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NEBRASKA

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Great
Journey

NDOT Division of Aeronautics

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AWARDS PROGRAM

David Morris

If you have dreamed of flying or built a paper airplane, you have walked in the footsteps of the men and women who created the world of aviation as we know it today. Today aerobatic planes race across the skies at over 400 mph, balloons have gone from floating above cities to floating over the world and those toy gliders have turned into drones of all shapes and sizes. What new innovations and ideas will shape aviation of the future?

The Lincoln Airport Authority Operations and Maintenance, located at the Lincoln Airport, was host to the Aviation Art Contest 2018 awards ceremony on Saturday, April 14, where the coveted, engraved trophies and other awards were presented. At the top of the program was Nebraska State Patrol Troopers Sergeant Dain Hicks #310, along with Trooper Brandon Wilkie #464 and his K-9 Police Service Dog (PSD) Bane #464K. PSD Bane, a 3 year-old Belgian Malinois, is a dual purpose canine trained in narcotic detection, tracking, evidence recovery and patrol. Bane totally "stole" the show! We learned of numerous drug seizures and apprehension of multiple criminals credited to K-9 Bane.

Next was the presentation of awards. Beginning with Category I Junior (Age 6-9) was Nithin Paul Mehta, Lincoln, winning 3rd place, followed by Luigi Forgione of Lincoln, capturing 2nd place. To wrap up this group was Sophie Yu of Lincoln, taking 1st place.

In Category II Intermediate (Age 10-13), was Cole Coppersmith of Omaha, winning 3rd place, followed by Bailey Schmit of Osmond, winning 2nd place. Taking 1st place was Ben Spencer of Gibbon.

Completing the awards ceremony were the Category III Senior (Age 14-17) winners. Capturing 3rd place was Madeline Huwaldt of Osmond. Taking the 2nd place trophy was Bryan Solorzano of Osmond. And, to close out the program, was Anthony Zaner of Gretna, winning 1st place. We are proud to congratulate the following individuals who deservedly won Honorable

Mention: August Hardies, Bailey Lauritsen, Brianna Wegner, Beth Wegner, Holly Pavlik, Emmarie Pavlik, Lydia Salzbrenner, Haley Regnier, Kiera Moes, Aalexus Haug, Giovanni Amaya Mendez, Grant Zeleny, Colten Javins, Macy Aschoff, Hunter Beacom, Grace Russell, Emily Gieselman, Catherine Johnson, Alex Martin, Henry Vicente Vicente, William Drobny, Ashley Santoyo Meza, Roni Jo Robinette, Brittany Krienert, Cody Peterson, Johnson Chishiba, Mackenzie Schmidt, Emerson Randa, Tessa Dominguez, McKinley Matlock, Riley Wagner and Anatasia Enevoldsen.



Cole Coppersmith with Air Bear

We, at the NDOT – Division of Aeronautics, want to send a special "congratulations" to all the contestants. To the parents, teachers and mentors, we at the Division want to say a special "Thank You" for all the time, hard work and support you have put into this program. And, to our friends at the Lincoln Airport Authority Operations and Maintenance, along with all our sponsors, we want to again send a special "Thank You So Very Much."



"Bane" the drug sniffing dog and his handler Brandon Wilkie

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Spring??

Okay, where did Spring go? It went from winter to summer in about two weeks and I guess we should just "grin and bear it!" After all, we do live in Nebraska and weather can change abruptly.

Now you don't have to worry about snow and ice, just thunderstorms and some rain to deal with. Be careful.

Get ready for some great Fly-in breakfasts and don't forget the State Fly In which will be in Chadron June 8-10. A great schedule of events have been worked out and I guarantee you will have a great time.

Our department has lost four employees the last two months so watch for the state job postings. Perhaps I will see you as a new employee! Have a great spring, summer is officially June 21.



Director Ronnie Mitchell

Hall of Fame

The Nebraska Aviation Hall of Fame committee is accepting nominations for 2018. Nominations must be received no later than September 15th, 2018. Selection will take place in October, 2018. The nomination form and criteria selection information may be found at: www.aero.nebraska.gov (Click on the Hall of Fame Section) The inductions will take place during the 2019 Nebraska Aviation Conference at the banquet on January 24, 2019. For further information you may contact Marcy Meyer at (308)865-5696 or marcy.meyer@nebraska.gov.

