

PIREPS

PIREPS

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NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

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Honoring Nebraska WASP

by Penny Rafferty Hamilton, Ph.D.



KODX Evelyn Sharp Field in Ord honors hometown World War II WASP killed delivering a P-38 on April 3, 1944.

Every Memorial Day weekend, Women in Aviation International (WAI) encourages the aviation community to honor our Women Airforce Service Pilots (WASP). In June 2010, thanks to the leadership of Diane Bartels, Nebraska showed our gratitude for the 19 Nebraska WASP, who served our nation. Their names are engraved on a granite monument located in Lincoln's Veterans Memorial Garden.

WASP ferried new and repaired aircraft to U.S. military bases. They towed targets for men on the ground honing their gunnery and anti-aircraft skills. WASP supplied the womanpower to free up manpower to fight in combat. WASP flew over 60 million miles in military planes. WASP flew almost every kind of aircraft needed by our Armed Forces during World War II.

On April 3, 1944, Ord's Evelyn G. Sharp died in WASP service. The other WASP honored are: Dorothy L. Bancroft

(Hammett)-Lincoln, Mary B. Beecham - Omaha, Lois V. Boien (Durham) - Omaha, Lois A. Bristol - Bayard, Grace "Betty" E. Clements - Elmwood, Mary A. Jershin - Omaha, Eileen "Ikey" A. Kealy - Omaha, Marybelle J. Lyall - Hastings, Esther L. Mueller - Thayer, Roberta E. Mundt - Berea, Margaret "Peggy" L. Nispel - Lincoln, Millicent A. Peterson (Young) - Chappell, Alice L. Riss - Omaha, B. Kristin Swan - Minden, Helen A. Turner-Cairo, Isabel E. Tynon - Peru, Jane E. Waite (Fliesbach) - Scottsbluff, and Mary E. Williamson - Omaha.

In 1993, Evelyn Sharp was the first woman inducted into the Nebraska Aviation Hall of Fame, followed in 2010 by Nebraska WASP Millicent A. Peterson (Young), who was also inducted into the Colorado Aviation Hall of Fame. In the 1940s, Peterson learned to fly in Ogallala. As a WASP, Millicent flew PT-17, BT-13, and AT-6. Dorothy Bancroft (Hammett)

was the only WASP to be awarded the Air Medal during World War II. She flew PT-17, BT-13, AT-6, and UC-78.

Invited by Jacqueline Cochran to join the WASP, Dorothy Bancroft ferried new planes from the manufacturers to U.S. airfields. According to her granddaughter, Kelly Mackura, Bancroft later was asked to instruct for instrument flight. If male pilots were offended, the WASP paraphrased the mantra used in World War I when The Flying Schoolmarm, Marjorie Stinson, taught Canadian men to fly—"A woman taught you to walk. A woman can teach you to fly."

Other WASP buried in Nebraska: Winifred Jean Livingston (Dunkle) in Verdigre, Virginia M. Hope in Omaha, and Eleanor J. Patterson Brady in Bellevue ■



In June 2010, the Nebraska WASP Memorial was dedicated in Lincoln's Veterans Memorial Garden. In addition to the names of the nineteen WASP, the granite is engraved with images of a B-17 escorted by a P-38 and P-31.

Bill Shea Presented McDonald Distinguished Statesman Award at UNO Durham Lecture Series

By David Morris

William "Bill" Shea, founding director of the University of Nebraska Omaha Aviation Institute, was recently presented the 2022 Wesley L. McDonald Distinguished Statesman of Aviation Award during the Durham Distinguished Lecture Series in Omaha.



Left to right are, Ann Richart, Nebraska Division of Aeronautics Director, Bill Shea, and Greg Principato, NAA President.

For more than six decades, the National Aeronautic Association (NAA) has honored outstanding Americans as Distinguished Statesmen and Stateswomen of Aviation for their contributions of significant value to aeronautics over an extended period of years. "It is our privilege at the National Aeronautic Association to honor great achievements and great careers," said NAA President, Greg Principato, who was on hand to make the presentation.

