

PIREPS

A bi-monthly newsletter for Nebraska pilots and Aviation Enthusiasts



Encourage and Facilitate the Development and Use of Aviation in Nebraska

PIREPS June/July 2015

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Intl. Aviation Art Contest Awards

By David Morris

Later this year, top air sport athletes from around the globe will travel to Dubai, UAE, to compete in the largest air sports event in the world...the FAI "World Air Games". Over a period of 12 days, spectators will enjoy special locations while watching world class competitions and air shows fill the sky in a dazzling display of maneuvers that can only take place above the ground. This edition of PIREPS highlights the talented youngsters who took part in this excellent opportunity to grab their favorite artist's tools and create a poster celebrating their thoughts about the "World Air Games."

The Nebraska Air National Guard, located near the Lincoln Airport, was host to the Aviation Art Contest 2015 Awards Ceremony on Saturday, April 25, where coveted, engraved trophies and other awards were presented. At the top of the program was Emma Hazel, from the Lincoln Children's Zoo. Emma brought her friend, Scout, a full grown eastern female screech owl. Emma and Scout had everyone's attention as we all learned some interesting facts about this family of birds. For instance, did you know owls have 14 bones in their neck vs 7 in the human neck? Did you know owl eyes do not move up or down or sideways? Their eyes are so large there isn't room for muscle to move them and if we had similar-sized eyes they would be the size of grapefruit.



Emma Hazel and "Scout"

Beginning with Category I Junior (Age 6-9) was Emily Gieselman of Omaha, winning 3rd place, followed by Jack Timperley of Omaha capturing 2nd place. To wrap up this group was Grace Pitzuweit of Plymouth, taking 1st place (photo not available). Lt. Governor Foley made all of the presentations.



Aidan Buechler

In Category II Intermediate (Age 10-13), was Brandon Hollister, Grand Island, winning 3rd place, followed by Olivia Schwickerath of Lincoln winning 2nd place. Taking 1st place was Aidan Buechler of Omaha.

Completing the art contest was the Category III Senior (Age 14-17) winners. Capturing 3rd place was Leslie Jensen of Osmond. Taking the 2nd place trophy was Madisen Randa of Verdigre. To close out the program, for the second time in the past two years, Haley Workman of Humboldt won 1st place.



Haley Workman and Lt. Governor Foley

We want to send a special "congratulations" to all the contestants. Their work was outstanding and this made for tough decisions by the judging committee. To the parents, teachers and mentors, the Department wants to say "thank you" for all the time, hard work and support you have put into this program. To our friends at the Nebraska Air National Guard, along with all our sponsors, we want to again send a special "thank you so very much." Without your continued generous support, this program simply would not exist. See the art and Honorable Mentions on page 6 & 7.



Aviation!

According to a recent article in Aviation Week and Space Technology magazine by Alan Diehl, a pilot shortage is in the near future. Boeing has estimated there will be a global shortage of 533,000 pilots over the next 20 years. The Airline Pilots Association (ALPA) believe there is no shortage that couldn't be solved by higher pay. Why is so much being written about a perceived pilot shortage?

They see many reasons why a shortage is just around the corner. Recently Congress mandated the Federal Aviation Administration change the FAR Part 121 Scheduled Air Carrier minimum requirements for a right seat pilot to 1500 hours and an Air Transport Pilot rating. The source of military trained pilots has been declining for several years, and the mandated age 65 stream of Part 121 pilot retirements began last year and will peak soon. The cost of pilot training for civilian pilots is expensive and getting a new pilot to 1500 hours means low pay and no guarantee of a good paying piloting job upon reaching minimum requirements.

In Alan Diehl's article he suggests a three prong approach to the perceived pilot shortage: 1) Re-establish the Civilian Pilot Training Program which took place in 1939 to prepare the US for a war, 2) Raise the mandatory retirement age and 3) Adopt an enhanced Multi-Crew Pilot (MCP) license.