Robin Edwards

Robin Edwards accepted the prestigious position of Accounting Manager for the Department of Insurance. From August 17, 1998 to May 11, 2018 she was responsible for management of the Aeronautics Division Accounting; including accounts payable and receivable, payroll processing, the agency budget, procurement and fixed asset inventories. She was an essential participant in agency strategic planning and will be missed.



Robin Edwards

Kandi has Retired

Kandi Bremer has retired from the Division of Aeronautics. She held the position of Highway Local Liaison since May 5, 2014. Kandi will be spending her time as the Director of a 501(c)(3) non-profit dog rescue called All Hounds On Deck Rescue LLC, specializing in scent hounds (big dogs). We at NDOT wish Kandi the best.



Kandi Bremer

New Commissioner

"More right rudder, you're losing the line...crab into the wind more," says my dad to me in the spring of 1971. Just shy of my 14th birthday, and tall enough to sit at the controls of his old Luscombe tail dragger I am trying to follow the third N/S section line I have blown as I try to keep wings level and hold altitude a few miles from Flightland (Now Blair Municipal-BTA) Airport. My parents told me that my first flight was at five weeks old in an Aeronca Champ, my dad at the controls.



Arlene Steier

I married my husband Dave in 1978 and he came with an aviation background of his own. While always a supporter of GA through political activism over the years, my husband and I came back to flying when our son John became interested in lessons.

I was recruited to become an FAA Safety Team (FAAST) Rep. and I now serve as a FAAST Lead Rep. Additional Ratings brought me to the University of Nebraska at Omaha for ground school and lead to a BA in Air Transport Management.

Now, I have the honor of appointment to the Nebraska Aeronautics Commission Board. My passion is to bring aviation to kids of all ages. Since 9/11, you just can't go to the airport and watch airplanes. Aviation is more of a mystery to the general public than ever. Pilots are coming less from the military as in the past but now, through Civil Aviation. We have to grab a kid's imagination young to fight a pilot shortage that is worldwide.

Using resources from the Commission, I hope to find funding and bring back the Aerospace Career Exploration (ACE) Academy summer camps hosted by the Commission and work to expand the Aviation Art contest and other Commission programs.

Roger Fox

Division of Aeronautics employee Roger Lee Fox, 45, died suddenly April 10, 2018, at his home in Kearney.

Roger was born on May 9, 1972, in North Platte to Benjamin and Mary Ann (Kramer) Fox. He grew up on the family farm west of Arnold and graduated from Arnold High School in 1991. He studied electronics at Mid-Plains Community College in North Platte, then began working in Kearney in 1995 soon after graduating.

As an Electronics Specialist / Sr. based in Kearney, Roger traveled the state of Nebraska working on equipment such as AWOS, NDB, VOR, DME and Rotating Beacons. In 2002, Gov. Mike Johanns awarded him Employee of the Year.



Roger Fox



A Bit of History

Jerry Tobias

Here's a short quiz. What was the first production airplane to be equipped with tricycle landing gear? What airplane is certified to land at its maximum flying speed? What airplane had the first trailing-link main gear? What was the first U. S. airplane used for JATO (Jet-Assisted Take Off) rocket tests?



Jerry Tobias

You're right. Several questions with the same answer: the Ercoupe! And, the more I fly and study the history of this airplane, the more impressed I am with it!

You probably also know that the Ercoupe's restricted up-elevator travel makes it stall-proof and "incapable of spinning," that its ailerons and rudders are interconnected, and that its nose wheel is steered with its control wheel (it doesn't need or have rudder pedals). Yes, you "drive" this uniquely safe airplane like a car both on the ground and in the air. That was the whole idea.

Fred Weick (who later crafted Piper's Cherokee) designed the Ercoupe for the Engineering and Research Corporation (ERCO) in 1937. 112 Ercoupes were sold before production was suspended at the beginning of WWII. When production resumed in 1946, 4311 Ercoupe 415-C models, like mine, were manufactured in just that one year. 658 more Ercoupe variants were produced from 1947 to 1950. The Type Certificate then passed to Aircoupe and Forney and Alon who all produced just a total of 460 variations of the type from 1958 to 1967. Mooney Aircraft ended the 'Coupes' long production run by producing 59 Mooney M10 Cadets between 1969 and 1970. And amazingly, there are still over 1200 Ercoupes variants on the FAA registry, 17 of which are here in Nebraska!

So, what keeps this vintage airplane so popular? First, many early Ercoupes qualify as Light Sport aircraft, although – because of weight additions – some later models do not.

