racers and members of the community enjoyed a steak cookout in the Alliance hangar. Local ranchers donated the beef, while others provided the fresh sweet corn, locally grown potatoes, and homemade cakes. After dinner, Gloria Clark, author of World War II Prairie Invasion, presented a historical perspective of this former WWII Army Air Field. The evening concluded with a visit to the Knight Museum which features the history of Box Butte County.

After a thunderstorm during the night, Sunday dawned to clear and bright blue skies. The slower planes were timed off at 06:30 with the others to follow. Ord was designated as either a fuel stop or a timed fly-by at the intersection of 13-17. The final fly-by was over the Elkhorn River Bridge on Highway 92 at 2000 MSL. Planes then returned to Millard for the awards ceremony.



Cookout at Alliance "Make Mine Rare!"



Scott Tarry (UNO Aviation Professor) and Daughter Olivia

Special acknowledgment goes to Jack Jackson, Hangar One at Millard, Ted Hempel, president of Alliance Optimist, Barbara Watson, Alliance Airport Manager, and to Jeff Jensen, owner/operator of Heartland Aviation, who along with other members of the community made this a most enjoyable event. It gave those of us who love to fly our airplanes and spend time with fellow pilots an opportunity to support a worthy cause, practice our flying skills, and have fun. We hope to have more join us next year.

This year's winners were: 1st Place: Ray Anderson, pilot - Papillion, Frank Mitchell, copilot - Bellevue: N4706E, 1955 Aeronca Champ.
2nd Place: Jeff Clausen, pilot - Lincoln, Don Peters, copilot - Elkhorn: N4570J, Piper Arrow. 3rd Place: Robert C. Raymond, pilot - Gothenburg, Craig McGee, copilot - Omaha: N6123Q, Piper Archer.

What Do You Want to be When You Grow Up?

That question is one all of us must answer. Some days it's easy but other times the solution eludes us, to be answered another day or year! Once we graduate from high school and make a decision on where to go for college, then we must decide on a major. Sometimes you get lucky and make a career decision which will give you a fulfilling job for a lifetime. Others see so many things they want to do that they just have to wait to do them as maturity and income will dictate.

John Vick made the decision to become a dentist but always had a passion to not only be around airplanes but also to fly them. John started flying at the age of 45 and retired in 1998 after being a dentist for most of his adult life. He then began doing things he had always dreamed of doing! He recently graduated as an Airframe and Power plant (A & P) mechanic from the Chandler Gilbert Community College, School of Aviation in Chandler, AZ about four months ago. Since then he has been working for Classic Aero in Aurora, NE learning more about Navion aircraft. John said he could only work there for another month as his wife wanted to get back to their home



John Vick at Work on a Navion in Classic Aero's Shop



John Vick's Navion

in Arizona for the winter! John has owned a Navion for the last 11 years and flies a North American T-6 for the Commemorative Air Force. What do you want to be when you grow up?



World's Most Significant Airplane

Cont from Page 3

to about three minutes. The greatest distance covered that year was 100 feet. The brothers were greatly disappointed in its performance.

They also flew it hundreds of times as a kite. When flying it tethered, they used chains of varying lengths to test its weight carrying ability. They made many measurements of lift and drag while flying it in this manner. They were pleased that its drag was less - by about half - than expected, but disappointed its lift was also less, by about half - than expected.

The 1901 Wright glider was significantly larger than the 1900 model, having a wing area of 290 square feet versus the 165 square feet of last year's machine. While the wing was completely redesigned, with a different aspect ratio and a changed camber, it was still based on Lilienthal's flawed data.

During trials, they flew it both tethered and with Wilbur at the controls in free flight. During this flight testing they made many modifications to it, including a drastic change in camber. But this 1901 model was still not performing as projected. Wilbur's longest glide was somewhat short of 400 feet. While their wingwarping served to keep the plane level during straight ahead flight, attempts at turning the machine were a disappointment. The airplane wanted to turn in a direction opposite the bank. Looking back, it seems so simple. Adverse yaw. But this was 1901, and the sheet of paper really was blank.

They left Kitty Hawk for home on August 20, 1901. Wilbur would later write, "...we considered our experiments a failure." They were quite moody for a brief period. They seriously considered abandoning their efforts. When they gave it more thought, though, they came to this realization: in those areas where they had relied on their own calculations, they had usually been successful; in those areas where they had relied on information supplied by others, they had, almost without exception, failed. Within two weeks of returning home, they were back at it.

Thus began the most productive phase of aeronautical research in all history. They now totally disregarded the calculations upon which all previous flying machines had been designed. Their future successes would not be the result of refining the earlier work of their predecessors. Now, everything they designed, built, and tested would be strictly their own.

Editor's Note: This begins a four part series on the Wright Brother's glider activities and how they learned to control flight about three axes, and once that was understood, how to build a heavier than air machine that would fly under its own power. As stated at the beginning of this article, "When once a machine is under proper control under all conditions, the motor problem will be quickly solved". The last part in this series culminates with "The World's Most Significant Airplane Engine". Charles Taylor, the world's first airplane mechanic comes into his own in the last article which will be in the December issue. All of this is in preparation for a "Celebration of the First 100 years of Powered Flight", December 17, 1903 - December 17, 2003.

