The 2019 Aviation Symposium was a huge success, even with last-minute substitutions after the FAA was not able to attend due to the partial government shutdown. The private sector provided solutions after a flight cancellation resulted in Brenda Collins, Technical Director for Sherwin INC, giving her presentation on current NDT methods via Skype.

For me as a pilot, the most interesting and informative presentation in the morning was from Captain Shanon Jamison, Flight Safety Officer, F-16 Pilot, South Dakota Air National Guard and Major Michael Piening. Captain Jamison talked about safely flying through MOAs (Military Operations Area) during the times they are "hot," or in other words, as the F-16's are practicing in this airspace. In short, if you are flying VFR through an MOA, it is very important you either use "Flight Following" or contact the controlling agency, such as Minneapolis ATC. ATC will contact the F-16's and they will adapt as needed to avoid this traffic, since they are not equipped with TCAS or even ADS-B. Captain Jamison made very clear that VFR traffic needs to avoid the "Visual Routes" inside the MOA's because she can fly her F-16 at 500 ft AGL, doing 500 knots indicated in these routes (i.e. VR540 and VR541 in the Crypt South MOA).

During his "Nebraska Aviation Counts" presentation, GBA consultant Ed Young discussed the importance of sending fully completed surveys to every airport so the Economic Impact Study is 100% accurate. Why? To be good stewards of the taxpayers’ money, it helps to know what the exact return of investment is with your airport. City, County, State and Federal officials need that information because they are paying the bulk of any improvement. Half the surveys are completed, and the rest should be finished by the end of February.

Kyle Schneweis, Director of the Nebraska Department of Transportation, gave a short, but informative, briefing on how the merger of the Roads Department and the Aeronautics Department was proceeding.

Every presentation at this symposium offered information any aviation-related person or company could use. Other presenters included Tom Chandler, AOPA, with an overview of Air Safety Institute Offerings; Lt. Col. Dan Peterson, Nebraska Civil Air Patrol; John Worthing, Aero Guard Aviation insurance, with insurance updates; Joshua Diggs, AvFuel, discussing FBO solutions; and Dan Geary, Deg Enterprises, discussing runway lighting. Symposium exhibitors included Advanced Air LLC; Aero Guard Aviation Insurance LLC; Aerospace Turbine Rotables, Inc; Airport Lighting Co; Alfred Benesch & Co; Asphalt Systems Inc; Avfuel; Cirrus Aircraft Inc; Duncan Aviation; Grip-Flex Surfacing; JEO Consulting; Kirkham Michael; KLJ; MacQueen; M-B Co; Midland Door; Olsson; Western Nebr. Com. College; and Wilco.
The Nebraska Aviation Trades Association (NATA) held their 71st annual convention in February. NATA, formed in 1948 by a handful of aerial applicators, is a non-profit state trade association which represents the aerial application industry in Nebraska. It has grown to represent 180 aerial applicators in Nebraska and surrounding states.

NATA is constantly striving to reinforce concerns for the environment and the professionalism and education of its members. At the NATA convention, professional ag pilots are recertified for three years and attend continuing education courses to stay up to date on industry trends, product information and regulations to continue to safely and effectively protect our environment, our food supply and our citizens.

The 126 NATA members who attended this year’s convention were updated on topics including aerial application of crop protection products, right-of-way applications, weather and environmental conditions affecting aerial applications, proper spray system configuration and maintenance, and pesticide regulatory updates. In addition, most participants attended the Professional Aerial Applicators’ Support System or "PAASS" program, offered through the National Agricultural Aviation Association, which focuses on reducing the number of aviation accidents and drift incidents associated with the aerial application of fertilizers and crop protection products.

The NATA convention also provides the opportunity to celebrate the annual "NATA Airman of the Year" award. This award is presented to a Nebraska agricultural aviator for their outstanding service and contributions to the aerial application industry in Nebraska. This year’s award was presented to Stuart VanBoening, a long-time NATA member who became an ag pilot in 1981. Stewart owns and operates Wallace Aviation located in Wallace, Nebraska. He has trained a number of ag pilots and has always emphasized safety.

The 2019 NATA convention attracted 148 attendees and included 48 exhibits at the trade show.

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**IA Renewal Seminar**

**By David Moll**

As a pilot, I probably enjoy going to the Maintenance and Inspection Authorization (IA) Renewal Seminar more than the Aviation Seminar, simply because I understand how maintenance is done, or what the technician will be looking for during testing.

