

# PIREPS

## PIREPS

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DEPARTMENT OF TRANSPORTATION

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## Airports Honor Aviation Pioneers

By Penny Rafferty Hamilton, Ph.D.

### Billy G. Ray Field (KCNP) Chappell

Billy G. Ray enlisted in the U.S. Army Air Corps in 1942. He flew a B-24 in World War II. After forty-nine successful missions, Billy was shot down. In 1944, Billy became a Prisoner of War. Conditions were harsh. With an American victory obvious, the Germans eventually released Billy and the other American prisoners shortly before V-E (Victory over Europe) Day, May 8, 1945. Billy returned to his beloved family and Chappell. Billy was very active in his community, including serving as Mayor. Ray was the driving force forming the Chappell Airport Authority. In 1990, the Chappell Municipal Airport was renamed the Billy G. Ray Field, honoring Billy for the many years of dedicated public service and continuous efforts to improve and maintain the airport. Billy maintained his love of flying all his life. He continued to frequently fly his airplane until the age of 88. He still held a valid pilot's license at the time of his death. In 1998, he was inducted into the Nebraska Aviation Hall of Fame.



Billy G. Ray flew the B-24, called the Liberator. It is considered a heavy bomber category of World War II. (USAF photograph)



This Arrow Sport was fully restored by Dr. Roy Cram of Burwell in 1962. (WikiCommons)

In 1977, with the help from the Friends of Lincoln Aviation, Cram's Arrow Sport was purchased. It is still on display today at the Lincoln Municipal Airport terminal. Although, Dr. Cram flew West in 1989, he posthumously joined the first class of the Nebraska Aviation Hall of Fame in 1991. ■

### Cram Field, (KBUB) Burwell

Born in 1903 in Burwell, Roy Cram grew up with an enthusiasm for flight. After all, in 1903 the Wright Brothers flew at Kitty Hawk. Roy grew up to be Dr. Cram. The physician returned home to provide health care to his community. But, Dr. Cram had another lasting gift for Burwell. He was instrumental in the airport. So much so that in 1961, the airport was named Cram Field. In 1962, Cram bought one of the few existing Arrow Sport airplanes which had been created and built in Lincoln in the 1920-30-era. He fully restored it. Cram flew the beauty for years spreading the aviation and flying gospel far and wide.

**Watch for the remaining two airports in the Aug-Sept. issue.**

# Aviation Heroes

By David Morris



**Amelia Earhart, American aviator**

Amelia Earhart was an American aviator who set many flying records and championed the advancement of women in aviation. She became the first woman to fly solo across the Atlantic Ocean, and the first person ever to fly solo from Hawaii to the U.S. mainland. During a flight to circumnavigate the globe, Earhart disappeared somewhere over the Pacific in July 1937. Her plane wreckage was never found, and she was officially declared lost at sea. Her disappearance remains one of the greatest unsolved mysteries of the twentieth century.

Amelia Mary Earhart was born in Atchison, Kansas on July 24, 1897. Earhart played basketball, took an auto repair course, and briefly attended college.

During World War I, she served as a Red Cross nurse's aid in Toronto, Canada. Earhart began to spend time watching pilots in the Royal Flying Corps train at a local airfield while in Toronto.

After the war, she returned to the United States and enrolled at Columbia University in New York as a pre-med student. Earhart took her first airplane ride in California in December 1920 with famed World War I pilot Frank Hawks—and was forever hooked.

In January 1921, she started flying lessons with female flight instructor Neta Snook. To help pay for those lessons, Earhart worked as a filing clerk at the Los Angeles Telephone Company. Later that year, she purchased her first airplane, a secondhand Kinner Airster. She nicknamed the yellow airplane "the Canary."

Earhart passed her flight test in December 1921, earning a National Aeronautics Association license. Two days later, she

participated in her first flight exhibition at the Sierra Airdrome in Pasadena, California. Earhart set a number of aviation records in her short career. Her first record came in 1922 when she became the first woman to fly solo above 14,000 feet. In 1932, Earhart became the first woman (and second person after Charles Lindbergh) to fly solo across the Atlantic Ocean. She left Newfoundland, Canada, on May 20 in a red Lockheed Vega 5B and arrived a day later, landing in a cow field near Londonderry, Northern Ireland.

