

PIREPS

A bi-monthly newsletter for Nebraska pilots and Aviation Enthusiasts



Encourage and Facilitate the Development and Use of Aviation in Nebraska

PIREPS

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Aviation Art Contest 2016!

by David Morris, NDA Operations

The beauty of the earth is never more clear than when seen from the air. From above, the fullness of nature is seen in ways unknowable from the ground. Helicopters give tours of the inaccessible rivers and canyons as balloons float across hometowns, each giving new insight into how land, water, animals and people share their environments.



David Morris, Master of Ceremonies

While the air sport participants enjoy this freedom, they also must be good neighbors to all the people, animals and the environment. Air sports enthusiasts are happy to do this, because the beauty of the earth is one of the reasons they love flying so much. This edition 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 "Air Sports In Harmony With Nature".

The Nebraska Air National Guard, located at the Lincoln Airport, was host to the Aviation Art Contest 2016 awards ceremony

on Saturday, April 9, where the coveted, engraved trophies and other awards were presented. Kayla Manley, from the Lincoln Children's Zoo, was at the top of the program. Kayla brought her friend, Scout, a full grown eastern female screech owl. Kayla and Scout had everyone's attention as we all learned some interesting facts about this family of birds.

Beginning with Category I Junior (Age 6-9) was Lucy Zabloudil, Gretna, winning 3rd place, followed by Kate Wegner of Gretna, capturing 2nd place. To wrap up this group was Bailey Lauritsen of Gretna, taking 1st place.

In Category II Intermediate (Age 10-13), was Amba Raghavan of Elkhorn, winning 3rd place, followed by Lauren Gieselman of Omaha, winning 2nd place. Taking 1st place was McKinley Matlock of Omaha.

Completing the awards ceremony were the Category III Senior (Age 14-17) winners. Capturing 3rd place was Emily Bolz of Osmond. Taking the 2nd place trophy was Emily Gonnella of Dawson.



Kayla Manley and Scout

Cont. pg 6.



Aviation's Future

by Ronnie Mitchell
NDA Director

Here we are at the start of the Fly-in breakfast season, and many of you will be getting your aircraft out of the hangar to have some real fun. If it's been a while since your last flight, you may want to take it around the pattern a few times and get current on those three takeoffs and landings.

So what is the future of aviation? My crystal ball is a bit murky when I look ahead, but here is what I do know. ADS-B is coming January 1, 2020 and if you think December 31, 2019, one day earlier, it seems much closer. If you need a transponder for the airspace you fly in, then you will need your aircraft ADS-B 'out' equipped, which also requires you to have a GPS unit that is WAAS capable!

Next, there is the problem of funding the FAA. The House version of the reauthorization bill was approved by the Transportation and Infrastructure Committee on February 11. The Senate version passed on April 19. Now they will attempt to reconcile the two and get a bill passed prior to the latest short term extension which expires in July. The FAA reauthorization is necessary for many things, including continued funding of the Airport Improvement Program (AIP). In Nebraska, that amounts to \$30-\$40 million dollars of federal grants each year to keep our system of airports in safe operating condition.

There is a great deal of interest in a substitute fuel for 100LL used in all our piston-powered aircraft. Two fuels have now been identified that contain no lead and testing and certification should be complete sometime in the next year.

What about unmanned aerial systems? According to an article from NASA, drones (UAS) will soon be boosting crop yields, verifying insurance claims, and assisting in future Hollywood blockbusters in a business that's due to boom by more than 6,000 percent by the end of the decade. The global market for commercial applications of drone technology, currently estimated at about \$2 billion, will balloon to as much as \$127 billion by 2020, according to a PricewaterhouseCoopers LLP report published May 9.

Finally, have you given thought to how you might get to work in the future? Some are wanting to bring back the concept of flying cars, like Terrafugia did in 2006. What's new? According to a Popular Mechanics, April 2016 issue, efficient electric motors, sensors that can detect obstacles in midair, software that could create a kind of low-altitude air traffic control and a Chinese company called Ehang producing a prototype for the Consumer Electronics show held in Las Vegas.