Shea, recognized for his distinguished service as an advocate for our national aerospace system, enhancing aviation education, and energetically inspiring the next generation of aviation professionals, joins Pete Bunce, Anthony Mazzolini, Captain Houston Mills, Hazel Sig-Hester, and Cheryl Stearns as 2022 awardees.

Shea's contributions include national, state, and local influence. He spent a lifetime focusing on enhancing aviation and developing the next generation of aviation leaders. To this day Bill continues to write, lecture, and is a sought-after speaker by many organizations. Along with his connections to UNO, Shea served as chair of the aviation department at the University of North Dakota aviation program.

Previous recipients of this award include: Katherine and Marjorie Stinson, Scott Crossfield, Charles Bolden, Olive Ann Beech, Clay Lacy, Julie Clark, Bob Hoover, John and Martha King, and Chuck Yeager. ■

Director's View

“Lincoln Departure Alpha Romeo 001 requests enroute clearance direct to OLM.”



Ann B. Richart, AAE

Pilot: Lincoln Departure, Rocket Sled 238 Heavy is with you looking for enroute clearance.

ATC: Rocket Sled 238 Heavy, you are now cleared to the Pacific Northwest via Direct, altitude your discretion.

Pilot: Rocket Sled 238 Heavy, understand Direct to destination, altitude my discretion.

ATC: Rocket Sled 238 Heavy, readback correct, fly safe, and enjoy the journey.

EDITOR'S NOTE:

While the above radio transmission did not actually take place, it replicates what is taking place with the NDOT – Division of Aeronautics director.

I have had such a wonderful time, over the past four years, serving the aviation community of Nebraska!

When I joined the new Nebraska Department of Transportation in 2019, I brought with me experience running the Oregon Department of Aviation and managing airports in Oregon, Kansas, New York, and Massachusetts. I was focused on providing Nebraska airports the type of support services that I wanted from my state when I was at airports. And I also had a clear focus on how the aviation community could benefit by being served by a Department of Transportation even more than had been the case with the much smaller Department of Aeronautics.

Throughout my career I have been accustomed to moving into situations in transition, setting up the programs and systems to make the work routine, and then moving on to the next challenge. Though there is still much work to be done, I'm so proud of the Department/Division of Aeronautics team and what we've been able to accomplish, along with our aviation community, in these last four years.

- We have completed an Economic Impact Study that demonstrates that Nebraska's airports create over 90,000 jobs and provide an overall economic impact of \$8.6 billion for Nebraska every year.
- The Visioning Committee of the Nebraska Aviation System Plan developed a vision statement for Aeronautics which was adopted by the Nebraska Aeronautics Commission, and which has become the guiding principle for all the work that NDOT does in support of our aviation system: A dynamic aviation system which enhances quality of life through infrastructure and services that meet the diverse and evolving needs of all Nebraskans.
- We have used the excellent opportunity of the annual Nebraska Aviation Symposium to begin an educational track for airport leaders to dig deeper into their responsibilities to the FAA and to provide deeper insight into Congressional actions.
- We have nearly completed the Nebraska Aviation System Plan which will show that Nebraska airports are facing nearly a \$202 million shortfall in construction needs over the next twenty years.
- We've worked closely with the Nebraska Association of Airport Operators, Nebraska Aviation Council, and Nebraska Chapter of the American Council of Engineering Companies to provide the information they need to effectively advocate for Nebraska's aviation system.
- We continued to work hard on getting projects done and getting federal funding to our airports, even during the unexpected

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.



COVID-19 pandemic. Just like everyone else, we tried to live as normal a life as possible while being respectful of each other's health. We learned different ways of communicating when in-person meetings were no longer possible. We figured out how to help our kids remain focused on their schoolwork at home even while we figured out how to keep ourselves focused on our airport work at home.