Upon returning to the United States, Congress awarded her the Distinguished Flying Cross—a military decoration awarded for "heroism or extraordinary achievement while participating in an aerial flight. She was the first woman to receive the honor. Later that year, Earhart made the first solo, nonstop flight across the United States by a woman. She started in Los Angeles and landed 19 hours later in Newark, New Jersey.

On June 1, 1937, Amelia Earhart took off from Oakland, California, on an eastbound flight around the world. It was her second attempt to become the first pilot ever to circumnavigate the globe. She flew a twin-engine Lockheed 10E Electra and was accompanied on the flight by navigator Fred Noonan. They flew to Miami, then down to South America, across the Atlantic to Africa, then east to India and Southeast Asia.

She and Noonan eventually lost radio contact with the U.S. Coast Guard cutter *Itasca*, anchored off the coast of Howland Island, and disappeared.

Scholars and aviation enthusiasts have proposed many theories about what happened to Amelia Earhart. The official position from the U.S. government is that Earhart and Noonan crashed into the Pacific Ocean; however, there are numerous theories regarding their disappearance. ■



**Lockheed Vega 5B flown by Amelia Earhart as seen on display at the National Air and Space Museum**

## Inspiring Aviation Enthusiasts



**Maverick: "I feel the need. . ." Goose: ". . . The need for speed!"**

In 2022, as I'm packing up and heading to the many fly-ins across the state, I can't help repeating that line in my head. When *Top Gun* came out in 1986 it spurred a nationwide interest in flying. When I started at Embry-Riddle in 1988 my classes were still full of 18- and 19-year-old *Maverick* wannabes. I'll admit my favorite article of clothing, then, was a flight jacket with all the cool patches.

Over the ensuing 36 years, a lot has changed. I lost that loving feeling for Tom Cruise as I realized he's actually crazy. All that interest in flying turned into a pilot shortage that has cut air service to small communities. Drones/UAVs are playing a growing role in aviation and changing what it means to "fly." And environmental concerns have us worried about the future of 100LL and how

we transition from JetA to Sustainable Aviation Fuel (SAF). And yet, the release this month of ***Top Gun: Maverick***, is sparking a renewed interest in flying. Those of us who were motivated by *Maverick's* stunts in the '80s are now often the ones warning the kids to be cautious, to not write checks our bodies can't cash, and to cuss at the high-speed flybys of the tower.

These transitions are normal and good. Our experience and wisdom will help keep aviation safe and supported by the public. But it's also important to remember the appeal that got us all interested in the first place. In 1941, John Gillespie Magee, Jr. wrote of "slipping the surly bonds of Earth and dancing the skies on laughter-silvered wings." Remember that giddy feeling and how hard it was to drive the speed limit when returning home from your early dual instruction flights? If Tom Cruise can reprise his role as a fighter pilot at age 60 to inspire a new generation of aviation enthusiasts, every one of us can do our part, too.

I hope you can attend many of the plethora of fly-ins, events, breakfasts and lunches, displays, competitions, and other events that Nebraska has to offer. Better yet, bring a friend to share the excitement of what we do. If you're not already a member of the Nebraska Pilots Facebook Group, I hope you'll join and share in the enthusiasm that's posted every day. We are all a part of this exciting industry. Let's remember to focus on the thrill and the excitement. I know that I have the best job in the world because I get paid to work with airports and with all of you! ■

### OUR VISION

A dynamic aviation system which enhances quality of life through infrastructure and services that meet the diverse and evolving needs of all Nebraskans.



# Nebraska City Airport “TOP GUN FLY-IN”

By David Morris



The ultimate attraction this day was the showing of the original movie “Top Gun,” which was released May 16, 1986. The movie was shown on a 12’ x 20’ screen located inside of a 100’ x 100’ airplane hangar.

Saturday, June 4, 2022, was the Nebraska City Airport fly-in that could rightfully be titled “Top Gun Fly-In.” For anyone that wanted to see or tour the airport this was an opportune time to show up. As you entered the airport area, you could smell the hamburgers being grilled and see breakfast burritos being prepared, along with amenities that most of us prefer. Next to the food stand was a “mobile coffee shop” with numerous coffee specialties. And the ultimate attraction this day was the showing of the original movie “**Top Gun**,” which was released May 16, 1986. The movie was shown on a 12’ x 20’ screen located inside of a 100’ x 100’ airplane hangar.