The future of aviation will be exciting and I look forward to see how it develops. How about you?



Ground Transportation

by Jerry Tobias

When Ken Michael and I decided to fly my Ercoupe from Fremont to dinner and back last week, our choice of destinations was determined – in part – by ground transportation. Let me explain.

Ever since Orville forgot to reserve a crew carriage on an early cross-country, getting from the airstrip to a restaurant or hotel and back has been problematic. Airports and FBOs might not provide transportation, might use passenger vans, or might offer crew cars. As you know, it really varies from place to place. But let's talk about crew cars.

If available, they normally come in two varieties: nondescript, late-model sedans or old, worn out "beaters." The newer crew cars, while appreciated, are all usually equipped with the same "luxury" amenity package: two doors, a steering wheel, seats made out of cardboard and a heater system that has no windshield defrost mode. Okay, maybe there are some exceptions.

The older crew cars in the airport fleet are best categorized as "pot luck." I have driven everything from recycled police cars to elegant vintage Jaguars. Occasionally, you get a real gem, such as the amazing "road boat" that belonged to an airport that I once frequented in Oklahoma.

That vehicle rolled out of a GM plant around the time I finished grade school had a hood about the same size as an ocean-going oil supertanker. Only two of its four doors could still be opened from the outside, and its steering wheel had about 40° of play both ways. Actually, you didn't really steer that car, you just sort of "aimed" it in the right general direction. In short, it was a beauty!

But back to last week. I called our first eastern Nebraska destination option to check on a few things, and also to ask about transportation. Yes, I was told, they did have a crew car. But, they charged \$10 for its use "because no one ever puts gas in it." Let's see. It would probably only be about four miles roundtrip to a restaurant, meaning less than a dollar's worth of gas used. Hmmm.

Then I called our second option. Sure, they'd be glad to see us and would have the crew car ready. Decision made! When we landed, though, Jim met us with an apology for the fact that someone else had taken the crew car. However, he then gave us his keys and told us to use his own pickup instead. Now, that's what I call good customer care. Plus, the airport grounds were meticulously manicured and the ramp area was spotless, which reflected the same "how we do things matters" attitude.

Great airport, friendly people, exceptional service and a crew car. I will be flying back to Wayne (KLCG) as often as possible!





Paper to Plastic

by Dan Petersen

FAASTeam Program Manager

A couple of years ago, the FAA did away with the paper pilot certificates. We still occasionally come across these paper pilot certificates while performing surveillance or investigations. These paper certificates are no longer valid, thus making it illegal to operate an aircraft if you do not have, in possession or readily available, the new



plastic pilot certificate. For those who wonder where it says that, look under FAR §61.19(g) and you will find the answer. If you happen to be one of those pilots who doesn't have the plastic certificate, you **MUST** obtain a replacement certificate by going to the FAA website: www.FAA.gov. Once there, go to the 'Airmen Certification' section and request a replacement certificate.

The FAA now requires the student pilot to be issued a plastic certificate as well. You may continue to use an unexpired paper student pilot certificate until it expires. After April 1, 2016, issuing a new, or replacing an expired certificate, requires the new plastic certificate. You will no longer be able to receive a student pilot certificate from your Aviation Medical Examiner when you have your flight physical.

The easiest way to obtain a student pilot certificate is through the FAA's Integrated Airman Certification and/or Rating Application (IACRA). IACRA is a web-based certification/application system that guides the user through the application process. A Certified Flight Instructor (CFI), Designated Pilot Examiner (DPE), FAA Inspector, or an Airman Certification Representative who is associated with a 141 Pilot School can accept an application on IACRA and process it. You can still use the paper application 8710-1 and apply through a DPE or with an FAA Inspector. There will be no temporary pilot certificate issued, so if you are in a hurry to solo, apply early. IACRA is usually faster than the paper application to receive your plastic certificate.