All seem to be good ideas on how to obtain more pilots but more things are "brewing". For instance several of the major airlines are promoting privatizing the US Air Traffic Control (ATC) system. We have one of the best systems in the world to manage air traffic but as with most anything it can be improved. Privatizing ATC would undoubtedly bring up the idea of onerous User Fees which would cause any pilot using the system to pay a fee, possibly \$100 each and every time a flight plan would be filed. The FAA's NextGen system is beginning to come online changing the way air traffic is routed and identified. NextGen is slowly evolving but still in the future and won't come to maturity for several years, but it will save time and money for scheduled air carriers.

Finally, the issue of Unmanned Aerial Systems (UAS), often referred to as drones, will be the next advance in aviation creating untold jobs and ideas on how to use them to improve our lives. The FAA has been relaxing rules for use of UAS's and allowing a number of companies to fly them for checking railroads, pipelines, movie stunts and agricultural uses to name just a few. Agriculture will probably use them more than any other industry as they can be programmed to determine plant health due to water, fertilizer, fungus, weeds, etc. I think you get the picture. Aviation is the key to many things in our future and we need healthy discussion as to what it will be and how it will arrive.



Ronnie Mitchell
Director, NE Dept of
Aeronautics

Pitch, Power, Airspeed

By Lee Svoboda

Before becoming a designated examiner, I had a full head of black hair. Today, I have some hair which is mostly gray but recently applicants have been turning the few black hair to gray.

Airspeed tolerance for private pilot applicants is minus five plus ten knots from aircraft manufacturer's recommended airspeeds. For commercial applicants, it is minus zero plus five knots.



Lee Svoboda

Here is the scenario. In the landing phase of the practical test the applicant turns final, sets up the recommended approach speed, then adds more flaps, and in some instances reduces power and MAINTAINS THE SAME PITCH ATTITUDE. Okay, you aeronautical experts, what happens? In my experience, the airspeed rapidly decreased, and when the applicant did nothing, tolerances were exceeded. The hair graying did not happen till airspeed decayed to the stalling stage.

I do not want to get into the old pitch and power argument. However, sometimes we need to examine how to apply correction in a developing unsafe situation. When flying a powered aircraft, we have two sources of energy at our disposal. One is thrust and the other is gravity. How we use these energy sources combined with drag will determine our airspeed. The applicant had options available which he/she did not employ. When the airspeed was at recommended and drag was added by the addition of flaps, airspeed could have been maintained by applying thrust with the throttle or by pitching the nose down slightly (applying gravity). The energy source employed would be dictated by the angle of descent required to land at the desired point on the runway. When the applicant did not employ either source of energy, more of my few remaining hairs turned gray.

Discussing these scenarios with other instructors I found that two different techniques were being used to obtain and maintain the recommended airspeed. One technique was to turn final at a speed above recommended and add flaps/drag on final as the way to slow to recommended airspeed. The other technique was to turn final, add final flaps, and slow to recommended airspeed. Of course gravity and thrust were used to maintain airspeed in order to arrive at the desired point on the runway. The two techniques do not seem very much different, do they? But neither technique specified slowing to recommended airspeed and then adding drag with the addition of flaps, without adding gravity (pitch) or thrust.

Airspeed control on final is mandatory. Energy employment is optional, but landing sometime after takeoff is mandatory. For you hard over pilots who profess that pitch controls airspeed, next time you line up for takeoff, try pumping the yoke or stick and see if airspeed increases.

FLY SAFE!



MAC 80 West Open

By David Moll, President, Midwest Aerobatic Club

The International Aerobatic Club (IAC) sanctions three contests per year: the Nationals held in Sherman-Denison, Texas every year



David Moll

where the national champion for each category is determined, plus a "West Open Championship" and an "East Open Championship" that moves to various locations in the western and eastern United States for pilots who want to compete on a national level, but may not have the time to go to Texas for the Nationals.

