

PIREPS

NEBRASKA

Good Life,
Great
Journey

NDOT Division of Aeronautics

PIREPS
Aug. - Sept. 2018
Volume 69, Issue 4

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Circulation: 3320

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26th State Fly-in at Chadron

Perhaps you've never been to Chadron (population 5,381) in the NW corner of our state but what a treat you would have been in for if you were there for the airport's State Fly-in, June 8-10. Activities began with 300 people having a prime rib dinner on Friday evening followed by a USO style show performed by the Potter Family from Rapid City, SD. Several couples danced on the concrete floor of the only remaining WWII hangar, called the "barrel hangar" due to its rounded roof.



The Potter Family USO Show



Jeff Robbins

Saturday morning clear skies prevailed with a full breakfast served by the Trunk Butte Christian School; pancakes, sausage, scrambled eggs, cinnamon rolls or biscuits with gravy! In the same hangar guest speakers held forth with some interesting topics such as: "Learning to Fly" by Jeff Robbins from Scottsbluff and NDOT Aeronautics Commissioner, Dick Trail telling about his flying experiences from attending the first class of the USAF Academy and the various aircraft he has flown. Dick and his KC135 aircrew received the Strategic Air Command's MacKay Trophy in 1967 for their exemplary courage and outstanding aerial accomplishments by performing the first multiple air refueling between a KC-135 aircraft and an A-3 Navy tanker which simultaneously refueled a Navy F-8 Crusader under emergency fuel shortages and combat conditions. Dr. Allen, an FAA Medical Examiner from Rapid City, talked about FAA medicals. Sherry Fisher, dressed as "Rosie the Riveter" told how women have helped aviation during times of war.



Sherry Fisher

"Rosie the Riveter"



Dick Trail



Tom Larkin & his SubSonex Mini Jet

EAA Young Eagles rides were being given (nearly 60 for the day) while helicopter rides, and tandem parachute jumps were taking place. And yes, there were air show aircraft such as Doug Roth's Staudacher "Super Star", a 350hp fully aerobatic monoplane, Tom "Lark" Larkin's SubSonex Mini Jet (300mph weighing 500lbs) and Curt Muhle's Vultee BT13, the "Vultee Vibrator." During WWII contract pilots trained new pilots in the Piper Cub at Chadron and then in the Vultee BT13. 11,500 Vultee's were built but today there are only about 30 still flying.



Doug Roth's Staudacher



Curt Muhle and his Vultee BT13 "Vibrator"

During the aerobatic performances, Airboss 1, Dale Byrkit, Airboss 2, Reggie Schmidt and Airboss 3, Gaynor

Continued on Page 7 Right Column



Summer is Here!

Temperatures have been in the 90's this week and I'm convinced summer is here! Fly in breakfasts have been going strong and I've been able to visit several of them watching the pilots, aircraft and the drive in's while eating those fine breakfasts.

We've recently sent an email and letter to our airports letting them know about a very important Aviation Economic Impact Study that will be starting soon. The last study was completed in 2002 and I know there has been a lot happen with aviation since then.



Director Ronnie Mitchell

Purpose of the study is to determine the economic viability of our system of airports and the impact of aviation in our state. I believe the numbers will be astounding and something our airport managers and Airport Authority members will be able to show the importance of their airport when it comes time to improve funding.

Congress has also extended the Airport Improvement Program (AIP) through September 30, additionally, a Supplemental Appropriation of \$1 billion is provided outside of the AIP. Projects funded through the Supplemental Appropriation will be done entirely by the grant, no matching funds will be required from the airport sponsor, normally a 10% match of the project cost would be required. 48 of our 79 land based airports are eligible for the Supplemental Appropriation.

I've mentioned in previous columns that a pilot shortage is looming and more is being mentioned in the news about this nearly every day. According to what I've been reading the Air Force is short 2,000 pilots while the regional airlines are unable to fill pilot seats causing a reduction in service to numerous cities. The Airline Pilots Assoc. recently lobbied to remove Section 744 of the US House of Representatives FAA reauthorization bill which would have established a new research program in support of single-pilot airlines operations. That was taken out of the legislation. But something must be done encouraging individuals to enter the flying profession as Boeing forecasts 637,000 new commercial airline pilots, 648,000 new maintenance technicians, and 839,000 new cabin crew will be needed over the next 20 years.