David Dykes from ACES Systems kicked off the seminar with Dynamic Propeller Balancing sharing techniques he uses to fine-tune this important tool to reduce vibrations. Next was Brenda Collins from Sherwin ICT NDT who gave her presentation on current NDT methods via Skype due to a flight cancellation.

Alex Joza II from Duncan Aviation gave an excellent educational presentation intended for all pilots, not just the IA renewal participants, on what exactly is a major or minor repair to your airplane. Alex explained that not all maintenance manuals are FAA approved, but are simply "acceptable" to the FAA. However, major repairs must be approved by the FAA or their designee, such as a Designated Engineering Representative (DER). Alex also pointed out that if you ever see a logbook notation that says “See Work Order #XXX”, get a copy of that work order if possible, because repair stations do not need to keep them for long periods of time. That work order could hide repairs that normally could be included in a “337,” because a “337” does not have to be given to the pilot or mechanic.

Dave Czarnecki, along with family, own and operate Central Cylinder Service out of Omaha. Dave gave a no-nonsense talk on engines and their repair that correlated to the capabilities of Central Cylinder.

David Oord, Senior Director of Regulatory Affairs for AOPA, gave the audience a clear understanding of the threat to eliminating 100LL aviation fuel. Environmental groups in California and Oregon are leading the charge on this, but until the EPA files an "Endangerment Finding" the threat has been delayed. David also updated the group with current findings the Piston Aviation fuels Initiative is seeing that someday will replace 100LL.

Allen Buffkin with Hartzell Engine Technologies discussed fundamental electrical systems. Michael Schulz with Storm Aeronautics program provided details on aging AG servicing considerations. James Bond, Manager of Applications Engineering with EaglePicher Technologies, brought the audience up to date on Lithiumion batteries for aviation usage. Ending the IA renewal seminar was Ric Peri with AEA, discussing aging wiring and EWIS inspections.
Outflow Boundaries

By Jeff Kelly/NOAA

Thunderstorm season is not far away, so let’s talk about outflow boundaries and why they are important to pilots. As rain falls into dry air below the cloud base, evaporation occurs. The air cools, and since cooler air is heavier and denser than warm air, the air sinks to the ground, sometimes rapidly. These vertical shafts of sinking air are called downdrafts. Upon reaching the ground, the air spreads out much like pancake batter. Outflow boundaries are the leading edge of the rain-cooled air. They are important to pilots because they result in sharp wind shifts. Strong, gusty winds, wind shear, and turbulence accompany them, and they result in rapidly rising altimeter readings. Sometimes, winds are so strong that blowing dust can occur, severely lowering the visibility. These outflow boundaries behave like miniature cold fronts. They can force the air to rise to the point that new thunderstorms are triggered. Outflow can occur even from ordinary showers, with no lightning or thunder. This is especially true when cloud bases are higher than normal (7,000-10,000 ft).

Outflow boundaries can move far away from the shower or thunderstorm that generated them. And when multiple showers or thunderstorms are in close proximity, their outflows can combine to make very large areas of outflow. In fact, this is how squall lines sustain themselves. The lift created by outflow continuously generates new thunderstorms that form long lines.

So, what can pilots do? **First**, be aware that they exist anytime showers or thunderstorms are nearby. **Second**, use radar to increase situation awareness.

Outflow boundaries appear as narrow lines of low reflectivity (5 to 30 dBZ on the radar color scale).

Do you have a weather question you would like answered in this column? Or would you like a NWS meteorologist to speak at your next pilot meeting? Email me at jeff.kelley@noaa.gov.

Communicators

By David Moll

I think pilots are the best communicators in comparison to other professions. I make this statement because they communicate very well while in the cockpit doing their job. While most take this habit and apply it to their personal lives, some don’t. Here are examples of pilots as good communicators.

If ATC asks a pilot if he can accept another runway for one reason or another, he or she will give an immediate answer. However, when you watch news shows, there is always somebody being interviewed who can talk for 10 minutes and still not answer the question. So why are they being interviewed in the first place?

On my last flight with the Governor, my landing at Grand Island was really nice and very smooth. All pilots strive for nice flights and smooth landings, because that’s what we are paid to do. I don’t watch professional football anymore because, a guy is paid millions of dollars to tackle somebody, and when he does, he has a choreographed chicken dance he uses for communication proving to fans he did his job. I’ve never thought about having a smooth landing dance for communication to my passengers. Doing the best job you can is far better than looking like a dancing fool.