For 2015, Lynn Bowes and I teamed up and submitted an application for the Midwest Aerobatic Club to host the West Open and we were awarded the contest. This "Open Championship" contest replaces our normal contest and will be held June 27th and 28th, with registration and practice on June 26th.

In preparation for this contest, we have scheduled four "play days" where the club sponsors a free lunch, and then afterwards pilots can practice their aerobatic sequence and be critiqued for errors. The first one held on April 25th turned out to be an 800 ft. overcast, one and 3/4 mile visibility with light rain event, so nobody flew in or practiced, but we did have a very well attended luncheon.

The sun shone brightly for our play day May 2nd. The first to arrive was Jason Schindler



Jason Schindler's "Ultimate"

in his beautiful Ultimate airplane that was the prototype for Canadian National Champion Gordon Price's Ultimate Aircraft Company. It has 4 full span ailerons that result in exceptionally fast roll rates. Talking to Jason, a part of learning the airplane is controlling the roll rate so he can stop when and where he wants to. Shortly thereafter, Jon Vanderhoof showed up in his Pitts S-2A to practice his Intermediate sequence. Then John



Jon Vanderhoof's Pitts S-2A



John Cox's "Decathlon"

Cox showed up in his Super Decathlon to practice for his first ever contest. Since the West Open will be John's first contest, Harry Barr flew with him on his sequence to show him the aerobatic box from the air.

Continued on Page 5, Bottom Right Column

"Etiquette"

By Scott Stuart

Summer is upon us and more than one will be enjoying a few thrill rides at Worlds of Fun, or Adventureland. Many ups and downs, just for the ride. Got me to thinking about some ups and downs that have been thrilling in my piloting life of now 49 years!! I'll call it looking back!



Scott Stuart

Not sure exactly what year it was, but I do recall a departure from LNK one chilly December night. I was in an E55 Baron at the time, skies 500 overcast, some light snow in air. As the machine took me up and up all was good, then spectacular as I broke out on top to a nearly full moon and a few bazillion stars reflecting off the cloud tops.. Surely an image I will never forget. Another? Departing OMA one later afternoon, maybe the fall, in a then spanking new Aero Commander 114. I had filed for 4000' for the short hop back to Lincoln and the cloud tops were at 3995' feet. I was in and out of the clouds and the sensation of speed was absolutely remarkable!!

Down? My first! Rather my first down and down ILS to lower than low.. I was in a Cessna P210N and landing in Wichita at Mid-Continent, now Eisenhower Field. It was early in the morning and "everyone else" was making it in just fine even though ATIS said 100' & 1/4 mile. Given FAR Part 91 allows us to try such an approach, I did. I missed!! Nothing but gray. Vectored around for another try, I suspect I flew harder that time, seeing the approach lights and landing uneventfully. A special notch in the belt. The next one was another 100' & 1/4 mile to KLNK runway 18. Let's hear it for the ILS approach and the lateral and vertical guidance it allows. Same as above, but did not miss that time in KLNK. I was older and wiser and had more experience circa 1995 flying a F33A. I was so proud that I called my CFII, Ron, to tell him about it. Maybe I should say brag about it. Saying I thought I had closed the airport that night when I landed. Smooth as always, he told me he had landed thirty minutes later!!

Looking back, great memories, great experiences and utility of aircraft. FYI, all of this low stuff was done with two vacuum pumps, two alternators, two radios, two, two.. You get the idea. Not sure I would bet my life in weather like that with just one of each. But very good to know YOU can do it if you have to! Train up to that level, then puff out your chest, you will have earned it.

Looking back can be fun, and also good etiquette, the title of this episode. Etiquette you ask? Yes. Please look back. Today as I was pre-fighting my Beechcraft for a coffee run, a Cessna 172 parked in front of me sat running the entire time. Chilly air, windy air, and he/she could easily have just turned 90 degrees and solved "my" problem. I never, repeat, never, start up or arrive without carefully checking out what is around me that does not want to get blasted with propwash. I ask that you, too, do the same, plane etiquette 101. It's as simple as looking back. Gear Down and Locked?



