

PIREPS

A monthly newsletter for Nebraska pilots and aviation enthusiasts



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

PIREPS

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"Parachute Boogie"

Did you ever want to jump out of a perfectly good airplane? If you did, you could have fulfilled that dream on July 16-18, at the Lincoln Sport Parachute Club's recent "Parachute Boogie" held at the Council Bluffs Airport. Over 125 experienced parachutists were there from Colorado, Iowa, Georgia and Nebraska just to name a few of the states. Some camped out at the airport while others drove back home of an evening. They arrived by 7am or earlier so they could be first in line for the ride up to 13,000 feet above ground level to experience one minute of free fall followed by 4 to 6 minutes under the canopy of a steerable parachute. Experienced jumpers had the opportunity to go up numerous times for an \$18 fee each trip.



Jumpers Lined up to Board the "Shorts"

The big draw happened to be the "tandem" jumps, where you jump attached to an experienced parachutist who controls the free fall and the parachute. There were 57 tandem jumps on Saturday and almost half that number on Sunday. The oldest tandem jumper was Dave Albert 79, from Woodbine, IA. Dave told me this was his second tandem jump and he was planning to do it again next year. Kevin Shafer, an automotive mechanic with Reagan Buick of Omaha, was there with his wife JoAnna. He was being instructed by Chris Whitley from Albany, GA who had 1580 jumps to his credit. Looking on was Mike Blacksher from the Lincoln Sport Parachute Club. Mike had a video cam-



Oldest Jumper, "Youngest at Heart", Dave Albert 79



L to R: Chris Whitley, Kevin & JoAnna Shafer and Mike Blacksher



Solo and Tandem Jumper Out The Door

era on his jump helmet and would do a video of your jump, free fall and parachute descent. He was a very popular guy with the tandem jumpers.

So how did it look jumping out of a perfectly good aircraft?? The tandem jumpers went out last. Air-speed during the freefall was 126mph, then an opening shock from the parachute deploying followed by a delightful (so I'm told) glide down to the ground. It is an exhilarating experience and one that all the jumpers wanted to repeat as often as possible.



Director Comments

By Stuart MacTaggart

Once in a long while a person is fortunate enough to pursue his dream. I happen to be one of the lucky ones. From those romantic days as a kid making models and daydreaming in school - - then on to college, Air Force pilot training, combat and command, I got to fly airplanes. Almost equally satisfying (and sometimes almost equally challenging) I got to associate with people sharing in that love.



**Director, Nebraska Dept. of Aeronautics
Stuart MacTaggart**

I never expected to be writing this column but I'm thrilled to have the opportunity. To be working in a supervisory capacity with the professionals at the Nebraska Department of Aeronautics is a very special honor. Apparently, it begs the question asked of me frequently in my one week tenure: "What is your vision for the Department?" Since I have never been able to capture a good definition of "vision", I'll address the question more in terms of "goals" or, better yet, "objectives."

Nebraska is much more than top-notch football, beautiful western scenery and the high-rise buildings of our eastern cities. We have wonderful resources in our people, our towns and our communities. I've heard it said that Nebraska is considered by many as "fly-over" country - - the real estate viewed from that United 757 at FL350. That's a shame! We should be "fly-in" country. And, improving our airports is a vital step in that direction. We need to modernize our airport system for more efficient medical outreach, improved services, better marketing and trade, and, yes--enhanced tourism. My department's objective then is to equip Nebraskans with that vitally important resource, a top-notch airport system!

Editor Comments

Welcome to our new Director, Stuart MacTaggart! All of us are excited about our new Director and wish the very best to Stuart in his new assignment.

The October issue of PIREPS is shaping up well with articles about Columbus' Spectacular Fly-in breakfast and two days of events. Also the Open House and Thunderbird demonstration at Offutt AFB. Included will be articles concerning the Fly'n For Make a Wish Foundation and the Fly-in breakfast at Red Cloud to name just a few of the upcoming stories.