My work with the Nebraska Aeronautics team has been so rewarding and I have learned to really care for this group of people from my heart; mostly because I see how each and every one of them is focused every day on doing the very best work they can for Nebraska's pilots, mechanics, air traffic controllers, dispatchers, students, and airport employees.

Even so, I have been called to move on. Though my parents have both passed, my siblings have been migrating back to the Puget Sound area of the Pacific Northwest. My daughter has just recently accepted a wonderful position with Intel in Portland. And since I am nearing retirement age myself, I couldn't turn down the opportunity to throw my hat in the ring for this very same position in the region where my family lives. At the end of May, I will take over as the Aviation Director with the Washington Department of Transportation. My responsibilities there will include operating 15 state-owned airports, administration of state grant programs, statewide aviation planning, and some other activities which are particularly "Northwestern." I'll continue working on statewide efforts to make the aviation industry sustainable and am excited to work with manufacturers who are already building electric aircraft, airlines already operating electric aircraft, and dynamic testing of hydrogen-powered aircraft.

I hope you'll all continue to work collaboratively with the Nebraska Division of Aeronautics, and I know that you'll show the same Nebraska Nice attitude that I love with my successor. But please visit if you find yourself in the Puget Sound area! The WSDOT Division of Aviation office is on the field at the Olympia Regional Airport in Tumwater, and you can always reach me at Ann.Richart@wsdot.ws.gov.

Clear Skies to All!! ■

Evelyn Sharp, Nebraska's Teen Airmail Pilot

History Nebraska



May 19, 1938, publicity photo for National Air Mail Week.
Sharp was 18 years old.

History Nebraska RG2929-3-P

Evelyn Sharp wasn't Nebraska's first female pilot, but is remembered for all she accomplished during her brief life.

Sharp's father owned a café in Ord and rented rooms. When Sharp was sixteen, one of the boarders was a man who had opened a local flying school. At one point it wasn't going so well, and the man couldn't pay his rent. He offered to teach young Evelyn how to fly.

Sharp learned quickly. She earned her commercial pilot's license when she was eighteen, bought a plane, took up barnstorming, became one of the first female airmail pilots, and became a flight instructor—all by the time she was twenty.

During World War II Sharp rose to squadron commander in the WASPs (Women Airforce Service Pilots), doing non-combat flying. In 1944 the fighter plane she was ferrying lost an engine on takeoff. Sharp was killed in the resulting crash, only twenty-four years old. ■

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Aviation Art Contest 2023

“Air Sports & The Environment”

By David Morris



Owen Severson
First Place, Senior (Ages 14-17)
Osmond Community Schools, Osmond

Since 1986, the Department of Transportation - Division of Aeronautics has sponsored an annual Aviation Art Contest for the benefit of our youth. The program goal is to motivate and encourage young people to become more familiar with and participate in aeronautics, engineering, math, and science. There are three age categories of contestants: 6-9, 10-13 and 14-17 for boys and girls.

The sense of liberty that pilots and skydivers feel when flying through the skies often comes hand-in-hand with a deep appreciation of the blue and green planet below.

Aviation has always been at the forefront of technology and over the generations, those involved in aeronautics have felt an ever-increasing pressure to protect our planet.

By letting our imagination fly, we asked our youth to explore the ways that air sports can interact harmoniously with our environment. How can air sports help inspire others to protect our earth? How can technology and greener fuels be used to power aircraft? How could aviation be involved in reducing, reusing, and recycling?

For youngsters from ages 6 thru 17, it was time to get out their favorite artist supplies and give free rein to their imagination by creating a poster that represents their thoughts when they think about the theme of “Air Sports & The Environment” for the Aviation Art Contest 2023.

We want to recognize and congratulate the following individuals for their accomplishments:

Beginning with Category I Junior (Age 6-9), Carmen Wolpert, Omaha, winning 3rd place, followed by Mia Hetzler, Omaha, capturing 2nd place. To wrap up this group was Isabella Schmidt, Roseland, taking 1st place.