Places And Planes

by Jerry Tobias

Like anyone who has been around airplanes awhile, I have a mental file full of aviation-related memories, all of which would fit into one or more of three folders: places, planes or people. Although the people category is the most important of the three, I will save that discussion for another article.

One of my first aviation memories is of the day that I relinquished the coveted fourth grade Recess Leader role so that I could just stand and watch a home-grown Air Force pilot fly his T-33 (I learned later) around our small central Kansas town. I can even remember exactly where I stood in the school yard as he circled overhead!

I can also describe in detail my first visit to an airport. It was during a grade school field trip to Wichita, which included – to my delight – a visit to McConnell Air Force Base. I especially remember my teacher's repeated warning to not get too close to the fence, "or those jet planes will suck you right in!"

It was my awe of my father, who had flown Navy Hellcats and Corsairs during WWII, that ignited my interest in aviation. He was a farmer, but he still had a Navy buddy stationed at what was then the Hutchinson (Kansas) Naval Air Station. So I have great memories of air shows at that base and of even getting to crawl through a Navy P2V one day!

Other special place and plane memories include my very first flight, which was in a clipped-wing Cub in Ventura, California; my first opportunity to actually touch the controls and "fly an airplane" during a local Flying Farmers event; watching my grandparents board a TWA Lockheed Super Constellation at the Wichita airport in 1959; then fast forward to my own 1978 ATP and type-rating ride in a TWA 747 out of JFK. The memories between these events, of course, would fill at least ten issues of PIREPS!

What's my point? Although my memories of places and planes from decades ago are still vivid, air shows and airports are just as exciting and as fun for me now as they were when I was young. There's just something about being around airplanes that "brings out the kid" in all of us! And that's a good thing!

So, I encourage you to attend as many Nebraska aviation events as you can this summer, and take your children, your grandchildren, your family and friends (and their children) with you. You can be certain that they will all remember details of each event long after you and I have handed the keys to our airplanes, tool drawers and desks over to someone else!

June 5 and 6 State Fly-in at Hebron.

Don't miss the event of the year!! USO style show on the 5th with supper, a small charge. On the 6th, fly-in breakfast, round table discussion with US Representative Sam Graves, AOPA and FAA. Airshow and aircraft static displays.



Jerry Tobias

Role of the Instructor

By Dick Trail

Not long ago a student showed up for a scheduled flight lesson. He was age 40 plus and about ready to solo. Lesson for the day was traffic patterns and landings. This old flight instructor pushes my students to fly accurate patterns, 1st turn at 700 ft AGL, short crosswind leg, downwind 1000 AGL with ground path parallel to landing runway. Power to descend opposite touchdown spot, flaps 1. Base leg perpendicular to runway, flaps 2. Wings level on final, minimum 400 ft AGL, final flaps, stabilized approach to landing. I have my students strive for accuracy to develop a "groove" or standard so they can perceive and correct any future deviations.

He wasn't doing well, blew headings, altitudes and airspeeds, all things he had done much better on prior lessons. After about a half hour of continuing frustrations, for both of us, I had him depart the pattern and just fly about the area to relax. Back to the pattern but not much improvement until he asked me to just take the airplane and make the final landing.

After taxi in and shutdown he apologized for his frustrating performance. Then informed me that he was going through a "nasty" divorce. Bingo!! Time to teach the **IMSAFE** checklist:

Illness: Do you have current or recent illnesses that could affect flight? **Medication:** Have you been taking any meds that could impair your ability to fly? **Stress:** Are you experiencing unusual psychological pressure and/or anxiety? **Alcohol:** Have you had any alcohol in the last eight hours? Are you hungover? **Fatigue:** Are you tired and/or not adequately rested? **Emotion:** Are you emotionally upset about anything?