Instructors might be wondering how to endorse a plastic student pilot certificate. They don't. Instructors will now place all endorsements in the student's logbook. You also might be wondering why? It is for security reasons, as a plastic certificate is harder to forge or falsify. There is much more information on this in Advisory Circular AC-61-65F, which you can find on the FAA's website listed above.

Stay alert and be safe. Hope you have tailwinds, except for landing.

Five Pillars

by Scott Stuart

I recently read about what the author called the 'Five Pillars' for a successful, happy and healthy life. In no particular order, they are: a healthy diet, exercise, social interaction, sleep, and stress release.

Not too long after that, I came upon a very pretty Pitts. The cowling was off and I saw all those ponies poised to haul that little plane aloft. But, there was no joy in Mudville that day as the engine was a rust bucket and being replaced for only a few extra \$1000's! Ouch! That experience got me thinking about the 'Five pillars' and how similar a plane's health is to our own.



The plane I saw was a beauty, on the outside, but it had not received any exercise for years! The mechanic told me just a handful of hours over the many years. The cam was rusted, cylinders rusted...RUST everywhere. There was no salvation for that engine. Even the core might have been failed. Had this plane been flown, exercised, regularly, most likely the outcome at annual time would have been different, and better!

As for the avgas in the tanks, I do not know the life expectancy of avgas. It is more than auto fuel, but again, to fly happy, it is good to have a healthy diet of fresh, clean fuel. A good way to make sure of that is to take planes on social engagements, like a fly-in. There are plenty nearly year-round now. The plane will be happier, and so will the pilot. It is a great stress release to fly, no question about it. When you get home, you can sleep like a baby knowing that you did everything right by your plane that day, and yourself.

Life is fleeting for us and our plane's. We, (repeat) we need to be challenged, to use what we have been given, and to keep it all fresh. Five pillars. What better excuse do we have to fly than to improve the health of the machinery of our bodies and our planes! It is Spring turning to Summer, so best to get the rust out and 100LL in!

Wheels down and locked?

Electronic Delivery Comments

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Time For Aerobatics

by David Moll

April showers not only bring May flowers, but they wash the winter dust off the aerobatic airplanes. It's also the time we put the "in-motion" insurance coverage back on the Christen Eagle. If you are wondering what that is, here is a tip to save you some money:

Winter flying in Nebraska with an aerobatic airplane that has no heater isn't much fun. So at the end of the aerobatic flying season we take the "in-motion" insurance coverage off the airplane. This means it sits in the hangar until it warms back up in the spring. To define "in-motion" read your policy and it probably says it is moving under its own power. To qualify for a rebate the insurance company requires you to not fly the airplane for a minimum of 90 days. During the winter the airplane stays fully insured in the event a major crisis destroys the hangar, destroying the airplane. This simple act saves us about 20% on our insurance costs. I've even used it in corporate aviation when we knew a major maintenance event was going to put the airplane down for a long period.



I've stepped down as President of the Midwest Aerobatic Club. Clubs only grow when more members step into positions of leadership. New blood brings new ideas and new enthusiasm. The new President is Dale Byrkit. Dale lives in Clay Center and flies a beautiful Super Decathlon. His wife, Gin, is the new treasurer for the club. Go onto the Midwest Aerobatic Club Chapter 80 Facebook page to see what is going on.

Dale has set the second Saturday of the summer months for a free lunch at the Seward airport in support of aerobatics and the Midwest Aerobatic Club. Some months this luncheon and aerobatic play day will fall on something other than the second Saturday because of other events going on, so be sure to check our Facebook page for updates. Please join Dale and the other members of the aerobatic club. It's not just about aerobatics, but also learning how to fly with better precision, better safety, and a better knowledge of upset recovery. What do you have to lose? It's a free lunch and the opportunity to rub shoulders and ask questions with great aerobatic pilots.