Kiersten Hans
First Place, Intermediate (Ages 10-13)
Wynot Public Schools, Wynot



Isabella Schmidt
First Place, Junior (Ages 6-9)
Silver Lake Elementary, Bladen



1. Pete Davis
Second Place, Senior (14-17)
Franklin High School, Franklin
2. Shawna Richey
Second Place, Intermediate
(10-13) HTRS, Humboldt
3. Mia Hetzler
Second Place, Junior (Ages 6-9)
Hetzler Home School, Omaha
4. Ella Kobza
Third Place, Senior (Ages 14-17)
Falls City High School, Falls City
5. Dee Goodlander
Third Place, Intermediate
(Ages 10-13) HTRS, Humboldt
6. Carmen Wolpert
Third Place, Junior (Ages 6-9)
Christ the King, Omaha

In Category II Intermediate (Age 10-13) was Dee Goodlander, Humboldt, winning 3rd place, followed by Shawna Richey, Humboldt, capturing 2nd place. And, taking 1st place Kiersten Hans, Wynot.

In Category III Senior (Age 14-17) was Ella Kobza, Falls City, capturing 3rd place, followed by Pete Davis, Franklin, taking 2nd place, and Owen Severson, Osmond, taking 1st place.

We are proud to congratulate the following individuals who deservedly won Honorable Mention: Noelle Lulla, Daviel Alvarez Roman, Amelia West, Ty Dunekacke, Nate

Burns, Miah Munoz, Lorena Pagnano, Eden Stewart, Emma Caro, Matheson Hunt, Leia Meyer, Cali Gutz, Winnie Huber, Erica Heiman and Addison vonRenzell.

We at the NDOT – Division of Aeronautics want to send a special “Congratulations” to all the contestants. Your work was outstanding, and this made for tough decisions of the judging committee. To the parents, teachers and mentors, the Division wants to say a special “Thank You” for all the time, hard work and support you have put into this program. Without your continual generous support, this program simply would not exist. ■



Matheson Hunt
Honorable Mention, Senior (Ages 14-17)
Franklin High School, Franklin



Leia Meyer
Honorable Mention, Senior (Ages 14-17)
Falls City High School, Falls City



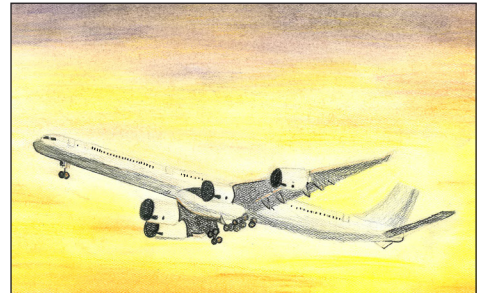
Cali Gutz
Honorable Mention, Senior (Ages 14-17)
Osmond Community Schools, Osmond



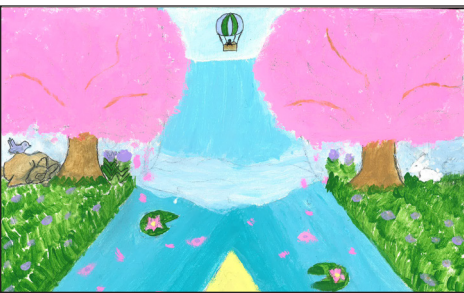
Winnie Huber
Honorable Mention, Senior (Ages 14-17)
O'Neill High School, O'Neill



Erica Heiman
Honorable Mention, Senior (Ages 14-17)
Osmond Community Schools, Osmond



Addison vonRenzell
Honorable Mention, Senior (Ages 14-17)
Osmond Community Schools, Osmond



Mia Munoz
Honorable Mention, Intermediate (Ages 10-13)
St. Michael's, So. Sioux City



Nate Burns
Honorable Mention, Intermediate (Ages 10-13)
HTRS, Humboldt



Lorena Pagnano
Honorable Mention, Intermediate (Ages 10-13)
HTRS, Humboldt



Eden Stewart
Honorable Mention, Intermediate (Ages 10-13)
HTRS, Humboldt



Emma Caro
Honorable Mention, Intermediate (Ages 10-13)
St. Michael's, So. Sioux City