A few days later I loaded my student into the front seat of my Aeronca Champ and we went for a joy ride. He wasn't trying to learn to fly the Champ; it was a beautiful morning to get back in tune with the joy of aviation. Just an hour of bliss remembering why we in general aviation learn to fly in the first place. Truth be known the old guy in the back seat relished the moment as much as the neophyte. Shortly after the next lesson and ongoing training my businessman student is doing well.

I am humbled by the responsibility to teach our students the great variety of subjects each needs to embrace and master to become safe pilots. Weather, regulations, principles of flight, chart interpretation, aircraft performance, maneuvers, air traffic control, instrument flying and the list goes on. All are important and part of the critical skill of good decision making. One of my greatest satisfactions in life is to follow my former students as they employ the skills I had a role in teaching. My guys and gals are now airline, military, spray, corporate, instructor pilots and best of all many just fly for the pure fun of it.



Dick Trail



Nebraska City Fly in

By Jess Banks

From April 24-26 the 144th Annual Arbor Day Festival was held in Nebraska City and it was a "humdinger" of an event. There was something for everyone including a parade, food, Civil War Veterans Museum, an Art and Wine gathering, a Blue Grass Band and the Apple Blossom Ball at the Kimmel Orchard to name just a few. And yes, a fly-in breakfast was held at the Nebraska City Municipal Airport on Sunday, April 26.

The Nebraska City Jaycees provided the food and the many volunteers who were there to feed over 300 people, while 25 airplanes flew in for the event. Pancakes and ham, coffee and juice and was that great ham! Most prominent among the helpers were Kaycee Driever (14), Tarryn (8) and Summer (10) Godsey. Tarryn and Summer's mother, Cari was there to help do some of the cooking but the girls were helping with about everything. They stayed until about 10am when they needed to leave to attend Sunday School.



L to R: Kaycee Driever, Tarryn and Summer Godsey



"Flightline" at Nebraska City

It was a cool and windy day but 25 aircraft flew in for the event, which was a complete success. The next date for the fly-in breakfast at Nebraska City is April 24, 2016.

Larry Smith Memorial Fly-in Breakfast

Initially, I thought the weather might not be good for a fly-in but the skies opened up May 2nd over York for their monthly fly-in breakfast held in conjunction with the Larry Smith Memorial fly-in. For those who might not be aware, Larry Smith was a long time flight instructor who trained many students from various airports including Wahoo, Fremont and Millard. He was named the Nebraska Flight Instructor of the Year in 2001 and in 2007 was given the Wright Brother's "Master Pilot" award for 50 years of flying without an accident. Many friends and



Larry Smith



Son, Maynard Smith, Grandson and Sister Sharron Gilson

family attended the breakfast including Larry's sister, Sharron Gilson, and his son, Maynard Smith. Sadly, Larry passed away February 26, 2014.

It was an event where some great stories were told of Larry and his method of teaching. Larry didn't always say a lot during his flight instruction but yet seemed to

know just how to get a student's attention while correcting errors and techniques.

As this was in concert with the monthly York fly-in breakfast there were a few things going on that made it very enjoyable. For instance, you could get a three-foot omelet with an airplane pancake. Something I was suspicious of until I saw Rod Matlock pouring the 3-foot omelet and Terry Werth making the airplane pancake. It was another great fly-in breakfast with over 100 people and 21 aircraft.



L to R: Rod Matlock and Terry Werth

"MAC 80 West Open"

Continued From Page 3

After this flight, John's comment was: from the air that box sure looks small.

Under the experienced eyes of Doug Roth and Ed Bowes each pilot flew his sequence and then was radioed tips to re-fly certain maneuvers with corrections to make loops round or snap rolls centered at the top of the loops. You can practice all you want alone, but sessions while being critiqued are what separates winners from the rest of the crowd.

The Midwest Aerobatic Club will have two more play-day practice sessions prior to the West Open. They will be June 13th and 20th. Please join us for lunch and talk about how to improve your flying safety through aerobatics.

"Young Eagles"

By Jess Banks

St. John the Apostle School's 27 eighth grade students received an EAA sponsored Young Eagle ride Friday, April 17th at Lincoln Airport. The Department of Aeronautics hosted the event, utilizing their conference room for the students waiting for a flight.



