Dr. Frank A. Brewster was a horse-and-buggy doctor who lived to practice in the jet age. Born on a Nebraska homestead, the first of eight children, he worked his way through medical school, taught himself surgery from books, and established his own practice in Beaver City.

Horse-and-buggy rigs had their drawbacks on the Kansas and Nebraska roads in the early 1900's. "How I hated those roads," Dr. Brewster said once. "How I would fume when I was on the way to see a patient and had to drag along while my horse pulled his feet out of the mud. It was such a terrible waste of time."

That kind of tough travel can get to a man whose time is his most important asset. Brewster talked to his friend, Wade Stevens, during the Lieutenant's leave before going overseas in 1918, and asked Stevens to help him buy and fly an airplane when he returned from France.

The order was placed with the Curtiss Aeroplane and Motor Corporation for one new JN-4D, popularly known as the "Jenny." The factory delivered in two weeks. The airplane arrived at the depot in two huge crates and was assembled by Stevens and Jeff Bonsar, a local mechanic who had never even seen an airplane let alone put one together.

Stevens climbed in, the engine roared into life, and the "Jenny" climbed out of Dr. Brewster's new airport on its first flight late in the afternoon on May 19, 1919.

(Continued on Page 4)
FROM THE

Director’s DESK

As this issue goes to press, the fate of LB 1999 which has come to be known as the Aviation Fuel Tax Bill remains in doubt. I thought the pilots of Nebraska would be interested in some of the facts bearing on this issue. First let us review the situation as it stands now. We have a five cent per gallon tax on aviation gas and jet fuel. Two and one half cents per gallon of this is refundable upon request. All state tax on fuel used in flight school activities is also refundable. This tax has brought in an average of $850,000 per year for the past three years. Of this amount, an annual average of $650,000 has been spent to build and improve the state airport system. 75% of this amount has gone to those airports served by the airlines. It is only fair to note that the airlines provide 70% of this income. It should also be remembered that even these funds spent on the smaller airports benefit the airlines also since many flights using them carry feeder traffic to the airlines.

Any discussion of aviation fuel taxes and their impact on general aviation and the airlines would be incomplete without mention of Federal Fuel taxes and, in particular, those fuel taxes imposed by the Department of Aeronautics. As I am sure you are all aware, this bill increased Federal taxes to seven cents per gallon to general aviation users and exempted the airlines from all fuel tax. Instead it imposed an eight percent tax on airline operating costs. While taxiing to a pasture strip, struck post with wing tip and flipped over. Substantial damage, no injury.

Passage of LB 1099 as it came out of committee would reduce income to this Department by 20% which would, of course, reduce the services we provide to aviation and the funds we provide for construction and rehabilitation of Airports.

Nicolás N. Smeloff
Director

Pireps

Official Publication of the Nebraska Department of Aeronautics
Lincoln, Nebraska

(PIREPS is a code found on teletype weather reports meaning Pilot Reports pronounced Pi-REPS.)

Passages appearing in quotation marks or otherwise credited to specific sources are presented as the viewpoints of the respective writers, and do not necessarily reflect the opinions of the Nebraska Department of Aeronautics.

UNSOLICITED TRANSPONDER IDENTIFICATION

The FAA reports that unsolicited transponder "idents" have been causing problems for air traffic controllers. Some pilots are in the habit of squawking "ident" when changing frequencies. Others will use "ident" as a means of informing previous controllers that their flight is in radio contact with the next sector. While they may feel this is helpful to controllers, such unsolicited "idents" can actually be confusing and may result in possible misidentifications.

WEATHER NUMBERS

Are the following phone numbers included in your little black book? If not, you may like to clip them out for future reference. Now what's your excuse for not checking weather and filing a flight plan?