Noelle Lulla
Honorable Mention, Junior (Ages 6-9)
Christ the King, Omaha



Ty Dunekacke
Honorable Mention, Junior (Ages 6-9)
HTRS, Humboldt



Daviel Alvarez Roman
Honorable Mention, Junior (Ages 6-9)
Silver Lake Elementary, Bladen



Amelia West
Honorable Mention, Junior (Ages 6-9)
Christ the King, Omaha

IFR Pilot Privileges and Limitations: Authority of Pilot in Command

By David Morris

Federal Aviation Regulation (FAR) 91.3 states that “the pilot in command of an aircraft is directly responsible for and is the final authority as to the operation of that aircraft.” Note how the words “responsible” and “authority” are placed together within this quotation. The pilot in command has the ultimate authority with regard to the operation and safety of the aircraft, its passengers, crew, and cargo. Along with this authority, the pilot also accepts full responsibility for the flight.

For example, even though a pilot has been cleared to land by the tower, the pilot must continue to be alert for factors which could make the landing unsafe. If the pilot is on short final and a departing aircraft suddenly taxis onto the runway, the pilot on final should exercise their authority as pilot in command and execute a go-around. When time permits, the pilot should then advise the tower of the deviation from the clearance to land and obtain an amended clearance.

Air Traffic Control (ATC) will approve or disapprove various requests on the part of the pilot. What the pilot does with the clearance is his/her responsibility. Another practical example of this might involve a corporate pilot. Let's presume a pilot in command of a Cessna Skyhawk (172) owned by the pilot's company. The company president is onboard and tells the pilot he must arrive at a certain destination at a certain time, regardless of the circumstances.

The pilot, in attempting to comply with the employer's wishes, “skips” filing a flight plan because of time involved in doing so. Furthermore, the pilot flies Visual Flight Rules (VFR) when Instrument Flight Rules (IFR) conditions exist and is reported to the Federal Aviation Administration (FAA) by tower personnel for flying VFR under less than VFR conditions. When the FAA investigator calls, he/she will not be looking for the company president – he/she will be looking for the pilot in command.

FAR 91.3 also states “in an emergency requiring immediate action, the pilot in command may deviate from any rule (in FAR Part 91) ...to the extent required to meet that emergency.” The pilot is expected to do whatever he/she believes is necessary (within the realm of commonsense) to conduct the flight operation in a safe and proper manner but must be prepared to defend any actions taken.

An occasional review of FAR 91.3 may be beneficial to many of us, as it seems this FAR is sometimes “buried” beneath all the actions required of the pilot in command conducting a flight. However, as soon as something goes awry during a flight, this FAR might be one of the first items to be considered. ■

Air Navigation Systems

By David Morris

Anything that helps the pilot/navigator do a better job of navigating is a navigational aid. On the other hand, some aids can provide complete navigational information. As pilots/aviation enthusiasts most of us are aware of numerous air navigation systems.

Of the various commonly used air navigation systems available today, how many of us are aware of an instrument called the Astro tracker? Most of us will never use an Astro tracker, but we should at least know that it exists and understand something of its operation.

The Astro tracker is a celestial navigator in mechanical form. It has an optical system (telescope) for tracking celestial bodies and a gyroscope system for keeping it stabilized.

As an automatic navigational system, the basic Astro tracker must have the assistance of other units and the navigator. It has controls for the navigator to insert input information, indicators which display required information, a computer, and a power unit (electrical) to supply energy

for total system operations. The essential computer takes all the information received and continuously provides coordinates of the airplane position over the Earth.

The navigator starts the automatic Astro tracker by “loading” it with the information needed for the flight. This loading includes the stars which will be used as reference points and their positions, as determined from the Air Almanac. Once the system has this information, it provides highly accurate navigational data. In fact, the astrotracker type system is so accurate it is used for space vehicle flights.