Jerry Allder and Garrett Konz

Rain was forecast the evening before the event but Friday morning was cloudy with no rain and favorable wind conditions. The first pilot and aircraft to arrive on the ramp was Jerry Allder and his beautifully painted RV4. Jerry

Continued on page 6, Left Column



"Young Eagles" Continued From Page 5

could only fly one passenger at a time but many of the students were in awe of his aircraft and wanted to fly in it.

Tom Trumble is the local EAA Young Eagle Coordinator and before the morning was over a total of five aircraft were available



Front L to R: Alex McCoy, Emma Gabel, Abby Soden. Pilot John Cox Standing in Back

to take the students aloft. If you're between the ages of 8 and 17, you're ready to take a free Young Eagles flight and see what real pilots do on the ground and in the air. Since 1992, more than 1.9 million Young Eagles have enjoyed a flight from EAA's network of volunteer pilots. For many, it was the start of their journey to becoming a pilot, aircraft mechanic, air traf-

fic controller, or many other career possibilities.

Another EAA program, Eagle Flights, is a way to introduce prospective pilots to their first flight. An Eagle Flight is a hands-on introduction, where you'll fly with a local EAA member pilot who will give you a thorough introduction to what it's like to fly your own airplane. For more information please go to the EAA's website: <https://www.eaa.org>



L to R: Eli Brown Meagan Heimbrecht, Biranna Gonifas, and pilot Mark Gaffney

Aviation Art Contest Honorable Mentions

Category I Junior

Bailey Schwab	Beatrice	Dustin Kapke	Clatonia
Joseph Timperley	Omaha	Benjamin Holsing	Clatonia
Caleb Kosmos	Beatrice	John Wehrman	Plymouth

Category II Intermediate

Sam Edstrand	Omaha	Alexis Solorzano	Osmond
Angel Reyna	Grand Island	Tony Munoz	Grand Island
Lauren Gieselman	Omaha	Lucy Trejo	Grand Island
Morgan Mihm	Omaha	Laila Swaim	Grand Island
Morgan Peterson	Enders	Shelbee Burke	Alliance
Jessica Knippelmeyer	Grand Island		

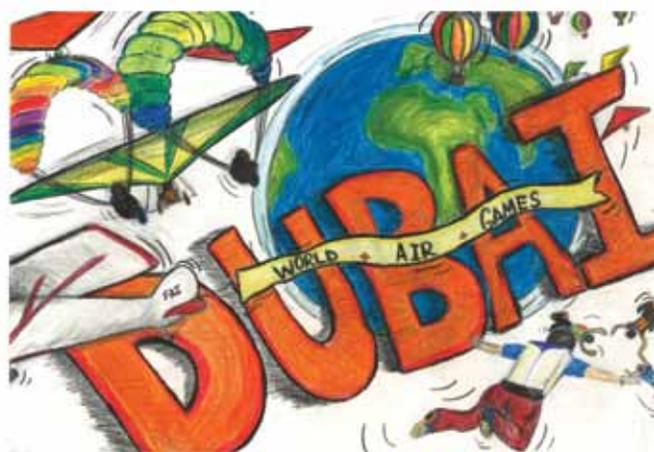
Category III Senior

Nick Anthony	Humboldt	Breanna Ross	Holdrege
Chloe Workman	Humboldt	Megan Leasure	Verdigre