All joking aside, in this era of texting and social media, it is very important that communication skills are worked to perfection on every flight. And remember, this also applies at home with the family. The texting device everybody seems to be addicted to is actually a phone with a keyboard on it, so use the phone to talk to your family while on a trip.

Is too much communication worse than not enough? Absolutely. However, there is one thing that is far worse—talking so fast on the radio that few if any understand what you said, and I’m hearing a lot of that lately. It’s almost as if some pilots think they show better communication skills the faster they talk. The truth is, these are terrible communication habits that must be addressed and corrected. I remember an old-time rancher telling a fast-talking salesman, “Just because I talk slow, doesn’t mean I think slow.”

With intersections and fixes on IFR charts that are almost impossible to pronounce, or can be said in multiple different ways depending where you put the accent, good communication skills are invaluable and truly a safety issue.

As for my communication, I am no longer the editor of PIREPS and have moved to a different employer. Blue skies ahead until we meet again!
Dr. Grace E. (Betty) Clements 1918 - 1965

Elmwood native Grace (Betty) Clements helped put a sizable crack in the glass ceiling regarding women becoming military pilots during WWII. Learning to fly in 1940 in Madison, Wisconsin, while attending grad school, then continuing her flight training at Beebe Air Service while teaching in Hastings, Nebraska, Betty earned her private pilot's license in 1942, then joined the Civil Air Patrol.

In 1943, Betty heard about the Women Airforce Service Pilots (WASP) program and had enough hours to qualify. She applied and was invited by WASP Director Jacqueline Cochran to join class 43-W-5 at Avenger Field, Sweetwater, Texas, for flight training. Betty trained on the PT-19, BT-15, AT-6, AT-9, and the twin-engine AT-17. She flew the B-17 in advanced training, but was subsequently transferred to Blytheville, Arkansas Army Airfield, where she flew ferrying missions around the United States.

Under secret orders, Betty was transferred to Wendover Field in Utah to support the group training with Col. Paul W. Tibbetts Jr. for the eventual bombing of Hiroshima, Japan. At Wendover, she flew a Lockheed Hudson Bomber delivering people and supplies for the atom bomb experiments. After the WASP program was deactivated in 1944, WASP Clements had flown 1,047 hours in 13 different types of military aircraft.

With an interest in medicine, Betty enrolled in Red Cross training and was sent to the Philippines where she was assigned to a U.S. Army Hospital in Manilla, and dealt with the atrocities left by the retreating Japanese Army. Upon her return to the States, Betty enrolled in the University of Nebraska College of Medicine and continued her medical training. After graduating, she accepted a neurology fellowship at the Mayo Clinic and also studied at the National Neurological Institute in London, England. Dr. Clements opened a practice as a neurologist in Phoenix, Arizona, and was a founding member and teacher at the Barrow Neurological Institute of St. Joseph's Hospital in Phoenix. Betty remained active as an aviator and a member of the "Ninety-Nines." In 2010, she was posthumously awarded the Congressional Gold Medal.

For Terri Haynes, a small western Nebraska airport has come with a variety of aviation opportunities. Terri began as a Certified Flight Instructor at Chadron in 1982 where she continues today. Terri taught many local students, and several have continued a career in aviation. In addition to flight instructing, she has had many experiences in pilot services such as aerial photography, fire spotting, aerial surveillance, aircraft ferrying, and numerous airplane rides for youth. Additionally, she has given youth groups airport tours and served as a classroom speaker on many occasions.

Upon completion of her master's degree from Chadron State College, Terri became instrumental in forming the Airway Science program at the college and served as the faculty member for this program. Appointed by Governor Ben Nelson, she served on the Nebraska Aeronautical Commission for seven years and proudly represented western Nebraska. Next, Terri served on the Nebraska Airport Planning Committee for the Nebraska Department of Aeronautics. The many trips to Lincoln allowed her to take along her favorite co-pilot—Dad. In 1990, her dad, Harold Perkins, decided to complete his private pilot certificate under her instruction. To date, there has not been another flight instructor-student combination of "daughter teaches father to fly."

The local airline provided another aviation opportunity, where Terri worked as station manager for over 20 years. The City of Chadron asked her to step up and serve as their Airport Manager, which she did, while also managing the airline. Recently, Terri spearheaded the 2018 Nebraska State Fly-In, a two-year volunteer commitment. The small facility packed in a highly successful weekend full of aviation entertainment for both pilots and the general public.