Along with the movie was complimentary popcorn, M & M’s and cookies. What a set up! Most everyone had brought their lawn chairs; and if you didn’t like the spot where you were sitting, you simply picked up your chair and moved it to an area you liked better.

The hangar proved to be the ideal spot to show the movie, as clouds and rain moved through the area during the showing. Approximately 60 folks had arrived at the airport by automobile, and 12 folks arrived in six airplanes that flew in. People as far away as Kearney, Lincoln, Beatrice and Carlson, IA had flown their airplanes to Nebraska City this day to enjoy this well-thought-out event.

Then, after the movie finished, came the next best part of the schedule. Everyone was invited to the Pioneer 3 Movie Theater in Nebraska City to see the 1:00 p.m. showing of the recently released “**Top Gun: Maverick**”, which debuted in theaters on

May 27, 2022. Transportation was provided between the airport and the movie theater for anyone who wanted to avail oneself of this opportunity.

What a fantastic way to enjoy a Saturday; four hours plus of movies that began in a hangar at the airport and finished at a movie theater in town. This was all made possible by the efforts of the Nebraska City Airport Manager Kyle Gress, his wife Amanda, and Matt Nagler of the Omaha area.

Matt had contacted Kyle about the idea and Kyle indicated that he had been thinking about this type of event. From this telephone call Kyle and Amanda “ran” with the idea. And, it proved to be an idea worth pursuing. It was challenging to determine who was having the most fun; the youngsters or mom and dad. More than one individual was heard asking Kyle when the next movie was going to be shown at the airport.

The success of this event was partially judged from the number of people in attendance. Based on the turnout, Kyle, Amanda and Matt view the day as very successful. This activity reflects highly on the enthusiasm and support of the Nebraska City Airport Management, the Airport Authority, and the community of Nebraska City. Many of us are waiting to hear the details of the next movie at the Nebraska City Airport. ■



Amanda Gress and Arlin Stutheit, both of Nebraska City.

# Deep Vein Thrombosis

By Dr. James D. Lakin, PhD, MD, FACP

Courtesy of Minnesota FLYER



It's warming up out there, and I bet you're thinking about some cross-country flying! There's nothing greater than watching the landscape change from checkerboard farmland to rolling plains to majestic mountains as the hours roll by.

With that throttle leaned back, you can easily spend four or five hours in the cockpit, enjoying the ride. Problem is you can't very well get up and walk around in most General Aviation (GA) aircraft, and prolonged immobility can pose some serious health problems. The biggest worry is developing deep vein thrombosis or DVT, which occurs when a blood clot or thrombus forms in a leg vein. Some folks experience pain and swelling in the leg, although if the clot is small there may be no symptoms.

The big problem happens if part of the clot breaks off and travels up to the lungs, cutting off blood flow. That's called a pulmonary embolus or PE. If enough lung circulation is interrupted, the body can no longer pick up enough oxygen from the air and carry it by the red blood cells to the rest of the body. Obviously, that's a life-threatening problem.

DVT is not uncommon. It is known to occur in 1 in 1,000 people in the general population. Any type of prolonged immobility increases your chances of getting DVT. Long airplane, car or train rides have all been implicated. It appears that prolonged sitting slows the circulation to the legs and perhaps constricts blood vessels. This increases the tendency for clots to form in the leg veins.

Other conditions which alter blood flow or normal clotting mechanisms may make some people more likely to develop DVT. Folks who have had a prior DVT, certain heart diseases, cancer, pregnancy, smoking, older age, or some blood clotting disorders are at greater risk. The older, high estrogen birth control pills also appeared to increase DVT risk.

You should suspect a DVT if you develop pain and/or swelling in the lower leg during or at the end of a long flight. As I said, sometimes there are no symptoms in the lower leg. If, however, you develop sudden chest pain with or without difficulty breathing, that could indicate a pulmonary embolus. It needs to be looked at immediately. There are a bunch of tests that can be done in the hospital or ER to determine what's going on. If you do have a DVT or PE, you will be put on blood thinners to discourage further clotting while the existing clots resolve.