New Pilots and Certificates



Private

- | | |
|-------------------------------|-------------------------------|
| Eric Schmersal – Lincoln | Josiah Wissmann – Seward |
| Patrick Reed – Pleasant Dale | James Tracy – Papillion |
| Deborah Hanus – Fremont | Craig Zeluf – Omaha |
| Phillip Cook – Lexington | Joshua Spencer – Omaha |
| Derrick Seyle – Papillion | Dustin Williams – Omaha |
| Justin Hochstein – Bloomfield | Michael Gerdes – Lincoln |
| Trevor Boswell – Bellevue | Matthew Harkleroad – Bellevue |
| Adam Dethlefs – Kearney | |

Commercial

- | | |
|-------------------------|-----------------------------|
| Waylon Woods – Holdrege | William Melton Jr - Lincoln |
|-------------------------|-----------------------------|

Multi Engine

- | | |
|--------------------------------|---------------------------|
| Timothy Fleck–North Platte | Marshall Meidl – Omaha |
| Christopher Wemhoff–North Bend | Lucas Wieser – North Bend |
| Timothy Gieschen – Ogallala | |

Instrument

- | | |
|----------------------------|------------------------|
| Mason Rothwell – Hyannis | Bobbie Harders – Cairo |
| Jacob Lammers – Omaha | Gregory Holm – Omaha |
| Timothy Vampola – Bellevue | Jimmie Marco – Omaha |

Flight Instructor

- | | |
|------------------------------------------------|---------------------------------------------|
| Michael Henry – David City
(Instrument) | Jason Hartwig – Archer
(Instrument) |
| Michael Hardin – Lincoln
(Single engine) | Ryan McGrail – Papillion
(Single engine) |
| Christopher Beard – Kearney
(Single engine) | |



You might recognize PIREPS Editor, Ronnie Mitchell in the self propelled P51 Mustang which was at the Offutt AFB Open House.



Editor, Ronnie Mitchell in Model P51 Mustang

There is quite a story about this model and the impact it's having on young children. Look for the story in the October issue!



“There’s More Than One Right Way”

By Thomas Gribble



Thomas Gribble

Famed aviation lecturer, prolific writer and experienced flight instructor Rod Machado recently said there may be several ways of doing a maneuver correctly. This, in spite of my adamant insistence

that only MY way is proper!

He gave a few examples. The ongoing argument about what controls airspeed and what controls altitude was mentioned. And, can we use elevator trim when making steep turns? Or, how about using two hands on the yoke? Boy, Howdy! Where was he when I needed him?

By the time I soloed I had worn out three instructors. Number three instructor did last long enough to sign me off for the Private check ride. I used up another three instructors on my way to a Commercial Certificate. It took four more to get me an Instrument Rating. Finally, numbers eleven and twelve got me the CFI Airplane & Instrument. Since then I have struggled with a score or more, all with different ideas, ways, and methods of accomplishing the same thing.

The problem with changing instructors so often was unlearning what the last guy told me and learning what the new one wanted from me. One would think with something so absolute as to what makes an airplane fly, there would be only one way to fly, and only one way to teach the art. Ah, if those thoughts were only so.

The eight instructors giving me instrument training (2 for the Private, 1 for the Commercial, 4 for the rating, and 1 more for the CFI-I) could not agree on the pitch/power vs airspeed/altitude question/answer. When, as an inexperienced instructor I went to work teaching instrument flying, I used what number eight had taught me. The chief instructor at the school told me I was wrong.

Following one short summer of instructing I became a very low time co-pilot with an oil company. There was a Chief Pilot, two Captains, and two of us Hydraulic Engineers to operate the landing gear and flaps. Each of the three PICs had their own way of doing things and would not tolerate us bringing one of the other PIC's ideas into the cockpit. They all must have been old flight instructors.

After years of being yanked first one way, then the other on the pitch/power vs airspeed/altitude argument, I decided to watch how

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Rudder, Rudder and More Rudder

By Lee Svoboda

The saga of the rudder continues. The applicant that gave me two more gray hairs with his two turn spin is back to try again for his private pilot, airplane single engine land certificate. This time the stalls and all the other tasks were satisfactory, however, we still had to do the takeoffs and landings.