David and Arlene Steier

Shortly after PIREPS went to the printer at the end of May, our new Aeronautics Commissioner, Arlene Steier, and her husband were killed in an airplane accident at the Millard Airport. This was a great loss for Aviation, the Aeronautics Division and especially the Steier family.



David and Arlene Steier

The 4th at Seward

By Jess Banks with Photos by Jess Banks and Gary Schenaman

No clouds in the sky and the temperature was nice, as long as you were in the shade. Airport Manager Greg and Terry Whisler got this show all together even though they had just returned from recovering an aircraft in the Philippines.



Jessy --how do you do a vertical snap roll?

There were a total of seven aerobatic performances including our local favorites; Harry Barr, Doug Roth, Rob Ator and Jessy Panzer. And performances by Craig Gifford, Brian Correll and Bob Freemann were top notch. Craig Gifford has been flying for more than 30 years, starting competitive aerobatics in 2008. A member

of the US Advanced Aerobatic Team since 2011, Craig has won numerous gold and silver medals in US National flight competition, as well as Regional titles in both the Advanced and Unlimited categories. Craig flies a Staudacher S-300 in airshows.



Patriotism Seward Style



Brian Correll's Low Pass

Brian Correll's first exposure to aviation was through skydiving. After his first jump at the age of 18, he was hooked and ended up having more than 60 takeoffs in an airplane before ever experienc-

ing

his first landing. He has since accumulated more than 7000 hours of flying time in over 100 different models of aircraft, ranging from Piper Cubs to the Boeing KC-135, but his modified Pitts S2S is by far his favorite ride. Brian



Faster Dad - Faster

holds an unrestricted aerobatic waiver for air shows and enjoys sharing his passion for flying with fans and spectators throughout America.

Bob Freeman has been involved with the IAC since 1981. His first exposure to IAC aerobatics was in 1981 with his dad. Over the years he has been a spectator, a competitor, a boundary judge, a recorder, an assistant judge, a regional judge, a chief judge, a contest director, a chapter director, a chapter vice president, a chapter president and a two time member of the US Advanced Aerobatic Team. He also has a degree in mechanical engineering



Bob Freeman, USA World Unlimited Acro Team



Doug Roth's grandson thinking about his future acro routine



Aurora Fly-In

Jess Banks

The weather was perfect at the airport but some couldn't fly

in due to fog in other areas. Dale Brykit, Doug Roth and Harry Barr were there visiting with Airport Authority member, Ross Beins and I thought an airshow was going to take place. No airshow but there was some im-



L to R: Harry Barr, Ross Beins, Doug Roth and Dale Byrkit

pressive "iron" on the ramp which included three helicopters and

some fixed wing aircraft on display. Jim Pfeifle flew in with his turbine "Legend" and Jessy Panzer arrived in a Glassair which she



(L) Turbine Legend and (R) Glassair III with F100 in the background

flew in the Reno Air Races last summer. The turbine Legend is one go-fast airplane, clocking in at 275 knots at 18,000 feet. While the Glassair III qualified at Reno with a very impressive 248 knots in the Sport Class.



National Guard Blackhawk

The National Guard flew in a CH47 "Chinook" and a Blackhawk helicopter, both impressive machines while Larry Geiger of

Lincoln brought in his Robinson helicopter. Over 420 people came to the airport for the fine breakfast of pancakes and sausages

provided by the local Optimist Club. Later in the day a downtown parade was held in conjunction with Auroran Days. Another fine fly in breakfast for the state of Nebraska.



Larry Geigers Beautiful Robinson

FAA and Circling Approaches

Mary Grady with AVwebFlash - avweb@e.avflash.com

The FAA plans to shutdown circling approaches wherever feasible, and last week the agency published its selection criteria for deciding which approaches will be cancelled. The changes are part of an effort to "right-size" the National Airspace System, and eliminate redundant and unnecessary procedures, the FAA said. Input from AOPA was taken into consideration.

Silverhawk Hangar Silverhawk Shares

Silverhawk Aviation has completed its newest hangar at the Lincoln Airport. The project began last September, and the 30,000 sq ft structure, which can accommodate aircraft up to a Falcon 2000, brings it to a total of 80,000 sq ft of hangar space.