Adding to its desirability is that the Ercoupe is incredibly fun to fly! It is remarkably stable (due to its large wing dihedral), and thanks to the responsiveness of its full-span ailerons and other design factors, it handles like a dream. As longtime CFI and well-known aviation author Rod Machado opined in a recent article, "Ercoupes are the easiest airplanes on the planet to fly."

So, what do I think of my Ercoupe? Well, even though I've flown and enjoyed a lot of really great airplanes, when I'm seated in the new interior of my well-maintained, 72-year-old 'Coupe' and gaze out of its open side and overhead sliding windows at the spectacular Nebraska landscape below and around me as my craft sips a miserly 4.5 gallons per hour on a smooth and pleasant day, I just can't help but wonder: how could flying anything be much better than this?

On The Sod

Dick Trail

Back in the day this OLD pilot learned to fly, the best airport in this area was at Ogallala, Nebraska. I discovered it on a first dual cross country training flight. No laid out runways, just one half section of flat level grass. No such thing as a cross-wind—just take off or land in whatever direction the windsock indicated.



Dick Trail

The aircraft that I learned to fly was my dad's 1939 Piper J-3 Cub. It had a 50 horsepower Lycoming engine up front, nice smooth round balloon tires and came from the factory with no brakes but the tailwheel did steer.

On my first solo cross-country I selected Kearney as a destination and their airport, then as now, was the recently surplused to the City WWII bomber training base. No radio, I flew over the airport to check the windsock and chose to land into the wind diagonally across the huge empty concrete ramp. Great, just like Ogallala. Stopping was simple, just turn off the mag and if needed hop out and hold back on the strut to pull it to a stop. Only when parked did I spy the sign proclaiming "NO TAKEOFF OR LANDING ON THE PARKING RAMP". Oops.

Oh simpler times and not today's world. Conventional landing gear airplanes, many in which I teach, still prefer taking off and landing on grass. Instructing those new to the tailwheel my experience dictates that the process is a lot less intimidating on sod than the unforgiving concrete. At home I have walked to personally survey the grass parallel to our two main runways and use those areas to teach. Then when my student's confidence builds it is time to transition to the hard surfaced runways.

Now is it legal to use the grass alongside the runways for such operations? It is a question that I never asked! A friend recently posed that question to an FAA person and the answer was that the Agency had no voice in the matter. It is then an area of permission for the local entity that manages that airport. If the management says NO, then don't operate from the grass adjacent to the paved runways. That was the answer also that the tower operators in Grand Island told me, no takeoffs or landings on the grass, although they allow the helicopters based there to do just that.

Realistically this old flight instructor understands that tail wheel qualified pilots should operate no differently from our tricycle gear brethren and use the wonderful paved runways that this state provides so well. However if the strong wind dictates I will still use the grass in my old Champ pointed into the wind even though it isn't aligned exactly parallel to the paved runway nearby. Consider also that it is almost a sin to land an airplane with tundra tires on concrete.



Pilot Passengers

Dan Petersen

Most people think that the most difficult aspect of flying for pilots is landing an airplane. Nope, the most difficult part of flying for most pilots is being a passenger. Either riding in the back of a commercial airliner or riding with a friend to a flight breakfast, pilots usually like to know what is going on or be in control. We cannot do anything about being in the back of an airliner, so we just have to ride out the turbulence with the other earthling passengers.



Dan Petersen

When we get the opportunity to ride with a friend in their airplane, I would propose that we can exercise our best manners. It doesn't matter if your friend is a Private Pilot and you are an accomplished ATP with multiple type ratings, try to refrain from providing flight instruction, or critique, unless it is asked for or it's an instructional flight. Also, do not touch or change any controls unless requested by the pilot. This is not only a distraction but can also cause significant safety issues. Most General Aviation pilots of light aircraft are not trained to operate as a crew, so they do not have experience with Crew Resource Management, procedures such as who does what and when, or the proper interactions that a crew demands.

I have emphasized the importance of briefings in many of my previous columns and a good briefing in this situation can go a long way to avoiding any stress when flying with a pilot passenger. Before you even get to the airplane, a briefing should be held on who is the Pilot in Command, and if you desire any help you must be specific what type of help you want. At the very least, I would ask that he look out for traffic and to point it out to you. Maybe you would like them to help with reading checklists after you call for them. The other pilot could also handle all radio communications. All of this is totally up to you, but you must clearly communicate to the pilot passengers what you would like them to do or not do. Most pilot passengers would love to help, but be clear so you can avoid any conflict.