So, how do you reduce the risk of bad stuff like DVT or PE, from ruining your cross-country flying? Here are a few things that might help:

- Increase leg muscle activity during prolonged periods of sitting. If you're lucky enough to be flying a biz jet, get up and walk around. If you're like the rest of us and stuck in the cockpit, frequently stretch the legs by extending the feet at the ankles to stretch the calf muscles.
- Wear-loose fitting clothing especially pants to avoid constricting blood vessels.
- Prevent dehydration by drinking fluids but avoiding caffeine which acts as a diuretic. This can be tricky on a long flight with no bathroom. Plastic milk jugs or absorbent relief bags, which can be purchased in aviation supply stores, may be welcome additions to the cockpit.

If you do have any issues that increase your risk of DVT, you might want to visit with your doctor before filing for a five-hour flight. She or he might recommend special support stockings that reduce the tendency for blood to pool in the legs. If risk of DVT in flight is significant, there are a number of quite effective blood thinners that can be prescribed. After all, there are enough things to look at in a good cross-country flight plan without medical worries. Fly wisely. ■





# Aim For The Bottom Line

By David Morris

As explained in Chapter 7 of the Aeronautical Information Manual (AIM) 7-1-3, air carriers and operators certificated under the provisions of 14 CFR (Code of Federal Regulation) part 119 are required to use the aeronautical weather information systems defined in the Operations Specifications issued to that certificate holder by the Federal Aviation Administration (FAA). Part of this approval includes FAA acceptance or approval of the procedures for collecting, producing, and disseminating aeronautical weather information, as well as the crew member and dispatcher training to support the use of system weather products.

So, what about the rest of us? The AIM states that operators not certificated under 14 CFR part 119 are “encouraged” to use FAA/National Weather Service products through today’s Automated Flight Service Stations (AFSS) or Flight Information Services-Broadcast (FIS-B). In a nutshell, then:

- There is no regulatory requirement for Federal Aviation Regulation (FAR) part 91 General Aviation (GA) operators to use any particular weather source.
- There are no “required” or “approved” weather sources for FAR part 91 operations.
- There is no prohibition on using other sources either as a substitute for or a supplement to the AFSS briefings that the AIM encourages GA pilots to use.
- If there were to be an accident or incident, a documented official weather briefing would help show that the pilot complied with FAR part 91.103; requirement to obtain “all available information.” ■

# American Airlines Parks 100 Regional Jets, Others Cut Schedules

Courtesy AVweb Aviation News

American Airlines has parked about 100 regional jets because it can’t get enough pilots to fly them. CEO Robert Isom told an investor conference regional carriers are hardest hit by the pilot shortage. “There is a supply and demand imbalance right now, and it really is within the regional carrier ranks,” the Dallas Morning News reported him as saying. “We have probably 100 aircraft or almost 100 aircraft that aren’t productive right now, that aren’t flying.” The loss of the aircraft, mostly smaller planes with about 50 seats, has been blunted somewhat by the use of larger aircraft by the regionals.

Isom’s comments came on the heels of Southwest’s announcement that it was cutting 20,000 flights from its summer schedule, and JetBlue and Delta are also reducing service. On a brighter note, Alaska Airlines is climbing out of a chaotic two months that canceled thousands of flights, many of them while passengers were at the gate. Despite all the problems, TravelPulse is reporting that most airlines are expecting a travel boom this summer despite fares increasing an average of 48 percent over pre-pandemic prices. ■

# Lincoln Public Schools receive large donation from Duncan Aviation

*The donation will provide a new facility for North Star’s aviation program*

By Kennedy Stowater, 1011now.com

LINCOLN, Neb. (KOLN) - The airline industry says the number of employees they’ll need within the next ten years is alarming. That’s why Lincoln Public Schools and [Duncan Aviation](#) are teaming up to expose students to a variety of aviation careers.

LPS received \$3,335,000 from Duncan Aviation to expand facilities for its Aviation and Technical Education Focus Program.

North Star High School started aviation classes during the 2019-2020 school year. They offer three different courses and have been able to improve and expand projects each semester, but they quickly ran out of space.

“With the new building and new facilities, we’re going to be able to get equipment that is going to make the lab opportunities and the hands-on opportunities in this class to be really in line with what is happening in industry,” Amanda Woodward, the shop teacher at North Star said.

Alongside the donation, comes a partnership between Duncan Aviation and North Star High School. The two sides will consult with each other, and Duncan will provide internship opportunities for LPS students. The internships will put several seniors on track to major in an aviation-related field.