New Silverhawk Hangar at LNK

Silverhawk also launched a brand refresh initiative after 20 years in Lincoln. Mike Gerdes said of the initiative, "With the launch of our new fractional ownership program Silverhawk Shares, our new fuel partner in World Fuel Services and selection as an Air Elite Diamond location, new avionics and storage hangar, and plans for the newly renovated facility, the time was right to update our branding to best reflect everything we have to offer to our customers."

O'Neill Ford Tri-Motor

Photos provided by Jake Dvorak

The EAA Ford Tri-Motor tour made a scheduled stop at O'Neill Nebraska June 14th thru 17th. Even though it was hot and windy the attendance was fantastic flying 43 flights carrying about 350 passengers.



Ford Tri-Motor Loading Passengers at ONL

The fly-in breakfast on the 16th was well attended by O'Neill residents which is great for public relations. However, due to the

heat, wind and the forecast of possible storms, somewhat less than expected fly-in pilots showed up. Nevertheless, 60 pancake breakfasts were served.



A beautiful Vans RV-9A



Millard Fly-In

Jim Beyer

Millard airport had its first annual fly-in breakfast which turned out to be a huge success. Here are some of the facts: 260 plates of pancakes were served; 35 kids were flown on Young Eagles Flights. Four area aviation schools were in attendance, namely Burke High School Air and Space Academy; Iowa Western Commu-



Aviation Nation Chief Mentor Jim Beyer (L) with District 31 Senator Rick Kolowski

nity College A&P School, University of Nebraska Omaha Flight School and the Metro Community College. Other clubs included the Tuskegee Airman, Civil Air Patrol, the Omahawks Radio Con-



Blake Trogdon using cleckos & pliers on the AviationNation RV12 Project Cockpit

trolled Aircraft Club, AviationNation Youth build program, and the Omaha STEM Ecosystem.

KETV had very nice coverage on the event. You can use your search engine to see it by entering KETV aviation stem fair.



Larry Morgan with Omaha Soaring Clubs L-23 Blanik

A huge “Thank You” goes to Oracle Aviation for the use of their hangar, lobby and ramp space giving us the opportunity to make this Fly-In Breakfast a fantastic success.



CS Johnson's Titan T-51D Mustang

Aviation Pathway

Aviation Pathway, an innovative, new high school aviation curriculum proposal, was announced by Wichita Public Schools and WSU Tech at the Textron Aviation Citation Longitude line. If the program is approved, it would be Kansas’ first aviation technical education pathway and allow high school students to receive their high school diploma and technical certificate at graduation, creating the potential for immediate employment within the aviation industry. The Aviation Pathway program would have two paths – aviation production and aviation maintenance – each featuring sub-sections for students to choose from to allow them to specialize their training. The program comes at a time when there is increasing demand for workers with the skills and training to succeed in aviation.

Air Race Classic

Diana Smith, Airport Manager at Beatrice

In case you don’t know what the Air Race Classic is, it’s an annual transcontinental air race for female pilots. Route lengths are approximately 2,400 statute miles. All flights are conducted in day visual flight rules conditions.



Air Race Classic Planes Parked at BIE

This race is the epicenter of women’s air racing. Pilots range in age from 17 to 90 years old. Race Teams, consisting of at least two women pilots, must fly VFR during daylight hours only and are given four days to make flybys at each en route timing point and then land at the terminus. This year Beatrice was chosen as one of the official stop airports and 56 aircraft with around 120 women stopped in Tuesday June 19th

starting around 11:00 am followed by one airplane after another. After a very stormy overnight stay, some racers were able to take-off Wednesday afternoon, with the remaining leaving Thursday morning. Unfortunately they all had to bypass their next stop, (also due to weather) which was Faribault, Minnesota and instead flew directly to Galesburg, Illinois.