On the Midwest Aerobatic Club's Facebook page, you'll see a great article on Debbie Rihn-Harvey. Debbi grew up in Omaha, soloed at Eppley, and became a Captain for Southwest Airlines. While that's not a big deal, this is: She was the U.S. Unlimited Aerobatic Champion in 2006, 2008 and 2009. Plus she was a member of the U.S. Unlimited Aerobatic team a record 15 times. There is no doubt any passenger riding on the Boeing she was flying was riding with the best.

Airman Certification Standards (ACS)

by Lee Svoboda

Attention, Nebraska flight instructors, AIRMAN CERTIFICATION STANDARDS (ACS), are coming mid-June 2016. THAT IS NOW. Initially ACS will replace the Private Pilot Practical Test Standards, (PTS) and the Instrument Pilot PTS. The ACS is an enhanced version of the PTS. The ACS adds task specific knowledge and risk management elements to each PTS Area of Operation /Task. The result is an integrated presentation of specific knowledge, risk management, and skill elements for each task. Thus, the ACS provides a single source set of standards for both the knowledge exam and the practical test. Here are some "does not" and "does" of ACS:



- The ACS does not change the skill performance metrics in the PTS.
- The ACS does not change the way the flight portion of the practical test is conducted.
- The ACS does not lengthen either the oral or flight portions of the practical test.
- The ACS does connect specific, appropriate knowledge and risk management elements to specific skills.
- The ACS does help everyone understand what the FAA expects for the knowledge exam and the practical test.
- The ACS does mean that anyone using it for training, teaching, or testing will be better prepared not for just certification but for operating safely.

Right now, the only place that you can view ACS is on the FAA web site. It is still a draft version, but expected to be the approved version. I have a copy of the draft version and I am modifying my Plan of Action for future practical tests. Initially, it appears that the oral will be most impacted, with examiners putting more emphasis on areas found deficient on the knowledge test. Consequently, as a word to the wise, applicants can expect to be quizzed extensively about questions missed on the knowledge test.

Bottom Line: ACS is a step by FAA to help instructors and examiners turn out safer pilots. If we use it as a guide to help students better identify risk and then mitigate that risk, a safer pilot will be our output. Remember, if we pilots do not mitigate the risk, lawyers will litigate it.

ACS is here, let's start phasing it in.

It is happening again and getting worse. This examiner is finding that applicants or the aircraft they intend to use for the practical test are not eligible for the test. Since this has been determined during the eligibility portion of the test, disapproval notices have not been issued. Probably the most often found deficiency is NO PROPER FAR 61.39 logbook endorsement.

Cont. pg 5.



However, there have been times when the aircraft logbooks were not right or the aircraft did not have all the required documents on board. In an effort to keep things moving, this examiner has spent countless hours correcting items that should have been caught and corrected by the applicant's instructor before the applicant was sent for the practical test. In the future there is a high probability that if an applicant or aircraft they intend to use for the practical test is found to be "not eligible" for the practical test by this examiner, the practical test will have to be rescheduled. Enough said. Think ACS and FLY SAFE.

Roads to the Runway

by Tom Winter

Student: I've just got myself a Harley!"

Me: Silly goose! You could have bought an airplane!

I call this the Jeff Clausen-Barry Daniels approach to the runway. You'll see why in a minute.

I wasn't kidding my student. Heritage Soft Tail Classic Harley-Davidson, \$17,349. But people have no idea that the price of a plane is comparable. Today, at the Fremont pilot lounge, a posting: Taylorcraft, 250 hours since major overhaul, \$17,000.

Years ago, I was in the front seat of Wally Peterson's Cub, on a short hop to a picnic at the Seward Airport. Interestingly, Wally, out of nowhere, said "I want a 150." On the ground, Jeff Clausen advised me about becoming a pilot: "Buy a plane. That way, all you're out is the books and the instruction. When you're a pilot, you can either keep the plane or get your money out of it." I remember the words because I was interested and paying attention! Barry Daniels chimed in about an Aeronca for sale at Brown's Airport "It would be a great plane to learn in!"

But this was a road not open to me. The frugal CFO, the math major I married in 1964, was not ready to spring for an airplane. "Even Bill (her richer-than-God little brother) never owned ALL of an airplane!"