What if you are the pilot passenger and your friend doesn't provide a briefing? Ask for one! Ask your friend if he would like you to help with anything or if not, you'll just enjoy the view. Obviously, if he wants your help or not, do not let someone kill you. You must speak up in a timely and clear manner if you encounter a safety issue or a potential violation.

Flying with friends can be a lot of fun, but just make sure both of you are on the same page as how the flight is to be conducted to keep it fun and safe.

Ernie Smith - Worlds Oldest Pilot (Part 2)

Tom Winter

A huge measure of the progress he's been making is that since my October visit, he has graduated from the nursing home to assisted living. And he played his guitar for me. "I'm getting it back," he said, waving first his right arm, then his left. "I'm getting it all back. I can move everything." He uses a walker to get around, for fear that his left leg might still buckle.



Tom Winter

And of course there are aviation stories, including one in the gear-up landing category "there are those that have, and those that will." He did a gear up landing flying a Cessna 210 into Winnipeg. As he tells it, a representative of the Canadian version of the FAA was on scene to interview him.

Air Canada looked him in the eye and sternly asked "was there any malfunction? Pause: "Yes, there was a malfunction." Another pause: Then he tapped his head with his index finger! The malfunction was mental! The Air Canada guy was glad to get that answer since it simplified getting the 210 clear of the runway: just raise it, pump the wheels down and tow it away.

His 100th birthday party was a huge shindig at RDK. He was amazed at how many people showed up for it. They gave him a clock mounted in a propeller, and it hangs on the wall resting on three guitar stands!

Ernie Smith and I have in common that we play by ear, even though I was in a string quartet for 6 years. After we'd chatted music for a while, he got up, used the walker to cross the room to the other end of the sofa, where the guitar was, and asked me what I wanted to hear. "The Old Rugged Cross?" I asked. He warmed up for a bit, and out it came. A favorite for each of us.

I told him "working that fingerboard has got to be the best possible therapy for the left hand." Yes, he said. "What shall I play next?"





Preflight Issues

Wow, are we ever going to see spring this year. We probably will go from winter straight to summer. Even the prairie dogs are confused as I have not yet had a good shoot in 2018. It is either too cold for me or too cloudy for them. The right time will come and this may be the year I make that 1000-yard prairie dog hit.



Lee Svoboda

Now getting to the real reason for this article. Lately I have found that applicants are showing a lack of knowledge about their aircraft during preflight.

One of my favorite questions is about all the different air inlets found on the cowling, wings, and fuselage. Does the inlet provide air for the engine induction system, cabin heater, engine cooling, oil cooling, avionics cooling, static system, or the pilot/passenger comfort? It seems there is a lot of confusion at all levels from private through ATP. Then moving on to antennas. I know there is a problem when the applicant is looking for the GPS antenna on the bottom of the aircraft and transponder antenna on the top of the airplane. Confusion about both wear and inflation on tires gets interesting sometimes. How far can the tire be worn down and how to determine if the tire is properly inflated brings some very interesting answers. Oh, propeller blade damage also produces tolerance limits that I have never heard about before. One eighth of an inch nick on the leading edge may be a correct answer and running your hand down the leading edge without drawing any blood may be a correct answer. Makes my decisions difficult sometimes. Now for cracks on tips and spinner. Some of them can be stop drilled and some cannot. Which is which? Oh, here is the one that really drives me up a tree. Most single engine Cessna aircraft have a ground adjustable rudder trim attached to the lower part of the rudder. When I see an applicant grab that trim and bend it back and forth, I am pretty sure that he/she is not aware what it is and when we get to the cruise portion of the flight I am sure the ball in the turn coordinator will not be in the middle with our feet off the rudders. It could also affect stall factors.

Quite frankly instructors, when I see this lack of knowledge I feel the blame falls on you. Yes, you may have explained all those items six months ago during the early training lessons. But after that it kind of turned into, "go preflight and I will meet you at the aircraft". It might be a good plan to again take the applicant through an extensive aircraft inspection when preparing him/her for their practical test. They must be able to determine the airworthiness of their aircraft if he/she should find something is plugged, cracked, nicked, or bent.