Lee Svoboda

The applicant made a correct entry into the traffic pattern at pattern altitude and maintained the altitude quite well. Abeam the end of the runway, the applicant reduced power, maintained altitude as the aircraft slowed and when the airspeed was within the flap speed range, initial flaps were lowered. The applicant then stabilized the airspeed and turned to base leg when the end of the runway of intended landing was 45 degrees aft of the wing. On base leg, the applicant extended additional flaps and slowed the aircraft to the recommended airspeed. At that point, the applicant noted that the altitude appeared to be low. Without adding any power, the applicant raised the nose slightly in an attempt to slow the descent rate. This did indeed slow the descent rate, however, the airspeed also slowed. Being involved with chasing airspeed and altitude, the applicant overshot the turn to final. In an attempt to get lined up with the runway, hard left rudder was applied and the nose of the aircraft did point to the end of the runway. However, the right wing started to rise because of the applied left rudder. At that point, the applicant applied right aileron to stop the left roll and also applied a little back pressure on the yoke. Suddenly, we were both looking straight down at the ground through the upper half of the left side windows.

WHAT HAPPENED?? The “what happened” is quite simple if you subscribe to the fact that in addition to making the nose move right or left or stopping the nose from moving right or left, the rudder also controls the speed of the individual wings. If the ball within your turn coordinator is centered, both wings should be flying at the same speed. If the ball is out on the right side, the left wing is flying slower than the right wing. If the ball is out on the left side, the right wing is flying slower than the left wing. With this in mind it is easy to see what happened. When the applicant applied hard left rudder to get the nose pointed toward the runway, the left wing was slowed and when the backpressure was applied, the left wing got so slow that it stalled while the right wing was still providing lift. Consequently, the aircraft rolled left and I got a couple more gray hairs!



First Flight of a BD5J

If you recall last month's issue of PIREPS, there was a rumor that Don Wall's BD5J would be flown for the first time in the near future. The "near future" came sooner than expected and occurred



Don Wall and Harry Barr With Don's BD5J

on July 17, while the Parachute Boogie was taking place at Council Bluffs Airport.

Don Wall had worked on his BD5J for 7 years and now had it ready for flight. There are only 13 BD5Js in existence and Don's is the only one that came from the factory as a kit. It weighs a whopping 460 pounds empty, has a wingspan of 17 feet with a fuselage length of 13 feet, carries 34 gallons of jet fuel (fuel burn of 25gph) and has a top speed of 300mph. It is powered by an APU engine just



It's a Tight Fit!

like the one used in a Concorde supersonic jet (which are all in museums today)!

The friendship between Harry Barr and Don goes back to 1958

when Don had acquired a Swift aircraft in which Harry checked him out. Now, nearly 46 years later, Don asked his old friend to help him again with the first flight of his BD5J aircraft. The cockpit was a snug fit for Harry and he had a bit of a problem getting his right leg straightened out.

Once he was snugly in the aircraft, Don had some last minute instruction to give Harry before the engine start and taxi. Harry made a 180mph pass over the field and said if he had another hour in the BD5J he could give an airshow! It was a real adventure watching Harry fly the aircraft. Even though it was only a "nine minute flight" it seemed to last an hour without any problems whatsoever!



BD5J Low Level, High Speed Pass

Fifth Annual Nebraska Ultralight Gathering

By Kevin Rutland

Whatever you want in a weekend away from the hustle and bustle of the daily grind could be found at the fifth Annual Nebraska Ultralight Gathering (ANUG), held at David City's airport. David City moved their own July 4th celebrations back to mate with the ANUG and the result was an excellent weekend of fun.

Fine weather on Friday afternoon and evening, encouraged many men and machines to either fly or trailer their machines to the airport, and the skies around the city were filled with color as powered parachutes (PPCs), powered paragliders (PPGs), trikes, and 3-axis machines went up to play. Free pizza and pop was available to anyone who flew in, and pilots were able to renew friendships as they relaxed and chatted.



PPC Enjoying the Evening Air

Members of the public drove in to watch the activities, take an



Hugh Martin and Student on Intro Flight

introductory lesson, or chat with pilots. With over thirty machines on, or around the airfield, there were lots to keep everyone happy.