Terri has served many years on the Chadron Airport Zoning Board, Chadron Airport Advisory Board, and as an AOPA Airport Support Network Volunteer and Certified Weather Observer. She is also a member of the Scottsbluff EAA Chapter 608. Terri is strongly civic-minded, and her contributions to community are reflected in her awards: AKSARBEN Good Neighbor Award, Chadron Citizen of the Year, and Nebraska School Board Member of the Year. Haynes received her education and flight training at Chadron State College and Fort Hays State University, Hays, KS. She has accumulated nearly 3,000 hours of flight time with more than 1,500 hours as a CFI. Terri routinely hosts local airport breakfasts at her home airport, and enjoys visiting with the aviators and guests while she cooks their eggs to order.
Clyde and Joan E. Mickelsen

Clyde and Joan E. Mickelsen have played quiet, profound roles in supporting and mentoring aviation professionals as the owners and operators of Air Midway in Kearney. Born and raised a half mile from the Kearney airport, Clyde's aviation interest began at age four with the grand opening of the original Kearney Municipal Airport. Months later, with WWII underway, the airport transformed into a large training base. Clyde watched as the B-17's and other military aircraft flew their traffic patterns overhead. Clyde enlisted in the Air Force in 1957. Stationed in Texas, he took a ride in a J-3 Cub with an acquaintance and then signed up for flight lessons the same day. Following an honorable discharge, and with a pilot certificate in hand, he went to work at Buffalo Air Service in Kearney. While working the line and helping with business operations, Clyde started commuting to Lincoln to work on advanced ratings, which included that of flight Instructor. For some 15-plus years, Clyde was employed by various operators on the Kearney airport, instructing and flying charters.

In 1985, Clyde and Joan E. purchased Andy's Air Service and Midway Aviation. They combined the two entities forming Air Midway. Thus began a 20-year informal agreement to provide aircraft and flight instructors to train students in the University of NE-Kearney Aviation Program. As the program grew, it became necessary to have more oversight in flight-training at the airport. Because of limited funds identified in the University of NE-Kearney budget, Clyde and Joan E. made an offer to split the salary cost with the university. This was one of the first private/public partnerships at UN-K and was instrumental in fostering the growth of the Aviation Systems Management Program. The support the Mickelsens committed to this program and its students was more than a business decision. First and foremost, they were mentors, role models, and confidants to the students. The business relationship was secondary to the development of the individual. They provided employment and career opportunities to hundreds of college and high school students. It was an environment where hard work was expected, but it was rewarded. There were times when students did not have money to finish a rating. The Mickelsens trusted the students to do what was right. It was a mutual respect they held for each other. They assisted medical flights at all hours of the day or night. They hosted political gatherings, Flying Farmers & Ranchers Conventions, general and corporate pilots, and several celebrities. Clyde also served as a certified weather observer. Clyde and Joan E. retired in October, 2008, leaving a legacy to the aviation industry in Nebraska and to places beyond.

Diana Smith

Diana L. Smith has a long history of contributing to the advancement of aviation in Beatrice and across the State of Nebraska. Her efforts in promoting aviation are exemplified through her strong motivation and outstanding enthusiasm, while serving as manager of the Beatrice Airport and on numerous boards and commissions.

In 1971, Diana began employment at the Beatrice Airport, advancing to airport manager in 2000, the position she currently holds today. She was a certified weather observer and is a member of the Beatrice Airport Foundation. Through these many years, her professionalism and dedication have enriched the aviation community.

Diana is a founding member of the Nebraska Aviation Council and was instrumental in creation of the annual Nebraska Aviation Symposium. She served as secretary/treasurer for the Nebraska Aviation Council from 1992-1996, as vice president in 2011, 2013, 2017 and 2018, assuming its chairmanship in 1998, 2014-2016. Diana is also a member of the Nebraska Association of Airport Officials and served as secretary/treasurer from 1995-1998. She is a lifetime member of the Flying Conestoga’s, an aviation booster club, serving as secretary since 2009.

In 2013, Governor Dave Heineman appointed Diana to the Nebraska Aeronautics Commission. In this position, she works closely with the Nebraska Department of Transportation, Division of Aeronautics and many local communities across the state in the administration of various state and federal programs which focus on the development of airports. She served the commission as chairperson from 2015 until 2019.

Diana is a strong and effective aviation supporter and has encouraged many pilots, both young and old, to pursue their aviation interests. She is well-respected by the aviation community and is proactive in meeting the challenges facing Nebraska's flying public. Nebraska's aviation community has most certainly benefited from Diana's efforts.
This year we looked at the success of McCook as an Essential Air Service (EAS) airport as determined by the U.S. Department of Transportation. Its airline provider is Boutique Air.