Weather and Flight Information
Telephone Numbers

Chadron FSS 432-3135
Grand Island WB @FSS 302-3100
Imperial FSS 822-4887
Lincoln WB @FSS 477-3929
Norfolk (5:30 A.M. to 9:30 P.M.)
WB 371-3380
North Platte WB @FSS 532-4034
Omaha WB @FSS 341-6178
Transcribed 342-3603
Scottsbluff WB 632-6822
Scottsbluff FSS 635-2615
Sidney FSS 254-3130
Valentine WB 376-3442

Enterprise Numbers in Nebraska

Alliance to BPF-FSS 2615
Blair to OMA-FSS 6178
Fremont to OMA-FSS 6178
Gordon to CDR-FSS 2000
Hastings to GRI-FSS 5190
Kearney to GRI-FSS 5190
Lexington to LBF-FSS 4024
McCook to LBF-FSS 4024
Norton to OMA-FSS 6178
Ogallala to LBF-FSS 4034

AIRMARKING

Do you know that we have some talented ladies with paint brushes in our state? The 99's are now scheduling airmarking projects for the warm months ahead. If you operate or own an airport you now have the chance to apply for a project. Airmarking projects as handled by Paulie Perry, Route 2, Box 303, Scottsbluff and Dotte Adcock, Box 187, McCre, for the western half of Nebraska. Contact Mildred Barnett, 132 Wedgewood, Lincoln to schedule projects in the eastern half of the state.

SPRING

March is the first month of the year that the average of the daily maximum and minimum temperatures in Nebraska, rise to well above freezing. More than half the days are usually clear or have only scattered clouds. And after the 18th, there are more than 12 hours of possible sunshine.

Spring snows are usually wet and seldom remain on the ground very long. However, March receives more snowfall than any other month of the year. March is also the first month likely to have a thunderstorm.

April is often a beautiful month. The percentage of possible sunshine averages over 60 percent and the flying weather is usually good. Most precipitation now falls as rain. Temperatures are usually too warm for snow, but not warm enough to produce more than a few severe thunderstorms. About four days with thunderstorms at one locality is typical.

By May, nearly all precipitation comes as erratic thunderstorm activity. The high level jet stream, that was farther south in winter, is often over Nebraska in May. Thunderstorms are frequently severe. This is especially true on very hot humid days and on occasions when frontal waves move across Nebraska. The apex of the warm sector of an open wave, is the classical position for severe thunderstorms with possible tornadoes day or night. The prime tornado season runs from about May 1 through June 15.

Most pilots will want to avoid the heavy snow storms and keep away from the thunderstorms. Both can be very hazardous. Get a weather briefing before each flight. And keep alert when conditions appear unusual. Spring seems to have the best and worst of everything in weather that can confront a pilot.

Gordon Lippert
National Weather Service, Lincoln

Accident Summary

- Student pilot, 60 hours, Cessna 150. While taxiing to a pasture strip, struck post with wing tip and flipped over. Substantial damage, no injury.
- Private pilot, 4300 hours, Swift GCTB. Ran out of gas with gauges showing full. Pre-flight did not include a visual check of tanks. Flipped over during forced landing. Minor damage, no injury.
- Private pilot, 105 hours, Piper PA-28. Ran into unforecast freezing rain while on cross-country flight. Rapid accumulation of ice made it impossible to maintain altitude with full throttle. Struck pole while attempting forced landing. Aircraft demolished, minor injury.

AERONAUTICS COMMISSION MEMBERS

William A. Fraser, Jr.  Edward M. Weaver, Jr.  C. H. Fliesbach
John T. Harris, Sr.  Chairman  Herbert W. Bierhaus

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ONCE UPON A KNIGHT

26th Powder Puff Derby

This year the Powder Puff Derby will be flown "From Sea to Shining Sea," San Carlos Airport, San Mateo County, CA. to Robert J. Miller Airpark, Toms River, NJ.

The top ten winners will receive prize money totaling $12,500. Trophies will be given, as well as several thousand dollars more, for some 43 specialized categories. Race dates July 7-10, 1972.