Then came the indirect nose-of-the-camel approach. ("When the nose of the Camel enters the tent, the rest of him will soon follow") It was the route I had to take.

Several students have asked their Cessna pilot prof "If I want to get a pilot's license, where do I start?" My typical answer: "Join the local EAA chapter." Or even just show up at a local EAA fly-in breakfast. You'll get to know all the local pilots and people who've managed to own an airplane. It rubs off.

It worked for me. As a lifelong modeler, specializing in rubber-powered scale, and 'U-Control', I vowed long since, when radio control was pretty new: "Before I spend that kind of money on a model, I'll build my own plane and fly it myself."



So came the day, I'm going to do it. No point in making all the mistakes myself, so I figured I'd better plug in to the grapevine. I joined EAA Chapter 569 in the '90s, still thinking to build a home-built airplane. I helped out at a Young Eagles rally at Don Shoemaker's Denton airstrip, and was busy trying to figure out what to build. I learned that pilots needle each other freely. One member advised that before I start welding steel tubing (I used to be good at welding and brazing) that I get the training to find out what I was getting into.

More than once Roger Aspegren, of blessed memory, pushed: "When are you going to start your dual instruction?" Within the chapter, there was a group wanting to restart the old University Flying Club. We spent a year spinning our wheels until Wally Peterson, retired Econ Prof, and the Cub owner who wanted a 150, took the bull by the horns and bought a Cessna 150 and leased it to the group.

It was the very same 150 that Jeff Clausen had used to teach his son Jack to fly in! Essential to the club, Glen Witte, a lawyer tied it all together. We figured that if nobody used the club plane, we'd go broke, so the dues were steepish (\$50/month as I recall) and the hourly rate was silly (\$25/hour, WET). Everything was legal by late 1998, and I took my first flying lesson December 31. The club quickly migrated to a Cherokee 180, but Capitol Aviation had two 152s, and Mark Kuzara — a good guy if ever there was one — let me continue on at the same rate. When I had my ticket, Wally Peterson offered to go halves in his 150.

The nose of the Camel was in the tent! We partnered happily till Wally lost his medical, and then buying him out was the most natural thing in the world.

One way or another, here I am today, out flying around Eastern Nebraska and flitting from airport to airport just for the joy of it. All in my very own Cessna 150, which is not only a great little plane, but a plane all the more precious for its personal attachments to people who matter to me.

Visitors to Nebraska

Do you have pictures of unique aircraft passing through the state? Send your pictures to aero.pireps@nebraska.gov and we may include them in future issues.



E-2C Hawkeye 2000



Art Contest Winner's Art



Bailey Lauritsen and Dorothy Anderson

To close out the program, was a repeat winner, Madisen Randa of Verdigre, winning 1st place. Dorothy Anderson, Chairwoman of the Nebraska Aeronautics Commission, had the honor of presenting both trophies and certificates to the winners.

We at the Department of Aeronautics want to send a special "congratulations" to all the contestants. Your work was outstanding, and this made for tough decisions from 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



McKinley Matlock and Dorothy Anderson



Madisen Randa and Dorothy Anderson



1st Place Junior Winner Bailey Lauritsen



1st Place Intermediate Winner McKinley Matlock

put into this program. We also thank our friends at the Nebraska Air National Guard, along with all our sponsors, and static display providers. Without your continuously generous support, this program simply would not exist.



NDA Director Ronnie Mitchell greets the crowd



Trophies at the ready!



1st Place Senior Winner Madisen Randa



Art Contest Results

Junior Category (Age 6-9)

- 1st Place- Bailey Lauritsen
- 2nd Place- Kate Wegner
- 3rd Place- Lucy Zabloudil

Honorable Mention

Jake Detten, Benjamin Holsing, Amelia Jackson, Evelyn Kucera, Nora Kucera, Josilyn Miller, Allison Sucha and Joseph Timperley.