Many of the pilots and visitors either camped for the weekend at the airfield's campground, or took a room at the local motel. David City had provided a free shuttle bus to take visitors into the city, to watch the other activities planned for the weekend, which included a jazz concert, parade, burger bash, and fireworks in the park. They also offered the swimming pool showers to anyone wanting to wash away the sweat and grime. Having an opportunity to freshen up was taken by many as the hot conditions had everyone sweating freely.

Saturday opened with a threat of thunderstorms. It was obvious that most of the activity would be passing to the south of the airport, but it seemed to be pushing itself towards Omaha, and the result was that very few pilots flew in during the day. However, the

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Fifth Annual NE Ultralight Gathering *Continued From Page 4*

dark clouds soon moved away and everyone on the airfield got into flying mode. Visitors again had lots to see and do. We could see virga dropping from the clouds from time to time, but most stayed well to the south of the area.

During the afternoon we were treated to a flying display of a Mosquito powered hang Glider, piloted by Mike Boska. Everyone was stopped in their tracks by the ease of which Mike got airborne, and then tucked himself up into his cocoon harness. He flew around the airfield for a while and then brought the hang glider back to a very nice landing. The Mosquito has a folding propeller and seems to be the perfect way to enjoy hang gliding in the flatlands.

Author, Diane Bartels gave a presentation about the Life of Evelyn Sharp, Nebraska's Aviatrix, in one of the hangars, during the mid afternoon, and then the PPGs, and PPC joined the trikes and 3-axis machines for another evening of flying. Most of them joined in the flight around the outskirts of David City, much to the delight of the locals. The attraction of the jazz concert, and the parade tempted many of the pilots and visitors into the city, and they then stayed on for the Burger Bash, and the fireworks.

Those who stayed on the airfield were able to fly until thirty minutes after the sun set if they had an anti-collision light, and so they flew until they had to land, and then relaxed in an easy chair to watch the fireworks.

The night sky provided more excitement as we were able to see the stars, passing satellites, and even watch the International Space Station pass overhead.

Sunday's weather was much like the previous day, with a storm cell chasing off towards Omaha. Flying continued, and the local crop duster, and a passing Black Hawk medical helicopter, did a photographic fly-by at the request of the organizers, and a Yak stopped in and performed a few maneuvers, which delighted everyone.

After the raffle of \$900 of aviation related donated prizes and a \$600 electric scooter, the remaining pilots planned their journeys home.



Civil Air Patrol Cadets Assisted With Ramp Safety and Crowd Control

The Civil Air Patrol once again did an excellent job on manning the pumps, controlling the crowds, and ensuring safety came first.

The pilot flying the longest distance to ANUG this year was Art Braa,



Art Braa After 357 mile Flight

who flew 357 miles from South Dakota, in a Tuken trike, powered by a Rotax 447cc engine, taking about eleven hours to complete the trip.

Once again, the event was a huge success, and praise and thanks abounded for the organizers, David City, and all the pilots and visitors who made it a safe fun place to be. See you there next year.

Editors note: Kevin Rutland has been flying ultralights and microlights for around twenty years. He has taken part in National and International Microlight Competitions, and was involved in the running of both World Air Games. Living in Iowa, Kevin is an ultralight writer and speaker, as well as an ultralight builder and flier. His books, *Flying with Angels* and *Flying for the Pennyless Dreamer*, and his other CDs are available from: <http://creativemetalcuts.com> If you would like Kevin to speak at your club or gathering about any aspect of Ultralighting, just send him an email for further details. Email: ulavenger@yahoo.com

Air Race Classic Stops in North Platte

By Susan Biba

The 2004 Air Race Classic (ARC) made Lee Bird Field at North Platte one of their official race stops on the route of the 2004 ARC. The stop was hosted by the North Platte Chamber of Commerce with assistance from the Nebraska Chapter of the Ninety-Nines.

Members of the Nebraska 99s were the official timers for the North Platte stop. All race entrants flew across the timing line before returning to the field for landing. Trego/Dugan Aviation was the base of operations for the racers as they checked the weather, re-fueled, checked the weather, polished their planes for maximum performance, re-checked the weather, and just plain rested and relaxed before taking off for Gillette, Wyoming. After take-off, they returned to fly past the timing line again to get an official "time off" for the next leg of their trip.



It's Faster if its Polished!