Cometh then a voice to the Bird Knight. "It approaches the tenth hour, we must take wings," sayeth his passenger, the lady of the realm. With un­easy zeal the knight, with the damsel, set forth into the unkowneth beyond.

Being given the spur and whip the mighty iron bird set forth down the long narrow path. Up soared the mighty bird with elegant grace into the crisp clear air and for a period of time all was serene. Overeth gentle brooks and rolling hills they didst pass.

Then cometh the time wheneth the earth became shaded by thick low-lying clouds. With this the lady fair didst think, "Is not my Bird Man one of the greatest? His armor doth shine in the sunlight. I am indeed in good hands."

These thoughts, however, didst differ greatly from those of our Bird Man Hero. Even considereth his vast realm of knowledge, he knowest not the art of using rein and spur when the bird canst see not of the earth.

Whereupon with apprehension he causeth the trusty bird to soar low to the earth. The deep muck then reacheth far over their heads with no higher bases atheadeth.

Now he doth regret that not even a plan hath been filed preceeding the journey. A mistake he doth now vow not to repeat.

Sayeth his passenger, "A hole hath appeared in our midst." Indeed it had, one small little hole to leadeth them high in the sky. So with the whip and the spur they didst zoometh to the top. Whereupon sunshine shown majestically overeth an endless sea of flowing clouds below.

From this lofty perch Bird Knight selecteth to swalloweth his pride and speaketh to the keeper of a great green place. His voice was then heardeth to say, "Oh hear ye, Knight with the scope, heareth us now to thy tranquill land of peace. All is now right as the iron bird hath smited many birdmen and it could be flown "From Sea to Shining Sea," San Carlos Airport, San Mateo County, CA. to Robert J. Miller Airpark, Toms River, NJ. Whereupon doth he say, "It is the intent ofeth the innards had not gone amiss."

Now cometh the time for the bird knight to speaketh with the Oracle with great knowledge of clouds in far places. Sayeth the Oracle, "See'eth I no clouds at thy destination. But! Sir Knight, all is not clear throughout the Fiefdom, the skies may becometh darkened by nimbus above."

Whereupon the Oracle returneth to his place of clattering machines as is the custom.

Now the knight departeth blithely from the Oracle with but faint understanding of the meaning of all he hath heard. He observeth the brightly shining sun and all seemed serene within the Fiefdom. Then the gallant knight did decideth to falter not and continual with the intended journey.

Guaranteed Instrument Ground School

The Guaranteed Instrument Accelerated Ground School will be conducted at Flight Training, Inc., Eppley Field in Omaha. For further information, please contact Douglas R. Anderson, 6932 Oak Plaza, #A, Omaha, Nebraska, 68106.

FAA Certificates Issued Recently to Nebraska Pilots

There was a great deal of interest shown in this column as indicated by our recent survey. Therefore, the column will continue as usual.

We do regret, however, that we cannot pick up where we left off due to the large number of persons receiving new ratings and certificates.
THE LANDING PHASE—

Ever since the Wright Brothers flew their crude craft, getting off the ground and back on the ground has not been a problem—The problem has been getting off the ground and back down—SAFELY!

The entire statistical history of aviation accidents show that year after year the largest percentage of all accidents occurred during the landing phase of flight. Why should these needless accidents continue to occur when in most instances they were avoidable? The most significant reason is a lack of knowledge of basic fundamentals. Too many pilots have been “taught” by the age old method of “chop the throttle and grease ‘er in,” a system which works reasonably well some of the time. Unfortunately, it doesn’t work all of the time.