Junior 2nd Place Kate Wegner



Junior 3rd Place Lucy Zabloudil

Intermediate Category (Ages 10-13)

- 1st Place- McKinley Matlock
- 2nd Place- Lauren Gieselman
- 3rd Place- Amba Raghavan

Honorable Mention

Emily Gieselman, Hayden Hanneman, Natalie Hueske, Natalie McNamara, Cody Peterson, Madison Peterson, Morgan Peterson, Megan Schmidt, Jazmin Schwickerath, Jackson Timperley, and Anthony Zaner.



Intermediate 2nd Place Lauren Gieselman



Intermediate 3rd Place Amba Raghavan

Senior Category (Ages 14-17)

- 1st Place- Madisen Randa
- 2nd Place- Emily Gonnella
- 3rd Place- Emily Bolz

Honorable Mention

Makayla Boyle, Miranda Palmesano, Brianna Ruiz, Kelly Schuettler, and Erin Schultz.



Senior 2nd Place Emily Gonnella



Senior 3rd Place Emily Bolz

PILOT CERTIFICATIONS

The list of achievements from 14 March, 2016 to 18 May, 2016.

Allen, Mason C.	Private Pilot	Bellevue, NE
Barth, Gary E.	Instrument Rating	Kearney, NE
Beller, Tate B.	Private Pilot	Humphrey, NE
Bose, James A.	Private Pilot	Stamford, NE
Busskohl, Eric	Add Category/Class	Norfolk, NE
Dalton, Ryan J.	Instrument Rating	Waverly, NE
DeJesus, Crystal	CFI Initial (2015)	Omaha, NE
de La Torre, Gonzalo N.	Instrument Rating	Omaha, NE
Doerr, Brenton R.	Private Pilot	Elkhorn, NE
Dolphens, Frank E.	Commercial Pilot	Omaha, NE
Doty, Craig A.	Private Pilot	Wilber, NE
Dunning, Paul S.	CFI initial	Doniphan, NE
Edney, James A.	Instrument Rating	Omaha, NE
Garrelts, Todd W.	Add Category/Class	Holdrege, NE
Hanna, David G.	Private Pilot	Imperial, NE
Johnson, Matthew R.	Private Pilot	Lincoln, NE
Kohll, Samuel B.	Private Pilot	Omaha, NE
Manning, Daniel J.	Add Category/Class	Norfolk, NE
Moeller, Nathan P.	ATP	Bellevue, NE
Nabb, Daniel L.	Commercial Pilot	Kearney, NE
Perkins, Brandon L.	Add Category/Class	Columbus, NE
Reeves, Shawn E.	Commercial Pilot	Waverly, NE
Rourke, Joel D.	Instrument Rating	Waverly, NE
Sakakibara, Mizuho N.	Private Pilot	Kearney, NE
Shroyer, Clint G.	Private Pilot	Superior, NE
Simmons, Brendan A.	Private Pilot	Omaha, NE
Sintek, Lance L.	Private Pilot	Gretna, NE
Spangler, Mark G.	Private Pilot	Murray, NE
Spelts, Michel D.	Private Pilot	North Platte, NE
Stengel, Keaton A.	Instrument Rating	Omaha, NE
Van Vuuren, Paul O.	Private Pilot	Atlanta, NE
Wells, Rayand D.	Private Pilot	Holdrege, NE

Names are provided by the Lincoln FSDO. If you do not see your achievement listed, please provide your information to aero.pireps@nebraska.gov. We want to ensure you are recognized for your hard work!

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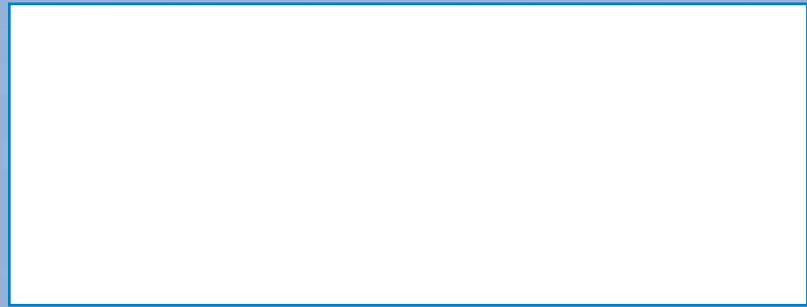
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Events Calendar

- York Airport (KJYR), EAA Chapter 1055 Fly-in breakfast (free-will donation) on the 1st Saturday of every 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.