“I never really thought about aviation being a career for me, so I’m like, why not, I’ll give it a shot, so I got the interview, and I got in, and ever since I started that, I have been very, very invested in aviation,” North Star Senior Sydney Miller said.

Trinity Hamilton, also a senior at North Star, said, “It’s just a unique opportunity, and I’m really glad I got to have it because we got to experience different departments all throughout Duncan besides just what I want to go into, which I think is really important.”

Woodward said if it wasn’t for Duncan Aviation being a ready and willing partner, they wouldn’t be able to make these courses happen.

“This partnership with them has really been the foundation with making this successful with students and for me to be successful in getting the education I needed,” Woodward said.

*Article reprinted with permission of KOLN 10/11 Now. ■*

# EAA AirVenture 2022 Notice (Oshkosh Notam) Now Available

AOPA Pilot Magazine, July Edition

There are several important Federal Aviation Administration (FAA)-approved changes in the Experimental Aircraft Association (EAA) AirVenture Oshkosh 2022 Notice (commonly referred to as the Oshkosh NOTAM), featuring arrival and departure procedures for the Experimental Aircraft Association's 69th fly-in convention on July 25-31 at Wittman Regional Airport in Oshkosh. These changes are based on pilot feedback and FAA review of arrival procedure recommendations.

The document is in effect from noon CDT on Thursday, July 21, until 6 a.m. CDT on Monday, August 1, and outlines procedures for the many types of aircraft that fly to Oshkosh for the event, as well as aircraft that land at nearby airports. The Notice was designed by the FAA to assist pilots in their EAA AirVenture flight planning. It is now known as the Oshkosh Notice instead of a NOTAM because of a changed FAA internal procedure.

## Some of the 2022 changes include:

- The document is now officially called a Notice by the FAA, rather than a NOTAM.
- Two VORs have been decommissioned (RFD and MBL).
- Several IFR routings have been changed.
- Aircraft camping is no longer allowed at Appleton International Airport (ATW).
- Miscellaneous editorial updates.

The ATC-assignable transition points approaching Oshkosh from the west that will ease holding and congestion will again be in effect in 2022. These points are at Endeavor Bridge, Puckaway Lake, and Green Lake. They will be announced on the arrival ATIS when ATC activates them at times of highest traffic flows.

"The most essential information for any pilot flying to Oshkosh involves reading and thoroughly understanding the 2022 AirVenture Notice to ensure safe operations on arrival and departure," said Sean Elliott, EAA's vice president of advocacy and safety. "Although the designation may have been changed by the FAA, the document still states the official requirements and expectations for pilots. We also urge all pilots to log appropriate cross-country time prior to their trip to Oshkosh so they have the proficiency and confidence to fly safely."

Pilots can download a digital version of the Notice at [www.eaa.org/airventure](#), or order a free printed copy via that website or by calling EAA Membership Services at 800-564-6322.

## About EAA AirVenture Oshkosh

EAA AirVenture Oshkosh is "The World's Greatest Aviation Celebration" and EAA's membership convention. Additional information, including advance ticket and camping purchase, is available at [www.EAA.org/AirVenture](http://www.EAA.org/AirVenture). ■

# American Legion Auxiliary Girls' State 2022

By David Morris



Girls' State participants from left to right are: Leigha Odell of Edison, Natalie Clark of Johnson Haley Teten of Shelby (Counselor), Alexa Carter of Rising City.

The American Legion Girls' State is a nonpartisan program that teaches young women responsible citizenship. The program began in 1937.

At Girls' State, the delegates study local, county and state government. They do this by setting up their own miniature city, county and state governments and administer them according to the rules and procedures set by Nebraska's laws.

On Thursday, June 9, three young ladies, all just completing their Junior year in high school, visited the NDOT – Division of Aeronautics. During their visit, they were greeted by Tiffany Thompson, Airport Service Manager; Anna Lannin, Professional Engineer; and Flight Operations Manager David Morris. An overview on the responsibilities of the Division of Aeronautics was discussed as well as various opportunities available for anyone pursuing a career in aviation.

After an interesting discussion in the conference room, the group was provided a tour of the state-owned aircraft, Beechcraft King Air C90GTx. The airplane tour provided an opportunity for some of the young folks their first experience of being near a general aviation aircraft.

Each of the three individuals involved in the visit at the Division of Aeronautics held an elected position that would simulate the structure of the department. These individuals were Natalie Clark of Johnson, Leigha Odell of Edison, Alexa Carter of Rising City, and Counselor for the group was Haley Teten of Shelby.