FLY SAFE

Ab Initio

David Moll (ndot.pireps@nebraska.gov)

Ab Initio means "from the beginning". In 2014, Boeing introduced the Boeing Pilot Development Program, which is an Ab Initio program taking a person with zero pilot experience, and in two years, earn a Boeing type rating and be ready as a co-pilot for the airlines, except here in the United States.

Boeing has seen the benefits for dealing outside the U.S. in Ab Initio pilot training, and have set up 19 training centers in places such as Portugal, South Africa, United Arab Emirates, Australia, France and even Russia. Boeing is not the only company looking forward on this looming pilot shortage, JAL and Lufthansa have done Ab Initio pilot training for over 40 years. JAL had a large training center in Napa California, but has now contracted with CAE, while Lufthansa has theirs in Arizona.

Here is a simplified program explanation: Lufthansa pays for all of the training (estimated at over \$100,000) for the two year program, and when the pilot gets on line, a payment schedule of \$15,000 is set up to be paid over time. If the pilot washes out, or is not offered a slot as a first officer, Lufthansa pays the entire cost, so their per-employment screening must be extremely accurate. The pilots who do pass, and are offered a position, go directly into the airline cockpit with less than 400 hours, while U.S. pilots are restricted by the FAR's to 1500 hours (with some exceptions) before they can be in an airline cockpit. This is probably why Boeing does not provide Ab Initio type of training for any of the U.S. based airlines.

Here in the United States, most of the leading collegiate aviation schools have arrangements with a commuter airline so their graduates have a potential career path laid out for them. However, they still must flight instruct for several years before they reach the FAR requirements. As for Corporate aviation, they have nothing organized because its 10,000 independent companies combined with insurance setting qualification requirements based on liability limits and hull valuations.

In late 2017 the FAA's Air Carrier Training Aviation Rule Making Committee recommended an Ab Initio type program, however, the pilots must be a graduate from a collegiate aviation program or as a military pilot. But that's after the pilot has already spent \$100,000 or years of service in the military, so that makes no sense. Plus ALPA and former FAA administrator Huerta do not support it.

Is Ab Initio a safe program? Surfing the internet I found a site called JACDEC who ranked the airlines safety for 2017. JAL was ranked 10th safest and Lufthansa was 12th. I can't find where these two airlines are less safe than our U.S. airlines by using the Ab Initio training program.

The airlines are at the top of the food chain and will be the very last to have pilot shortages, while some of the commuters have already reduced schedules or even gone out of business because of the pilot shortage. At what point in time does the market force change to the FAA pilot certifications? Email me your thoughts.



Aviation Nation

Jim Beyer

Chief Mentor, AviationNation-Omaha, Neb

3/17/2018, Ashland, Neb - Col Kuddes awarded AviationNation-Omaha the Mr. Frank G. Brewer, Sr. Award on behalf of the



Col. Kuddes of the CAP with students and mentors of Aviation Nation

Nebraska Civil Air Patrol Wing for their outstanding contribution, out of selfless devotion, to the advancement of youth in aerospace activities. AviationNation has worked with 21 students over the past year teaching STEM subjects by building a Van's Aircraft RV-12

at Oracle Aviation at the Millard Airport. The students, who are mostly also enrolled in the Burke High School Air & Space Academy, have completed the empennage kit and are currently working on the fuselage with plans to start on the wings this Fall. For more information, visit www.aviationnationinc.org or e-mail info@aviationnationinc.org.

UNO's Alpha Eta Rho

Keaton Stengel

On Wednesday, March 28, 2018 five members of UNO's chapter of Alpha Eta Rho were offered the opportunity to travel to

Duluth, MN to visit the Cirrus Aircraft headquarters. The students were graciously given a private tour of the



L to R: Austin Naylor, Jeff Harders, Keaton Stengel, Darian Matteo and Pedro Zarate

company's aircraft manufacturing facilities, where the students were able to witness the manufacturing process of Cirrus's SR20, SR22, and their latest Cirrus Vision Jet. Keaton Stengel, UNO's chapter president, said "We were all very thankful to have had the opportunity to see and learn more about Cirrus. Aside from the impressive facilities, the Cirrus staff were all very kind and accommodating." Following the tour the students explored Duluth with the help of a few recommendations made by the Cirrus staff. "All in all we couldn't have been more satisfied with the trip," Stengel said. Scott Vlasek, faculty advisor for the chapter said, "This is a great opportunity for our students to network and interact with industry." "Opportunity like this also showcase the many different opportunities available within the industry."