- 5 June, Central City Fly-in (07K). Breakfast from 7-10. Luncheon 11-1. Pilots & passengers eat free. Door prizes. Contact Don Shorney at 308-946-3450, or centralcityairport@hamilton.net.

- 8 June, Lincoln Airport Runway Safety Action Team (RSAT) (KLNK). 1:00 p.m. at the Airport Operations Building, 3401 West Luke Street, Lincoln, NE for all LNK users. Contact John Hill at 402-474-3011 for more information.

- 11 June, 24th Annual Nebraska State Fly-in & Airshow, Cozad NE (KCZD). For information on sponsorship, exhibitor, and vendor opportunities call 308-784-3868 or email info@mid-stateaviation.com.

- 11 June, EAA Chapter 608 Annual Fly-In & Airport Family Fun Day, Scottsbluff (KBFF). Pancake Breakfast 8-10. Young Eagle Rides. See <http://eaa608.org> for more information.

- 18 June, EAA Young Eagle rides, Beatrice (KBIE). Rides for children from 10-12. If interested in giving rides, or ground support, please contact Cristi Higgins, EAA 569 at 402-476-1841, or higginschristi@msn.com.

- 18 June, "Rusty Pilot Seminar-Get Back into the Left Seat" Hebron (KHJH). Face to face seminar begins at 9AM.

- 25 June, Hastings Airport Authority Fly-in Breakfast (KHSI). Pilots eat free. Contact Aaron Schardt at aschardt@outlook.com or 402-363-1526.

- 25 June, Aurora Airport Days (KAUH). Fly-in Breakfast and pilots eat free. RC airplane show and activities in town. Contact Jerry Brown at 402-694-3633 or auroramunicipalairport@hamilton.net.

- 26 June, Pender NE (0C4). Fly-in Breakfast from 8-12. PIC east free. For over 40 years! Contact Paul Peters at 402-380-9882 or ppeters@skyww.net, or John Miller at 816-210-2081.

- 9 & 10 July, Wayne Municipal Fly-In (KLCG). In connection with the "Wayne Chicken Show". Multiple events at airport and in town. For airport fly-in information call Nancy Braden at 402-375-1733 or nancy@cityofwayne.org.

- 10 July, Norfolk EAA Chapter 918 Fly-in Breakfast (KOFK). Breakfast served 7-11 and PIC's eat free. Contact Bruce Zimmerman at 402-649-5050.

- 21 July, 24th Annual Nebraska Ultralight Fly-in, David City (93Y). GA, sport and ultralight aircraft and pilots welcome. Contact Steve Peck 402-763-8577, or skip333@cox.net.

- 30 & 31 July, Defenders of Freedom Offutt AFB Open House (KOFF). See <http://offuttairshow.com/> for more information.

- 31 July, Genoa Airport Fly-in Breakfast (97Y). Genoa Lions club providing breakfast 8-11:30. Fly-ins eat free. Contact Don Pearson at 402-948-0067.

- 7 August, Red Cloud 22nd Annual Fly-In Breakfast (7V7). 7-10 and fly-ins eat free. Contact Jim Farmer at 402-746-4132.

- 26-28 August, Seward Chapter Antique Airplane Association Annual Fly-in (KSWT). Friday meals at noon and in the evening. Saturday breakfast and noon lunch. Saturday evening annual banquet/awards for fly in. Sunday informal gathering and departure. Contact Todd Harders 308-380-5079 or Pat Schmitz at 402-276-5340.

- 28 August, Fremont Rotary Club Fly-in Breakfast (KFET). 7-12 and pilots eat free. Contact Brian Newton at newt@bright.net.