The success of any 139 Airport with EAS funding not only falls on the airline, but also must have the full support of the city. In this case, the McCook city administration is very involved.

McCook selected Boutique Air because city administration felt the prior provider had canceled too many flights for both the airline and the city to be successful. Public Works Administrator Kyle Potthoff said McCook works with the Boutique Air Senior staff to be proactive, addressing cancellations and their causes.

McCook working as a partner: On McCook’s website for city administration, there is an airport section promoting Boutique Air.

The results of this effort paid off:
- Enplanements in 2014 were only 402.
- In 2015 enplanements decreased to 333.
- In the first 5 months of 2016, enplanements totaled 312. However, with the change to Boutique Air and more proactive efforts by the City, the remaining 7 months had 1,315 enplanements.
- In 2018, enplanements totaled 2,206 – and deplanements were 2,296.

Todd L. Rickenbach was introduced to aviation at a young age when a neighbor gave him a ride in a Cessna 170. While he was in the 8th grade, he did an aviation research project with Terri Perkins-Haynes of Chadron, NE, and two years later she was his flight instructor. In March 1985, Todd had his first lesson and took his private pilot check ride in 1988. Todd started his formal education at Chadron State College, then transferred to Spartan School of Aeronautics in Tulsa, OK, where he earned his Commercial Certificate and Instrument rating in both single and multi-engine aircraft. Todd then transferred to Metro State College in Denver, CO, where he earned his flight instructor rating at Centennial Airport.

Next, he went back to Chadron working as a flight instructor and commercial pilot for L & D Aero, where he also did aerial photography and was a Certified Weather Observer. He instructed numerous pilots while working there and introduced many to aviation, encouraging private pilots to continue earning ratings and learning more in advanced aircraft. Most pilots in and near Chadron have completed a flight review with Todd at least once. He conducted many EAA Young Eagle flights and just as he had been as a child, instilled a love of aviation in many of them.

Throughout 1993 to 1996 Todd became a Certified Instrument Instructor, completed his Bachelor of Arts Degree, flew contract for the Department of Agriculture and continued instructing for L & D Aero and Jensen Air of Lusk, WY. With an airline career still his goal, in late 1996 he was hired by Pietsch Flying Service of Minot, ND, where he flew charter, air ambulance and gained his Air Transport Certification in December 1996. He went on to fly freight for Alliance Air and was later hired by American Eagle as a Captain, flying throughout the U.S. and Canada.

Because Todd wanted to be closer to Chadron, he interviewed with Frontier Airlines in January 2001, and was offered a First Officer position flying Boeing 737s. His twin brother, Rodd, was also hired by Frontier in 2002, and they both transitioned to the Airbus. Todd became a Captain in 2003, and later that year he and his brother flew together as a crew of Flight 403 from Denver to Los Angeles. In 2005, at age 36, Todd was diagnosed with colon cancer. He continued to fly with the cancer in remission, learning four years later that it had returned. His love of aviation continued with Todd buying a Cessna 180 and flying it with his brother to new places. They flew in all of the lower 48 states, Hawaii, Canadian provinces and Mexico. Todd continued to fly the Cessna 180 and took his final flight on December 10, 2014. He passed away on December 23, 2014. Todd’s legacy continues through the people he instructed and flew with.
Women In Aviation
By Janet Beazley

Continuing where I left off in November 2018 …

I took the military aptitude test and chose to go into the field of electronics. This led me to a six-month technical school studying electronics principles and taking in-depth training in the automatic pilot field. My first permanent duty station was Travis Air Force Base in Fairfield, CA, also known as “The Gateway to the Pacific.” I was assigned to a MAC (Military Airlift Command) squadron and worked in the autopilot shop along with a few other women. We worked on the Lockheed C-141A Starlifter and the Lockheed C-5A Galaxy. Being on the flight-line, I worked with more experienced and higher ranking airmen and learned so much from them. It was exciting and somewhat intimidating at first. We got to know each aircraft and which had repeated issues while others flew flawlessly. There was a launch truck that one technician from each shop rode on four hours prior to launch. If the flight crew had a squawk or a defect, they would call the launch truck for the needed specialty—autopilot, instruments, electric, com/nav, and radar airmen. I remember getting called while on the launch truck once. Some of the old transponders had an IFF position (identify friend or foe), but when the pilot turned it to OFF, the unit shut off! That one will stick in my memory for a long time! I love getting those or the ones where the circuit breaker was still out.