Landing an aircraft successfully requires the rapid analysis of numerous “inputs” delivered to the brain. Most of these inputs are sent to the grey matter through the eyes. Changes in altitude, airspeed, attitude and drift are all made apparent by visual cues. One of the cues of detecting an approaching stall is apparent visually through the sensing of the change in velocity over the ground. (This can fool you if you’re landing downwind!) The sense of feel through the “set of the pants” and, to a lesser degree, the sound of the air rushing past the aircraft also provide some indication of the approaching stall, but mainly, the eyes are the important sensors during a landing. Therefore, to increase proficiency and technique in making precision landings, a pilot should become aware of— and use—the visual cues available during this demanding maneuver.

For example, if an approach is too steep or too far to one side (of the runway centerline), it may be impossible to completely correct these errors soon enough to permit a smooth and safe flare-out. As a result, you may touch down “long” and run off the end or “drop it in,” damaging the aircraft and your wallet.

Planning the approach is a major part of the landing. A widely accepted adage is “a good approach means a good landing,” conversely a “bad approach, etc.” First, consider the runway condition. Is it hard or soft, wet or dry, slippery or with good braking action? How long is it vs. how much do you need? Second, consider the wind. Is it going to be gusty? Will there be a crosswind—and if so which way will the aircraft tend to drift? When there is a crosswind the time to detect it is on downwind by observing your ground track and other visual cues. A delayed detection of wind drift before the flare-out is just not staying ahead of things. Wind conditions could be beyond the capability of the pilot or beyond the limitations of the aircraft and to be oblivious to either is courting a landing accident.

Recognizing the need for a “go around” soon enough and then making the decision to “take it around” can mean the difference between a safe landing or a “scuttled” aircraft. This has to be the most “under-emphasized” maneuver in flying training today. How many landing accidents could have been avoided but for “throttle arm paralysis?”

These are just some of the things the proficient pilot thinks of in advance of a landing. Consequently, he is better able to cope with them rather than suddenly being “surprised” by them.

AL MILANA
Accident Prevention Specialist, CE-GDO-12

CAP Members Honored

Major George R. Pogue, Carter Lake, Iowa and Warrant Officer Jon Morris, Lincoln were given Meritorious Service Awards during the annual conference of the Nebraska Wing, Civil Air Patrol which was recently held in Lincoln.

More than 150 CAP members representing all 20 squadrons in Nebraska attended along with representatives from National Headquarters.

(Continued from Page 1)

Those early years were tough on the airplanes. Mules ate the fabric off the wings, cows crowded against the planes and broke their frail structures, and hailstorms were a continuing menace.

But Dr. Brewster’s airplanes became a hobby as well as prime conveyances. During the first 15 years of his business travel by air, he covered more than one million miles in Nebraska and Kansas, financed or built five hospitals, and five airports.

During the terrible drought years of the 1930’s, Dr. Brewster—who had grown up on the prairies and knew the problems—did free surgery in the hospital in Holdrecht, Nebraska. More than 1,300 patients were so treated during the drought.

His two sons, Wayne and Don, became physicians and pilots. But Dr. Brewster didn’t get around to learning to fly until he was 71. Then he continued to fly his own airplane and to practice medicine until his death at 88.

That—too briefly—is something of Dr. Frank A. Brewster and his time-saving business aircraft. We thought you’d like to know about this remarkable man. We also thought you’d like to know about Wade Stevens, who flew the world’s first business aircraft, and its newest business aircraft, and who went from a “jenny” to a jet, well in his lifetime.

Flying Farmers Elect New Officers

At the annual convention of the Nebraska Flying Farmers which was held in Ogallala on February 19, 1972, the following slate of officers was elected for 1972.

Larry Brohman, Arnold, President; Ed Kean, Humboldt, 1st Vice President; Quentin Marquardt, Nickerson, 2nd Vice President; Kean, Humboldt, 1st Vice President; Mr. and Mrs. Warren Meeks, Taylor, Secretary and Treasurer; Tracy Gruber, Cozad, President; Teen Organization, Keri Gruber, Cozad, Vice President; Teen Organization, Dan Spanel, Anselmo, Secretary-Treasurer, Teen Organization.

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