Red Cloud Hosts Fly-in Breakfast

By Chuck & Terrie Stokes, Dave & Tammy Barnes

Sunday, August 10, the Red Cloud Lions Club hosted the 10th annual Fly-in breakfast at the Buster-Lewis Field in Red Cloud. This was associated with the Street Car Days Celebration. Over 250 folks were treated to a pancake and sausage breakfast, complete with coffee and juice. In spite of the foggy weather, several planes and ultra lights



Ed Burt and Experimental Aircraft

made the flight into Red Cloud throughout the morning. One of the first planes in was an experimental aircraft

flown in by Ed Burt from Osborne, KS. Ed has been flying for 12-14 years. The Husker Ultra light Club from the Hastings, Harvard area, had 3 members of their club fly in; Dave Nissen in his Hitech



Dave Nissen and Hitech Hurricane

Hurricane Ultra 103, Jerry Littrel of Davenport in his Rans 56 A03JML and Hugh Martin of Harvard in his Northwing Apache Trike. This was Omahan Doug Savage first time at Red

Cloud's fly-in, arriving in his C172 Skyhawk with a flight time of one hour and 11 min. A treat for the veteran pilots was an antique

1946 Cessna 120 taildragger, flown in by Ward & Judy Combs of Omaha. Judy is the niece of Red Cloud resident Eleanor Stueck who also attended the breakfast and visited with family.



Hugh Martin and Northwing Apache Trike

Members of the Hastings SkyLarks Club gave demonstrations with radio controlled

"Red Cloud's Youngest Pilot"



Chuck & Terri Stokes Grandson, Garrett

model airplanes. Mark Bergt, president of the Skylarks Club, has been doing RC shows for 60 years. He gives each child the chance to "co-pilot" a radio controlled airplane and stays until they all get a chance to fly.



Falls City Hosts Fly-in

By Darrin Schawang

On Sunday, August 17, Brenner Field at Falls City, came to life with more than 40 aircraft and over 400 people for a pancake & sausage breakfast prepared by the Falls City Rural Fireman. De-



Gary Peterson's 1942 Waco

spite the hot August forecast, a wonderful assortment of aircraft decorated our sky. The crowd enjoyed watching and looking at the different aircraft including experimentals, twins, biplanes, and the

Life Net Helicopter. Mid-morning, a group of powered parachutes showed off their colors to the crowd. The co-chairmen, George Ketner and Darrin Schawang, were very pleased with the turnout; "We were swamped with success and hope for the same next year."



Bob Smith's 1938 Waco

The Pilot

A Fictional Story By Jess Banks

The first time I saw Charlie, he looked old and worn with thinning gray hair and an indication of relaxing stomach muscles that at one time might have been iron hard and flat. He didn't walk with the lightest of step but had a slight limp that started at his polished shoes and went all the way to his left hip. When I looked at his eyes, I was surprised! He had been watching me all this time with a look of skepticism as if to say "Do you want to fly or stay down here with the earthbound?"

Turns out that Charlie always came over to the airport first thing in the morning, drank a cup or two of coffee and listened to the stories of the other pilots. We always gathered in a small room where the weather machine displayed current conditions. He never made any comments about those stories, but took it all in with a look of satisfaction as he listened to each one tell of their experiences in the air and on the ground as well. Some of those stories were really "whoppers"! No one seemed to notice Charlie much but he was always there.

I had been working as a flight instructor about six months when one morning I was scheduled to take an aircraft up that had just been worked on and the mechanic wanted a pilot to check it out. I still don't know what made me think of Charlie sitting there in the weather room drinking his cup of coffee but decided to ask if he would like to go along. His face lit up like a 100 watt bulb at midnight! Charlie's limp didn't seem quite as bad as we went out to

the flight line.

I suggested to Charlie that he take the left seat, he just smiled and climbed into that airplane like an old pro. I had to talk him through some of the procedure for starting the engine and where the various switches were located and what they turned on and off. He taxied the airplane out toward the runway, did the engine run up and then I called tower for clearance to take off. I could tell Charlie was getting a big kick out of all the radio chatter and being in an airplane. I briefed him on the airspeeds for rotation, climb out, pattern work, and landing. Charlie was either a born natural or he had a lot of hours flying as the airspeed needle seemed to freeze on each of the speeds I had briefed him on prior to takeoff. After a while we came back to the pattern and I told Charlie to go ahead and make the landing. He flew that airplane as smooth as velvet! As we taxied in I could tell Charlie seemed pleased but yet almost sad at the same time. I couldn't understand why but soon we were back parking the airplane and getting out. He thanked me for asking him along and letting him fly the airplane. He said it had been a long time since he had so much fun.