We all felt so bad since Tuesday night we received over 4 inches of rain, making the ground very wet and miserable to move aircraft out of the grass to the hard



Not even the Ducks were flying in this WX

surfaces, which the guys started first thing Wednesday morning. Everyone seemed to take it in stride and made the best of all of the issues that were thrown at them!! Beatrice Airport and the City of Beatrice was very fortunate to have all of the gals land at BIE, wishing the weather would not have been an issue for them!!! It was a great Economic Impact for City of Beatrice and also a super experience for Beatrice Airport!!! These pilot teams surely



Beatrice was named “Best Stop” of the Race

weren’t lacking any humor, as names like the Houston Hot Flashes, DC3(-1), Missile Minions, Over the Moon, and the War Eagle Women, all finished in the top

10. Collegiate teams placed 5th, 7th and 9th.



20th Annual Central City Fly in Breakfast June 3



Chris Holland With Flag

Wow! The weather was perfect with blue skies and mild north winds. American Legion Lone Tree Post 6 posted the colors while Chris Holland of the Lincoln Sport Parachute Club (LSPC) came in with our Flag streaming through the air. Four members of the LSPC did two jumps

about two hours apart and pilot Merrill Mark of Duncan, NE, took them up to 5,500' MSL for the jumps. Rod Floerchinger appears to be flying between contrails!

Attendance at the breakfast totaled 325 for a great meal of pancakes, sausage and scrambled



Rod Floerchinger Between Contrails

eggs served by the St. Michael's Knights of Columbus Council #10386. Some of the notables in attendance were NE State Senator Curt Freisen and his wife Nancy who live in Henderson, NE. Local flight instructor John Armatys and student



State Trooper Brian Petersen With Nancy and Senator Curt Freisen

Deb Gangwish were there as well. Deb has also accompanied Governor Ricketts on agricultural trade missions.

Over 25 aircraft flew in for the event including the Muhle brothers in a Christian Eagle and a Pitts biplane. They did a bit of formation flying which was awesome to watch. Doug Kreuger from Aurora flew his American Champion in with oversized tires and did some impressive climb attitudes. Jerry Movelock flew his AT6 Texan in and it was immaculate. There was also a STOL aircraft from Europe with a 260hp radial engine.

This was a great event orchestrated by Airfield Manager Don Shorney and his team of tireless helpers which included his wife Pam, daughter and grand daughter. Brandi Rima of BB's was there helping with greeting pilots and marshalling aircraft as well as many others too numerous to mention.



John Armatys and Deb Gangwish

Reflections

By Jim Bildilli

Recently, I was asked to give a presentation on the 5010 program at an aviation conference. The audience consisted mostly of airport managers, some administrators and several airport consultants. Fortunately, most were familiar with the Airport Master Record

program from the state agencies and contractors visiting the various "open-to-the-public" airports around the country. So, rather than spending time talking about the mechanics of the 5010 program, I concentrated on things that you really don't want to see when you show up at an airport. There are many items that could be included on the list such as incorrect markings, poor maintenance practices (usually meaning none), non-functioning lights and beacons, missing wind socks and a host of other items.



Jim Bildilli

However, first on the list is what I'd like to call "First Impressions."

As the saying goes, "you only have one opportunity to make a first impression" and sometimes it really strikes home when you first drive or fly to a new airport. Unfortunately, many communities use their airport to solve their local "NIMBY" (not in my backyard) problems. That is, they "stash" all of the "unwanted" items from the community at the airport; impounded vehicles, leaf composting areas, dog pounds, prisons, and most often...just a general dumping ground. It is important to explain that the airport is just as much a doorway to the community as the highway that runs through it. Most of the airports that have a problem understanding this concept are usually owned by small cities and county governmental agencies where the airport is in direct competition with other city services. The mayors and city councils are elected and as such, their first loyalty is to their constituents to ensure that the water flows, the sewer system doesn't overflow, the streets get fixed and garbage gets picked up. Last on their minds are the airports where as some would say...are "only for the doctors and lawyers to play with their toys on weekends."

Fortunately, for the 5010 inspector, we know that the airport can be the lifeblood for a community and that the real problem is perception. It is important to instill the concept to the airport ownership and, not just the manager, that companies who use business aircraft do so for several reasons, first of all is efficiency. Rarely do you see a business aircraft stay at an airport for more than just a few hours. Usually, it's just long enough to carry out their business and be on their way. It's also important for them to understand that any size aircraft can and is often used as a business tool, just like the laptops and Xerox machines in their offices. Sam Walton (of Walmart fame) visited a small town in central Illinois to check on the construction of a new store. He flew in himself in a Cessna 310 (and not in a corporate jet).