We are always honored to be part of the Girls' State program. Here at the Division of Aeronautics we consider this opportunity an investment in our young people. ■

# Summertime Flying

By David Morris

As we begin the summertime flying season and the weather challenges that accompany summertime, every pilot knows a complete and current weather briefing is a requirement for a safe trip.

Updating of weather information enroute is also essential. The wise pilot knows that weather conditions can change quickly, and treats weather forecasting as professional advice, rather than an absolute fact.

Some of our most common summertime flying weather that pilots encounter are thunderstorms, squall lines, and violent turbulence. These all should be regarded as extremely dangerous and must be avoided. Hail and tornadic wind velocities can be encountered in thunderstorms that have the potential to destroy any airplane, just as tornadoes destroy nearly everything in their path on the ground.

Thunderstorms also pose the possibility of a lightning strike on an airplane. Any structure or equipment which shows evidence of a lightning strike should be thoroughly inspected and any damage repaired prior to additional flight.

A roll cloud ahead of a squall line or thunderstorm is visible evidence of violent turbulence; however, the absence of a roll cloud should not be interpreted as denoting that severe turbulence is not present.

Flying through turbulent air presents two basic problems; the answer to both is proper airspeed. On one hand, if you maintain an excessive airspeed, you run the risk of structural damage or failure. On the other hand, if your airspeed is too low, you may stall. If turbulence is encountered, reduce speed to the turbulent air penetration speed, which is listed in the Limitations Section of the Pilots Operating Handbook and FAA Approved Airplane Flight Manual. These speeds give the best assurance of avoiding excessive stress loads, and at the same time providing the proper margin against inadvertent stalls due to gusts.

Remember, as pilots we are responsible for reviewing the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual to ensure the aircraft is equipped for weather/flight conditions we expect to encounter during any planned flight. ■

## Aviation Trivia

1. When did Orville and Wilbur Wright make the first successful flight in the world?  
A. 1903  
B. 1913  
C. 1923
2. Which of the following facts is true about a supersonic aeroplane?  
A. It flies faster than the speed of light  
B. It flies faster than the speed of sound  
C. It does not carry passengers
3. What was the name of aeroplanes with their wings flapping up and down like a bird?  
A. Velociraptors  
B. Concorde  
C. Ornithopters
4. What is currently the largest passenger airliner in the world?  
A. Airbus A380  
B. Boeing 767  
C. Bombardier Global 8000
5. Which aircraft is known as "Hercules"?
6. Who invented the kite approximately 2,000 years ago?
7. Who invented the rocket?
8. Which aircraft has a motor but no wings?
9. Which aircraft has wings but no motor?
10. In the late 1920's, what were dirigibles known as?

### ANSWERS: AVIATION TRIVIA

- |          |              |
|----------|--------------|
| 1. A     | 6. Chinese   |
| 2. B     | 7. Chinese   |
| 3. C     | 8. Blimp     |
| 4. A     | 9. Glider    |
| 5. C-130 | 10. Zeppelin |

## 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 a.m.

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

**"The State Fly-In in Grant was postponed on June 18** due to high winds. Edward Dunn and his crew at GGF are looking forward to rescheduling the event for later in the year. You'll be able to find the new date for the State Fly-In at Grant and other events on the Aeronautics Web Site at <https://dot.nebraska.gov/aeronautics/upcoming-aviation-events/>

Great Plains Wing of the Comm.  
Air Force Annual Pancake Breakfast,  
Flight Breakfast and Open House  
Sunday, August 7, 2022  
Council Bluffs Municipal Airport KCBF  
The Pancake Man 8:00 am and 11:00 am  
Free Will Donation  
Food Trucks 11:00 am & 2:00 pm – V. P.  
Military and Civilian aircraft on display  
Military Museum Open  
Introductory Flights Available  
Contact Jeff Hutcheson, 402-981-4633  
Or [jeffhutcheson3@gmail.com](mailto:jeffhutcheson3@gmail.com)

The annual Aviation STEMaha Expo at the Millard Airport is being planned for Saturday, September 24, 2022. <http://www.aviationstemaha.org/>  
Ph: 316.213.7093  
E: [jim.beyer@aviationstemaha.org](mailto:jim.beyer@aviationstemaha.org)