Most of the teams arrived in North Platte around noon and elected to rest during the hottest hours of the day while waiting for more favorable winds to depart for Gillette. The race is limited to daytime VFR flying only, so racers needed to plan to be on the ground in Gillette before sunset local time.

The 2004 Race was a "Round Robin Route" departing from Wichita, KS to Lamar, CO, to North Platte, NE, to Gillette, WY to Huron, SD, to Eveleth, MN, to Sheboygan, WI to Hannibal, MO, before returning to the finish line at Wichita, KS. The racers departed June 23rd at 8 a.m. with individual starting times noted by

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Tuskegee Airmen Gather in Omaha

The 33rd annual Tuskegee Airmen Convention was held in Omaha, August 3-8, with 78 of the 992 original Tuskegee Airmen attending. My personal observation of the event began on August 2 with a flight from Houston's Bush Intercontinental Airport. While waiting for the last flight of the evening to Omaha, a distinguished



Tuskegee Airman, Charles McGee

gentleman with a Tuskegee patch on his jacket was checking on the same flight.

Since he was sitting in the row ahead of me on the aircraft, I asked if he were a Tuskegee Airman on his way to the Omaha convention. His name was Charles McGee and this was the 31st convention he had attended. During Charles'

WW II training at Tuskegee, Alabama, he had been a roommate of Lincoln resident Paul Adams, who was inducted into the NE Aviation Hall of Fame on January 23, 2004.

Charles was a member of the 302nd Fighter Group flying 137 missions in P39, P47 and P51 aircraft in the European Theater during World War II. He had a 30 year career in the service of our country flying 100 missions in F51's in the Korean war and 173 tactical reconnaissance missions in F/RF4's during the Vietnam conflict. After retirement from the Air Force he was Manager of the Downtown Kansas City Airport for a number of years and is now a resident of Bethesda, Maryland.



Tuskegee Airman, Paul Adams

During the convention, the QWest Center in downtown Omaha contained numerous displays from an Air Force F16 fighter to Tuskegee Airmen autographing the books they had written about their experiences. Dr. Roscoe Brown, Jr. was there and was a pilot who shot down a German ME262 jet aircraft over Berlin on March 24, 1945. After the war he attended New York University where he earned both an MA and Ph.D.,



Tuskegee Airman, Roscoe Brown, Jr.

becoming a Professor of Education there for the next 27 years.

Omaha's Rosenblatt Stadium was the setting for Military Appreciation Night during the convention. The theme of the convention this year was "Hero's All- -Share the Legacy" and over 1500 people were in attendance. All of the 78 Tuskegee Airmen, their family and friends were treated to a wonderful evening. It started with a 45 minute musical tribute featuring songs of World War II sung by a five person group, "The Aviators" in period uniform.



"The Aviators"

Master of ceremonies for the evening was BGen (Ret) Paul Cohen who did a masterful job of introducing events and speakers. There was a flyover of an F16 fighter as the last note of the National Anthem was being sung by Major Shawn Eure. Many speakers were there for the event including Omaha Mayor Mike Fahey, Omaha City Council member Frank Brown, Adjutant General of the NE National Guard, MGen Roger Lempke, Tuskegee Airmen National President Dr. Brian Smith, and Tuskegee Airman



L to R: Tuskegee Airman LtCol (Ret) Charles Lane, LtGen Hopper, Dr. Brian Smith

LtCol (Ret) Charles Lane. The Keynote speaker was LtGen John Hopper, Jr., who is Vice Commander of Air Education and Training Command.

After LtGen Hopper's remarks, the Salem Baptist Church choir, Voices of Victory, sang "The Battle Hymn of the Republic". Then the 55 Strategic Reconnaissance Wing's (SRW) Honor Guard fired a 21 gun salute to not only honor the Tuskegee Airmen who had fallen but the 17 Nebraska military members who have been killed in action during our conflicts in Afganistan and Iraq.

Closing remarks for the evening were made by the 55 SRW Commander, BGen Craig Koziol. A fireworks display provided by the Omaha Royals, Booz, Allen and Hamilton, and J & M Displays concluded the Military Appreciation event which was sponsored by the City of Omaha and the Alfonza W. Davis Tuskegee Airmen Chapter.