As ADS-B Mandates Loom, Equipage Slots Dwindle

With the deadline for aircraft operators to equip with ADS-B approaching, U.S. maintenance provider Duncan Aviation is warning that hangar space and skilled avionics technicians will be at a premium and costs will likely rise. The company has already performed several hundred ADS-B installations at its avionics shops located at airports throughout the U.S., and it is still accepting slot reservations that guarantee both hangar space and qualified labor resources.

AMERICAN LEGION AUXILIARY GIRLS STATE 2018

David Morris

On June 7, the NDOT – Division of Aeronautics again had the privilege of being part of a wonderful program called American Legion Auxiliary Girls State. This event is one of the most respected and coveted learning programs presented across America. Young



Learning how the Division of Aeronautics works

women learn about the democratic process and how our republic form of government works at the state and national levels. This year the Division of Aeronautics had the honor of being host to 7 young women who have made it their goal to honor those who have brought us our freedom through their commitment of patriotism and Americanism. These ladies visited the Division of Aeronautics as part of their pursuit in developing leadership skills as well as pride in our system of government.....These individuals, along with their appointed position during the visit, were: RYLEY NOLEN – DIRECTOR, MORGAN EICKMEIER - DEPUTY DIRECTOR, HALIE TENOPIR – COMMISSIONER, MEGAN RUPP – COMMISSIONER, CAROLINE SCHIEUER – COMMISSIONER, SYDNEY KUNZ – COMMISSIONER, KYLEER WATTS – COMMISSIONER. As is every year for the Division of Aeronautics, it is our honor to be part of a program that helps



In front of the Divisions King Air C90GTx

instill the basic principles of American government, and at the same time secure experiences and friendships that often last a lifetime.

Citation 10 Ending Production

David Moll

Textron Aviation is ending production of the Citation 750, or better known as the “10” or the “X”. It was the fastest production corporate airplane when it was introduced, and with the upgrade called the X+, it still holds the fastest speed at .935 Mach.



David Moll

I flew the 10 for many years and it was without question the best airplane I've flown in my career. It was extremely reliable, very comfortable, and yes, it was very fast. Normal flight planning was for 500-510 knots. The fastest ground speed I had was a true airspeed of 525 knots, combined with a 200 knot tailwind, making our ground speed 725 knots or 833 mph.



Citation 750, SN-239 is the airplane I flew for several years - D. Moll

With that speed came fuel burn of 450 gallons the first hour, but at FL450 the fuel burn came down to 260 gph at high speed cruise. With almost 1900 gallons onboard, the range was great, but even more important was the capability to tanker cheap fuel.

In crosswind landings, you cannot put a wing down to stop the drifting or it will scrape the runway, so a technique many use is to keep the crab in until just before touchdown, then center the airplane to the runway with rudder, but keep a reasonable sink rate going for a smooth touchdown thanks to trailing link gear.



Cockpit of a Citation 750

What our company liked about the airplane was we could fly from Atlanta to San Francisco, have a meeting and fly back to Atlanta the same day without it being an unreasonably long day. Plus with two

separate TV's onboard, combined with seafood and beef catering for everybody onboard, including the pilots, it just doesn't get any better than this.

Internationally, I flew from St. Johns Newfoundland to Seville Spain at .85 Mach, with no equal time-point issues crossing the Atlantic and landed with excellent fuel reserves.



NOAA Forecasting

David Eastlack with NOAA

Forecasters at National Weather Service prepare and maintain a set of weather forecasts specifically designed for aviation users, the Terminal Aerodrome Forecast or TAF. Preparing TAF products and monitoring their verification constitutes a major portion of a forecaster's responsibilities. For years, computer software has played an important role helping forecasters prepare and monitor TAF forecasts. The Aviation Forecast Preparation System (AvnFPS) is the current application used by NWS forecasters for this important task. The image below shows the AvnFPS interface for forecast monitoring. Across the top of the Graphic User Interface (GUI) is a button to launch a "TAF Editor." Also, "Backup" gives us the ability to monitor TAFs from a different weather forecast office. The next row shows the status of various background processes that support AvnFPS. Most of the GUI is dedicated to monitoring TAFs and observations. The left column of buttons lists the location identifiers of the stations (KOFK, KOMA, KLNK) for which TAFs are being monitored.