Aviation Art Contest 1st, 2nd and 3rd Place Winners Art in the Three Age Groups



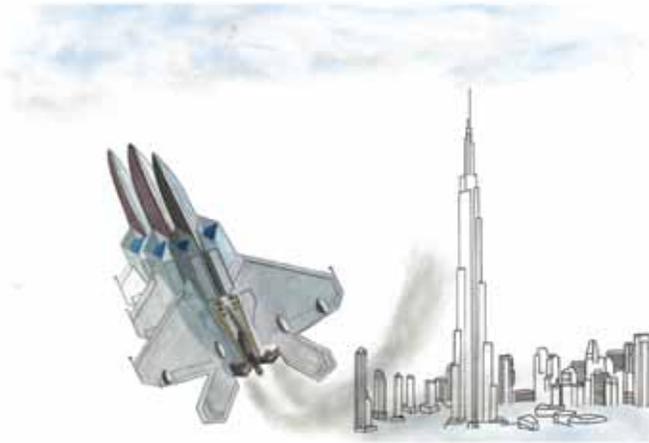
2015 Aviation Art Contest
World Air Games
Holly Wislomes
1st Place, Senior (Ages 14-17)
HHS Public Schools, Humbolt



2015 Aviation Art Contest
World Air Games
Mahan Kooch
2nd Place, Senior (Ages 14-17)
Wadway Public School, Wadway



2015 Aviation Art Contest
World Air Games
Laila Lewis
3rd Place, Senior (Ages 14-17)
Ottawa Elementary Schools, Ottumwa



2015 Aviation Art Contest
World Air Games
Aidan Brackley
1st Place, Intermediate (Ages 10-17)
Delta Play, Art Studio, Omaha



2015 Aviation Art Contest
World Air Games
Caleb Pittman
1st Place, Junior (Ages 8-9)
St. Paul Lutheran, Florence



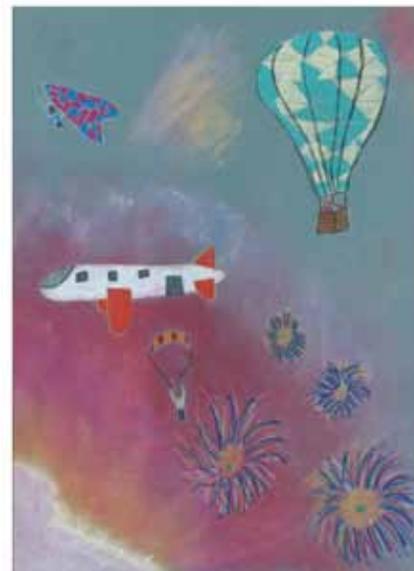
2015 Aviation Art Contest
World Air Games
Olivia Schweinhardt
2nd Place, Intermediate (Ages 10-17)
Urban Legends Art Studio, Omaha



2015 Aviation Art Contest
World Air Games
Jack Sargent
2nd Place, Junior (Ages 8-9)
Delta Play, Art Studio, Omaha



2015 Aviation Art Contest
World Air Games
Baedon Hillborn
3rd Place, Intermediate (Ages 10-17)
Touchdown Elementary, Grand Island