UAS Pioneer

If you tell Don Fiedler, a licensed UAS pilot from Woodcliff, UAS's are a new fad, he'll likely tell you a completely different story.

Don bought his first RC Helicopter in 2002 for taking aerial photos, and was truly "In the Beginning" of this exciting industry. The camera had no feed-back to the controller, so Don installed a pink sighting bar to the copter to estimate what was being filmed. Plus, the copter had a gas engine, so taking pictures could create pictures with engine smoke on them if he didn't watch where the wind was coming from and what direction the copter was



Don Fiedler in 2002 with a Non-Stabilized Helicopter

pointed. In 2007, DJI came out with auto-pilots priced at \$4,000 giving the copter a true stabilized platform.

Don is a member of the Cedar Bluffs Fire Department, and has been for years, so his drones came into play long before the current usage for evaluating fires, but more importantly, for monitoring ice buildups on the Platte River so Woodcliff would not get flooded.



The First Drone Don built using a combination of DJI parts and electronics, plus his own.

One time when his UAS ran out of battery power and landed mid-river, he decided to walk on the broken up ice to retrieve it, only to get wet and extremely cold.

Nowadays, drones will return to its

sender when the battery power gets too low.

Where is the industry going Don? The FAA has its strengths and weaknesses, but there can only be one agency that controls the nation's airspace. In the past five years, the industry has grown extremely fast, but we're only seeing a fraction of the potential of UAS's, such as package and food deliveries, taxi-cabs, drone-cars, as well as non-line of sight jobs such as railroad track inspections. There is no doubt many of the jobs now using helicopters will be replaced by larger UAS's.

After 50 consecutive years at Duncan Aviation, Don retired as the Manager of New Business Development for Avionics and Instruments. What does that have to do with drones? Before Don left Duncan, he helped set up an agreement between Duncan Aviation and Robotic Skies to provide maintenance and modifications on their larger UAS's.



Aviation Art Contest 2018

"Flight Into The Future"

Junior (Ages 6-9)

Intermediate (Ages 10-13)

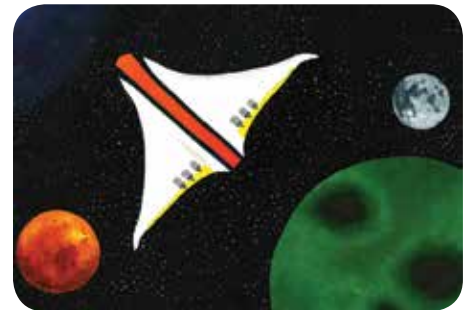
Senior (Ages 14-17)



1st Place
Sophie Lu
Maxey Elementary, Lincoln



1st Place
Ben Spencer
Fieldedge Academy, Gibbon



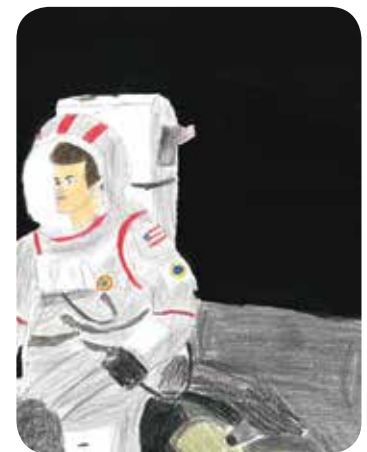
1st Place
Anthony Zaner
Jeanette's Art Studio, Gretna



2nd Place
Luigi Forgione
Maxey Elementary, Lincoln



2nd Place
Bailey Schmit
Osmond Community, Osmond



2nd Place
Bryan Solorzano
Osmond Community, Osmond



3rd Place
Nithin Paul Mehta
Lincoln Christian, Lincoln



3rd Place
Cole Coppersmith
Debie Plog Art Studio, Omaha



3rd Place
Madeline Huwaldt
Osmond Community, Osmond

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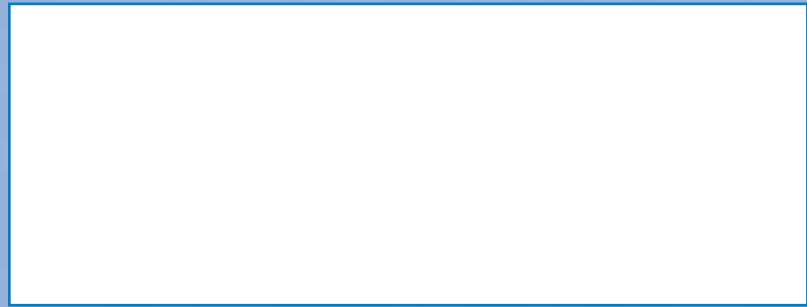
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Events Calendar

-York Airport (KJYR): EAA Chapter 1055 Fly-in breakfast (free-will donation) on the 1st Saturday of the month, 8:00-10:00.