My days in the military were very memorable. Part of me wishes I would have stayed and made it a career. I am a very proud veteran and learned many things, both on the flight-line and in the back shop, but probably learned more about me and about our country and aviation. After getting out of the military in California, I wanted to move closer to home, so I found a job in Sioux City, Iowa working for a small commuter airline called Northwest Airlink. The airline fed Northwest Airlines flying into many smaller cities. It was a hub-and-spoke system, with Minneapolis being the hub. There I worked on the Jetstream 3100 (built by British Aerospace) and the SAAB 340A (built by SAAB). Working mainly avionics squawks, I learned that if it had a wire hooked to it, it was avionics! Not necessarily, but I did learn a lot about other aircraft parts and how to change them.

Even though I chose aircraft maintenance as a career, there are many different areas in aviation that a woman can pursue. From fuel trucks, to working in an FBO, being in a support area such as HR, payroll, credit, accounting, or other special areas such as marketing, customer service, quality control, calibrations, design, engineering, the list goes on and on. Aircraft of some shape, size, make and model will be used for many years to come and all of these areas will still be needed. There is also a need for new technology, computers and information services. So, go out there and live your dream, never give up, and ask questions. It’s a very interesting and exciting field to go into. Source: Wikipedia on both the Lockheed C-141 Starlifter and the Lockheed C-5 Galaxy.

G.A Airport of the Year

Millard was selected again in 2018, as it was in 2017, for many of the public promotions concerning General Aviation as well as its educational programs.

Omaha Aviation STEM Day, June 8, 2018
- This was a cooperative event with community organizations highlighting aviation opportunities within the Omaha metropolitan area to teenage students.
- The event consisted of 14 clubs, organizations and schools who set up tables highlighting their organizations and opportunities.
- Over 250 people attended, enjoying pancakes and learning about aviation.
- KETV Channel 7 ran a segment on the evening news highlighting the community event.
- Planning began in late 2018 for the second annual, now called the Greater Omaha Aviation STEM Day.

EAA Chapter 80
- The Chapter held six Young Eagle rallies where over 225 youth were given introductory flights by volunteer pilots.

AviationNation
- Continues to educate high-school-aged students on the skill required to build a Van's RV-12 aircraft; now up to 25 students, over 200 hours of build time and a fuselage nearly completed.

Omaha IMC Club
- The Club held eight safety meetings in 2018, averaging 15-20 people creditable for FAA Safety Team training.

Oracle Aviation Training
- The CFI’s at Oracle in 2018 trained over 30 students from Private to ATP with a 95% pass rate.
- Oracle’s helicopter training has doubled over the prior year.
- Oracle offers Drone training.
- Oracle is a designated PSI/Atlas testing center offering all FAA written knowledge testing.

Julie and Bob Negus accepted the Award for the Omaha Airport Authority for Millard
Second Annual Greater Omaha Aviation STEM Day
By Jim Beyer
All of us were inspired at some point to begin our journey into the world of aviation. This second annual fly, drive, or walk-in event, co-hosted by AviationNation-Omaha and Mizzou Alumni Association, sets out to do just that for the next generation of aviation enthusiasts. The event will feature The Pancake Man, static war-bird displays, free introductory flights for youth aged 8-17 years old, exhibitor booths, hobby clubs, youth education programs and local aviation schools, and of course general aviation pilots! That's where we need your assistance. Fly on in and tell your story, I know they are interested. A short conversation and showing them your airplane will really make a difference. The date is June 8, 2019, at the Millard Airport, 8:00 a.m. to Noon. For more information visit: ww.aviationSTEMday.org. E-mail jim.beyer@aviationSTEMday.org, or call/text 316-213-7093.

AOPA Rusty Pilot Seminar
April 6, 2019, 9:00 a.m. to Noon – Millard Airport (KMLE), Oracle Aviation. For information call Rebecca at 402-213-2144. This seminar is free to those with an AOPA membership. The cost is $79 for those without a membership. To register go through AOPA’s website.

Events Calendar

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

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

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

McCook Airport (MCK)
Effective January 1, 2019, Red Willow Aviation changed its name to J&S Aviation Services 308-345-2886.

2019 Nebraska State Fly-In
Gordon Municipal Airport, Saturday, June 1.
Contact: Glen Spaugh, spaughg@gordon-ne.us

The Aviation Art Contest 2019 Awards Ceremony
Saturday, April 6 - Lincoln Airport Authority Operations & Maintenance Building, 3401 West Luke St., Lincoln