2015 Aviation Art Contest
World Air Games
Evelyn Lindstrom
3rd Place, Junior (Ages 8-9)
Delta Play, Art Studio, Omaha

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Events Calendar

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 8:00-10:00.
- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month, 8:00-10:00.
- **Seward Airport (SWT)**, Midwest Aerobatic Club regular meeting 3rd Saturday of the month at noon.
- **June 5 & 6, Hebron Municipal Airport (HJH)** 2015 Nebraska State Fly-In and Air Show. Friday, 6:30pm: Dinner (ticket charge) and USO-Style Show open to the public. Saturday: 7am-12 noon: Fly-in. Breakfast 7 - 9:30am. FAA and AOPA safety seminar on site. 9:30am: General admittance - no gate charge. 10:00am: Grand Opening followed by SAC museum science education event for families, Car & Tractor show, "Passport to Aviation" (scavenger hunt), NWS, UNL Robotics team, local businesses, vendors and concessions, local community groups... and so much more. 1:00pm: Honor Guard and Air Show. Performances include: Pitts Special, Staudacher, World's Shortest Runway, Hiperbipe, Cub Comedy, P-51 Mustang, P-40 Warhawk and the Rocky Mountain Renegades Formation Flight Team. More info: www.hebronairport.com or Steve: 402-200-8930.
- **June 6 Council Bluffs (CBF)** Commemorative AF Fly-in breakfast 8-11am, PIC eats free, adults \$7, kids \$3.50, under three free. Military aircraft on display, museum will be open. Advanced Air selling introductory rides. More info: jeffhutcheson3@gmail.com or 402-981-4633.
- **June 7 Central City (O7K)** Fly in breakfast 7 to 11:30am, lunch from 11:30 to 2pm. Fly-ins eat free! More info: Don Shorney 308-946-3450.
- **June 7 N. Omaha (3NO)** Parade, sky divers, air events, car and bike show, raffles, music, food. Heartland Foundation 2nd Annual Veterans Appreciation Rally. More info: Harley Sanwick 402-612-0447.
- **June 13 Scottsbluff (BFF)** Fly-in bkfst-EAA Chapter 608 (7 AM to 2 PM).
- **June 13 (2NEO)** just south of Lexington, Johnson Lake Annual Fly in breakfast. More info: 308-325-5657 or email: Dan.keller@doranpost.com.
- **June 13 & 20 Seward (SWT)** Midwest Aerobatic Club -- aerobatic play days scheduled for June 13 and 20th at the Seward Airport. Join us for lunch and aerobatic information. More info: David Moll davidmoll66@gmail.com or 402-613-5422.

- **June 21-Creighton (6K3)** Fly-in Breakfast 7:00--11:00am, in conjunction with Berrypepper Days celebration. More info: Harvey Sorensen at 402-360-4235.
- **June 26-28 Seward (SWT)** International Aerobatic Club's East/West Challenge with over 50 competitors. Practice and registration on June 26, contest on June 27 & 28. More info: Ed Bowes at edbowes@windstream.net or 402-785-1060, David Moll davidmoll66@gmail.com or 402-613-5422.
- **June 27 Aurora (AUH)** Fly-in breakfast in conjunction with Auroran Days downtown Aurora. Pilots eat free. More info: Jerry Brown 402-694-3633.
- **June 28 Pender, (OC4)** Fly-in breakfast 8am-noon, for more than 40 years. Pilot in command free. More info: Paul Peters: ppeters@skywww.net or 402-380-9882.
- **July 4 Seward (SWT)** Air show begins promptly at 11am, put on by Barr's Aerial Circus! Lots of fun with aerobatic displays and food by St. John's Church. Sponsored by Seward Airport Authority and Whisler Aviation. Come early and enjoy the activities. More info: Greg or Terri 402-643-2125.
- **July 4 - Hay Springs (4V6)** Fundraiser - 7 AM to ?
- **July 10-11 Gould Peterson Memorial Airport (K57) Tarkio, MO**, 12th Annual WingNuts Flying Circus Air Show and Fly in, Friday, plenty of food, beverage and music. Saturday breakfast at 6:30am, followed by demonstrations and airshow. More info: 816-262-8500 or Brookes Hurst 816-244-6927.
- **July 12 Elgin-Koinzan Airfield (NE44)** 24th annual Fly-In breakfast 7am - noon, all you can eat. Good company. Free to Fly-ins. More info: Lynn at 402-843-5800
- **July 12 Norfolk (OFK)** EAA 918 annual Fly-in breakfast, 7-11am. All you can eat and pilots eat free. More info: Bruce at zman@conpoint.com.
- **July 13 -15 Grand Island (GRI)** Collings Foundation "Wings of Freedom Tour", P51 Mustang, B-17 and a B-24 bomber walk through tours 2-5pm on 13th, 9-5pm on 14th, 9-12pm on 15th. Thirty minute Bomber flights \$450. WWII veterans tour through aircraft free.
- **August 2 Red Cloud (7V7)** 21st annual Fly-in breakfast from 7 to 10am. Fly ins eat free. More info: Jim at 402-746-4132.
- **August 28-30 Seward (SWT)** NE Chapter Antique Airplane Association Annual Fly in. More info: Todd Harders 308-380-5079.