Saturday had several local airports providing "Young Eagle" rides followed that evening by a reception/banquet/dance which was the final event for the 33rd annual gathering of the 78 registered Tuskegee Airmen, family, friends and organization members.



Heartland Aviation Receives Award

By Gaylene Jensen

The International Airport Operator of the Year Award was presented on July 26, 2004 in Spokane, Washington to Jeff and Gaylene Jensen of Heartland Aviation which is located at the Alliance Municipal Airport. Keith and Connie Schumacher of Hemingford accepted for the Jensens and presented the award to them in Alliance. Jeff and Gaylene had additionally received the award in 1995.



L to R: Keith & Connie Schumacher, Gaylene & Jeff Jensen

The citation for the award follows:

"Heartland Aviation has been in business at the Alliance Airport since August of 1990. They have been very involved in the community by having a yearly Flying Farmers Fly-in and inviting the entire community. In many of those years they incorporated the EAA Fly-in at the same time and gave many children their first "Young Eagle" flight. Heartland Aviation is a family owned business with the husband and wife team of Jeff and Gaylene Jensen sharing all the responsibilities of running the business. Every event at the airport is shown to be family oriented, including the Christmas Party, where Jeff always makes sure that there is a piñata there for the kids to enjoy. They have been heard to say that they want the whole family involved in the experience of flying.

This past year they were one of the main sponsors for the Make-A-Wish Air Rally. They furnished their hangar for evening entertainment and cooked a delicious meal that was provided to the entrants. Courtesy cars were also furnished for the participants and when the cars ran out they gave them all rides to the hotel.

Jeff and Gaylene are very proud of the fact that they always have a courtesy car available for the weary overnight traveler, business traveler, or the pilot wanting to just grab a bite to eat. They always strive to have happy satisfied customers and will bend over backwards to make sure their stop in Alliance, either short or long, is enjoyable.

The Alliance Airport is located in the Nebraska Panhandle where some of the main businesses are involved in both farming and ranching. Happily, Jeff and Gaylene are always making sure your aircraft is in tip top shape for your next big adventure.

"There's More Than One Right Way" Continued From Page 3
everyone I flew with did it. FAA Inspectors, Designated Examiners, Flight Safety Instructors, Pilot/Instructors with the airlines the FAA contracted with to provide recurrent training, all my friends

and fellow pilots and instructors. I even did a little self-analysis. I finally figured it out!

Pitch does not control altitude nor does power control airspeed. Neither, however, does power control altitude and pitch control airspeed. The truth is, coordinated use of pitch and power controls both airspeed and altitude. In our flying, we commingle all four elements - pitch, power, airspeed, altitude - without blending them to the point wherein each becomes indistinguishable from the others. Can't get away from it. Change any one thing and at least one, usually two, and sometimes all three of the others must be changed. Doesn't matter whether it's in VFR level steep turns or in the soup descending on an ILS glide path.

Now, having said all that, it also DOES NOT MATTER if one person thinks of it as power controlling altitude and/or glide path while pitch controls airspeed and another pilot thinks of it as just the opposite. What does matter is the outcome. Just stay on-speed and on-altitude or glide path. And, hope the examiner doesn't ask how it was accomplished.

Same thing with the one hand on the stick or yoke and the other on the throttle, with no trimming allowed. As Rod Machado said, "what ya gonna do with the one armed pilot?" There are several, you know. What about the slightly built young girl trying to hold the nose up with one hand? Slightly built young GIRL? How about this portly old MAN? There was no way I could hold the nose of the Convair 580 up in steep turns without using either both hands or up-elevator trim, or both. That's why I now fly a Champ. Doesn't take much muscle. That and the fact that the CFI giving me the BFR can't see the instruments from the back seat.

All Inspectors and Examiners should be looking for performance rather than mechanical inputs. Sure, an understanding of basic aerodynamics is required. What makes an airplane stall? How will ice effect the wing and tail? But, "How did you stay on path; with pitch or power?" No! It does not matter, just that my student DID stay on path or on altitude. That's all. If you want to argue, make it something less controversial. Like politics or religion!