-Crete Airport (KCEK): EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month, 8:00-10:00.

-Norfolk Airport (KOFK): Fly-in Breakfast Special, the 4th Sunday of every month, 10:00-3:00. PIC's at the controls get 50% off the meal price. Barnstormers Family Bar and Grill located on the airport. 402-316-4099.

-Hot Springs, WY, June 2: Fly-In Breakfast and family fun day. For info, call Ed Jensen at 605-745-3555.

-Elgin (NE44) Koinzan Airport, June 2: Fly-in Tractor Pull. For info, call Lynn at 402-843-8115 or Bruce at (402) 843-8324.

-Central City (07K), June 3: Fly-In Breakfast 7:00-11:00 am. Lunch 11:30-2:00 pm. Fly-ins eat free. Don Shorney 308-946-3450.

-Chadron Airport (KCDR), June 8-10: Nebraska State Fly-in, See the website for details: <https://www.nebraskastateflyin.org/>.

-Hastings Airport (HSI), June 9: Annual Fly-in Breakfast 7:30am-10:30am. More Info: Aaron Schardt aschardt@outlook.com 402-363-1526, www.flyhastings.com.

-Millard (MLE), June 9: First Annual Omaha Aviation STEM Fair fly-in Pancake Breakfast. 8:00-noon. Info: 402-934-5300.

-O'Neill airport, John L Baker Field, June 14-17: EAA Ford Tri-motor tour. Advanced online price. Adult: 70\$ Child (17 and under) 50\$ Walk in price 75\$ Rides Thursday 2:00-5pm, Fri-Sun 9am-5pm. For more info: FLYTHEFORD.ORG or call 1-877-952-5395.

-O'Neill Airport, June 16: EAA Chapter 804 Fly-in breakfast 8:00-noon during Tri-motor tour. Fly-ins eat free. For more info: 402-336-3377 or Jake 402-340-2156.

-Aurora Airport (KAUH), June 23: Fly-In Breakfast from 7:00-11:00 am. For more information, call 402-694-3633.

-Pender Airport (0C4), June 24: Fly-in Breakfast 7:30-noon. Pancakes, sausages and pilots eat free.

-Seward Airport (SWT), July 4th: Free airshow beginning promptly at 11:00 am. For info. call Whisler Aviation 402-643-2125.

-Norfolk Airport (KOFK), July 8th: EAA Chapter 918 Fly-in breakfast, 7:00-11:00, PIC's eat free. Info-Bruce @ 402-649-5050.

-Wayne Airport (LCG), July 14&15: Fly-In from 7:00 am to 1:00 pm. For info call 402-375-1984.

-Genoa Airport (97Y), July 29: fly-in breakfast 7:30-11:00. Lions Club serves pancakes and sausages free to pilots and passengers. For more information, call Don at 402-948-0067.

-Elgin (NE44) Koinzan Airport, July 15: fly-in breakfast 7:00-11:00. Fly-ins eat free. Feel free to fly in Saturday evening and pitch a tent under your wing. Call Lynn for info: 402-843-5800.

-New Cumberland, PA, Aug. 5th: Memorial to Evelyn Sharp, 1:00pm at the site of her P-38 crash on April 3, 1944. For additional information: Diane Bartels 402-429-3342.

-Seward (SWT), Aug. 25: NE Chapter Antique Airplane Association Annual Fly in. Starting 11:00am lunch burgers plus an evening chapter banquet. More info: Todd Harders 308-380-5079.

Airport Equipment

In order to advertise airport equipment in this section, the equipment must be owned by a Public Use Airport or for the use by a Public Use Airport.

- For sale: A complete set of Ameriel ODAL lights. Call Diana Smith at Beatrice Airport. 402-223-5349.

- For sale: QT Pod M3000 24 Hr Self Serv Fuel Terminal. The Terminal has many new parts. Face Plate Display, Mother Board, All Weather cover, Sun Shield, Manuals, and is operational. Could be used for parts on an existing unit. \$1500.00. OBO Arapahoe Airport Authority. Todd 308-999-0073.