David Eastlack



Timestamps indicate the valid times of the most recently issued TAFs and observations. The buttons labeled "Editor Shortcuts" allow forecasters to quickly begin an editing session to Amend, issue a Routinely Delayed TAF, or a Correction. The indicators in the section labeled "Current Observations" compare the most recent set of observations with the current TAF. The indicators in the section labeled "2-h Persistence" compare the forecast for 2 hours beyond the current time with the current observation. The indicator labeled "ltg" is Real-Time Cloud-to-Ground Lightning strikes. The "rltg" is Radar based 3-hour Lightning Probability Forecast. Low Level Wind Shear "llws" is based on METARS and radar wind profilers, as well as aircraft vertical wind profile data. The Collaborative Convective Forecast Product "CCFP" is an indicator of convection meeting specific criteria of coverage, intensity, and echo height. An emphasis is placed on presenting these data in ways that will contribute the most to the forecast generation process. AvnFPS is a powerful application that helps forecasters monitor weather conditions and prepare their aviation forecasts. This application includes tools that help forecasters assess the quality of the forecast before it is issued as well as maintain a weather watch. Tools are available in AvnFPS to help forecasters view guidance products and incorporate them into their forecasts.

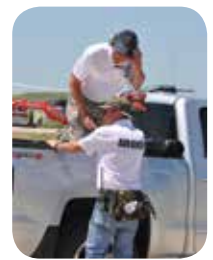
26th State Fly-in at Chadron Continued from Page 1



Air Boss 2

Smith were busy keeping the performances safe from any other air traffic while coordinating the airshow itself.

Several awards were given out by NE Aviation Council (NAC) President Mike



Air Boss 1 & 3



L to R: Mike Olson, Greg Yanker, Mayor John Coates and Diane Bartels

Olson and NAC State Fly-in coordinator Diane Bartels. Mayor John Coates and City Manager Greg Yanker accepted the award for having the 26th Annual State Fly-in at Chadron. During the Saturday 5-8:30pm program, Mayor John Coates recognized 16 WWII veterans

for their service and asked them to tell brief highlights of their careers. He then asked the audience of 260 people to come shake their hand, which many did. Jon Leever of Western Community College introduced NE Aviation Hall of Fame 2017 inductee James E. Joyce. In 1969 he accepted a teaching position in the aviation maintenance department with Western Nebraska Vocational Technical School in Sidney, Nebraska. Jim retired from the school, now Western Nebraska Technical College, in May of 2006, ending a 36-year tenure.



James Joyce



Terri Haynes With Her Dad, Harold Perkins

A local talent show followed with a magic show by Jared Fernau, singing and dancing by Brooklin Stack and Kat Dod and ukulele player, Don Faulk.

Terri Haynes was there with her father, Harold Perkins. Terri was the primary organizer of the event but she will tell you she had a lot of help from her committees including Mayor John Coates, City Manager Greg Yanker, City Works Manager Milo Rust and the members of A & M Aviation, Doug Budd, Jim and Scott.

Here is what happens when you agree to have a "great photo" taken, Scotts-bluff EMT Crew.



EMT Pilot Colin, Nurses Mike, Eric and Micki

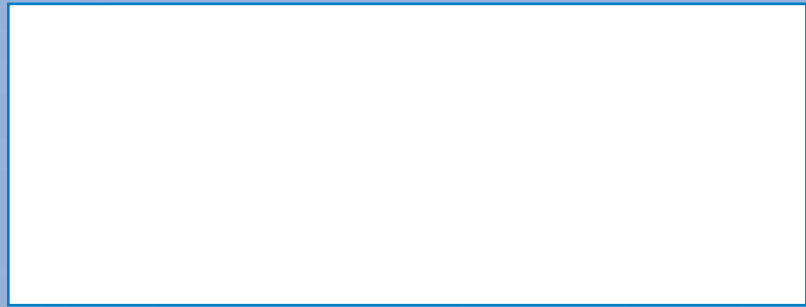
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Events Calendar

- **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.

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

- **Offutt Air Force Base, Omaha Aug. 11th & 12th:** Air and Space Show. Free admission, Gates open at 9:00–5:00.

- **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.

- **Fremont Airport (KFET) August 26:** Fly-in breakfast 7:00–1:00. More information: Brian.newton@fremontne.gov, 402-727-2630.

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.

4th of July at Seward in Pictures by Gary Schenaman