Air Race Classic Stops in North Platte **Cont from page 5**
timers in Wichita. Each leg was timed by timers at each airfield. Leg prizes were awarded in addition to overall team prizes. There is also a large trophy for the top collegiate team. Regulars at Lee Bird Field were surprised to see the large number of GA planes on the ramp at LBF. Race teams ranged from the young collegiate teams to very experienced racers such as 82-year-old Margaret Ringenberg.

Thirty three teams registered for the race with 31 teams completing the course. The Air Race Classic is the only nation-wide all-women's cross-country air race. Two current licensed woman pilots comprise a team. Passenger(s) may be women pilots with or without a medical, or student pilots. Planes are handicapped according to make, model, horsepower and modifications, so each team races against their airplane's anticipated performance. In fact, the 2nd place team in 2004 piloted an American Champion Adventure model 7GCAA.

PIREPS

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Calendar

York Airport (JYR), EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 8-10am. Free to PIC.

Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 730-1030am.

Sept 11, 12 - Ord (ODX), 9th Annual Evelyn Sharp Days. Sat., 730pm, Social hour at Golf Course. Sun., 7-10am Fly-in breakfast, free to PIC. 845-915am, Field Chapel Service with Valley Harmonizers. 915am-4pm, Flea Market & Craft Show, more info: Heloise Bresley 308-728-3000. Antique and classic car show, more info: Trent 308-728-9950. 915am-1pm, RC aircraft, more info: Chris 308-728-5165. 11am-1pm, Lunch in hangar. Static displays and Medivac helicopter. 1230pm, Children's Parade. 1-2pm, Maverick Band in concert. 3pm, Dedication of Ord Walking Trail, free BBQ at 5pm. Author Diane Bartels book signing. Valley Thunder by Ray Valasek & Bob Mays.

Sept 12 - Neligh (4V9) Fly-in breakfast 7-11am. Sponsored by the Norfolk EAA Chapter. Static displays and flyovers. More info: Rick Schindler 402-887-4827.

Sept 12 - Plattsmouth (PMV) Fly-in breakfast 8-10am. Pancakes, eggs, sausage, biscuits and gravy, coffee and juice. Free to PIC. Young Eagle rides. In conjunction with King Korn Festival. More info: Danette 402-298-8601.

Sept 12 - South Sioux City (7K8) Tommy Martin Memorial Fly-in breakfast, scrambled eggs and ham 730am-noon. Free to PIC. RC aircraft airshow at 11am. More info: Rick Alter 712-233-1552.

Sept 18 - Hastings (HSI), Fly-in breakfast 8-11am, PIC free. Sponsored by the Nebraska Pilot's Association and Abbott Avia-

tion, LLC. More info: Abbott Aviation, LLC 402-463-5151.

Sept 18 - Lexington (LXN), Fly-in breakfast 7-10am pancakes, sausage, juice and coffee. Lunch 11am-2pm hot dogs, hamburgers, barbecue beans and soft drinks. "Young Eagle" and adult rides will be available.

Sept 25 - Sidney (SNY), Fly-in breakfast 730-1030am, pancakes, sausage, eggs, coffee and juice. Hosted by Western NE Community College's VocAir Flying Club at NE's only Airframe and Powerplant School. Shuttle to Cabela's. More info: Dave Young 308-254-5450.

Sept 7-10 Scottsbluff, B17G, "Sentimental Journey" **Sept 10-13. Kearney, B17G "Sentimental Journey"**

A B17G, "Sentimental Journey", will be touring Nebraska offering tours of the interior and rides. Tours are free but they are asking for donations to maintain the aircraft. Rides go for \$395 per person but it is a once in a lifetime opportunity to tour and ride in a famous WWII aircraft.

Maintained by the Arizona Wing of the Commemorative Air Force, the aircraft is one of only eight restored and flying in the United States. Estimates are that there are only 40 B17's surviving in any condition worldwide. Donated to the Arizona Wing as a retired fire fighting aircraft, literally thousands of man-hours were donated over a period of four years by the 250 member Arizona Wing in order to bring "Sentimental Journey" back to full operational readiness. It will be appearing at the following airports in Nebraska: Scottsbluff Sept 7-10, Kearney Sept 10-13.