We parted our ways and for several weeks afterwards no one saw Charlie at the weather room and I began to wonder what might have happened to him. Someone recalled where Charlie lived so that evening after work I decided to go see him. It was in the older part of town, not a bad section but just starting to go down some. As I got closer to the address, I couldn't help but remember how much Charlie came to life while he was flying that airplane. Soon I was turning into the driveway of a nice home with a front yard surrounded by flowers and a white picket fence. A few moments after I knocked, a gentle looking white haired lady with startling clear blue eyes opened the door. I told her we had missed Charlie at the airport and asked if he was going to come back. She said "Are you the flight instructor who gave Charlie the airplane ride?" "Yes", I said "That was me". "Come in, I have some things to tell you." Afterwards I decided to go home and get some sleep.

The next day at the weather room, I was the one who had the story to tell! Turns out that Charlie was a B24 bomber pilot during World War II and had participated in the Ploesti oil field bombing runs over Romania. He was one of only a handful of pilots who survived that difficult period. After the war he had been a pilot for an airline before retiring. She said Charlie had been flying for pleasure up until just a few years ago, until he had lost his medical. The day Charlie and I had flown he came home excited and told his wife about the thrill of flying again and how much he had enjoyed it. He hadn't slept well that night and didn't go to the airport for coffee the next day but he sure did talk about that last flight. For you see, Charlie didn't get to feeling better and passed away just two weeks after we had flown.

Now as I look back over the years and the flights I've had, I think about going out to the airport to get a cup of coffee or two and listen to the stories told by the "old head" pilots. I will never forget Charlie and that look he had, "Do you want to fly or stay down here with the earthbound?"

PIREPS

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2004 Aviation Art Contest

By Stuart MacTaggart

If your children are between 6 and 17 years old and interested in aviation, here's an opportunity for them to participate in a really fun program. Our International Aviation Art Contest is sponsored locally by NASA, the Nebraska Air National Guard, the Ninety-Nines and numerous other aviation organizations.

This year's theme is **"Flying Saves Lives."** Entries will be judged in three age groups: 6-9; 10-13; and 14-17. The artwork must be 11X17 inches, using any of the following media: watercolor, acrylic or oil paints, indelible markers, colored pencils, felt-tip or soft ballpoint pens, Crayola, indelible ink, or similar indelible mediums.

Engraved trophies will be awarded to the first, second and third place winners in each age category. Following the state competition, the winners' art will be sent to Washington D.C. for national judging, and if a winner there, on to compete internationally. Previous Nebraska artists have received accolades at both the national and international levels in recent years.

Entries must be postmarked by January 10, 2004. Look for brochures at your school, at your local airport, or contact me, Stuart MacTaggart, at NDA: stuartm@mail.state.ne.us. You may even copy the registration form through our web site: www.aero.ne.us. On the left side, scroll to International Aviation Art Contest.

Calendar

Sept 6 Rain or Shine...York EAA Chapter 1055 will serve Fly-in's or Drive-in's an awesome breakfast on the first Saturday of every month from 8 to 10 a.m. This month it will be on Sept 6. Free to PIC.

Sept 7 Neligh Fly-in breakfast, 7 to 11 a.m. More info: Rick Schindler 402-887-4827.

Sept 7 S. Sioux City, T. Martin Memorial Fly-in breakfast 7a.m.-noon. Free to PIC. More info: Gene or Rick 402-494-3667

Sept 13-14 Ord, Sat. Evelyn Sharp Days. D. Bartels presents Evelyn Sharp, Classic Cars at airport. Sunday, Fly-in breakfast 7 to 10 a.m., free to PIC & companion. Lunch 11 a.m. to 1 p.m. Airshow, RC airplanes, children's activities. More: 308-728-3000.

Sept 14 Plattsmouth Fly-in breakfast 8 to 11 a.m. Tied in with King Korn Festival. More info: Roy Kessell 402-298-8468.

Sept 14 York State Fly-in. Also York Fest. EAA hosting fly-in breakfast 8 to 11:30a.m., free to PIC. Air Show, parachuting, plane rides. More info: Doug 402-362-6554.

Sept 20-21 Lexington Fly-in breakfast 7a.m.-11a.m. and lunch 11 a.m.-2 p.m. Young Eagle rides, Maule demo, spray plane demo & glider tows. More info: Nathan or Jerry 308-324-8770.

Sept 20 Sidney Fly-in breakfast, 7a.m. to noon. Free to PIC. Western Community College Voc-Air Flying Club fundraiser. "Young Eagle" rides. More info: Dave Young 800-222-9682.

Oct 17-28 Cozad. "100 Years on the 100th Meridian". Friday Oct 17, 12 a.m., D. Bartels presents "Evelyn Sharp". Sat, Oct 18 Fly-in breakfast, evening banquet 6 p.m., Hall of Fame inductees. Thurs, Oct 23, Katharine Wright personified at luncheon. Many more events throughout the week. More info: Marilyn Peterson 308-784-3794.

FAA Aviation Safety Meetings 7 p.m. at airports in the following cities: Seward 10/9; Nebraska City 10/16; Beatrice 10/21; S. Sioux City 10/23, Lexington 11/6; Tekamah 11/12. More info: Larry Becherer 402-458-7817.