As science has progressed, the world of aviation has been provided numerous aids to navigation. Electronic developments or refinements are the bases for most of our in-flight aids to air navigation. Electronics has also allowed the development or improvement of complete navigation systems. A navigation system can provide accurate navigational information without depending on any other system or technique. ■

The Ethel S. Abbott Charitable Foundation

Information Courtesy of Diane Bartels

The Ethel S. Abbott Charitable Foundation is a private philanthropic foundation established in 1972 by the founder, Ethel S. Abbott. Mrs. Abbott was born in Winona, Minnesota on July 17, 1895. The family moved to Lincoln several years later and resided near 15th and Plum Streets. Mrs. Abbott lived in Lincoln for 35 years and maintained a Lincoln residence for her mother for another 19 years.

On Feb. 10, 1924, she married Raymond H. Page. Together, they operated the Lincoln Aircraft Company, which trained student pilots, and they built the Lincoln Page Airplane. They taught Charles Lindbergh to fly, and Ethel kept in contact with both Charles and Anne Lindbergh through the years. On file at the Nebraska Historical Society is a telegram sent to her by Lindbergh after he landed in Paris in 1927.

In Lindbergh's book, "The Spirit of St. Louis," he wrote, "When I was a sophomore at the University of Wisconsin, I decided to give up my course in mechanical engineering and learn to fly. I chose a school in Nebraska and enrolled for a course in the spring... Ray Page, the corporation's president, took my check for tuition and welcomed me to his school. On April 1922, at the age of twenty, I made my first flight."

Ray Page died of cancer in 1932, and on August 26, 1933, Ethel Page married Christopher J. Abbott, a rancher and banker from Hyannis, Nebraska. Chris Abbott was an aviation buff and had become acquainted with the Pages through the aviation school.

Chris and Ethel Abbott made their home in Hyannis, Nebraska. They operated seven ranches and he was president of ten banks, nine in Nebraska, and one in South Dakota. In 1946, he branched into eastern Nebraska and western Iowa, operating Prairie Airways in Lincoln, Rocket Air Service in Omaha, and Radio Station KFNF in Shenandoah, Iowa.

In January 1954, Chris Abbott departed on a hunting trip with 17 other wealthy businessmen. Traveling in two planes, they were approaching the Shreveport, Louisiana, airport in a snowstorm on January 10th when the plane carrying 12 of the hunters, including Mr. Abbott and Mr. Braniff of Braniff Airways, crashed killing all 12 instantly.

After the estate was finally closed, the Ethel S. Abbott Charitable Foundation was established in 1972 so that her generosity could be perpetuated. During her lifetime she gave away several million dollars primarily to organizations related to medical research, always requesting no publicity for the gifts as she was a very private person.

Following her death on May 22, 1992, the assets of The Ethel S. Abbott Charitable Foundation increased considerably because a substantial portion of her estate was left to the foundation. In addition, the foundation was now able to acknowledge the generosity which Mrs. Ethel S. Abbott had shown to her community by publicizing the contributions and grants made on her behalf by the foundation. ■



ETHEL S. ABBOTT
CHARITABLE FOUNDATION

Ethel Abbott Foundation Grant

Grant brings Boeing 737 flight simulator to UNO Aviation Institute: 'This is a big recruiting tool'

By Alex Whitney, KMTV 3 News Now

With pilot shortages numbering in the tens of thousands, the future of the aviation industry is in the hands of the next generation of pilots. At the University of Nebraska Omaha (UNO), those future pilots are getting a chance to learn the ropes by stepping into the seat of a Boeing 737 and they're doing it without ever leaving campus.

"When I came in as a freshman, we only had two simulators and this one puts us as a leg up in training for our next step," said Hunter Pearson, a senior with the UNO Aviation Institute.

In the last few years UNO's aviation program has seen its growth come in leaps and bounds.

Just this last fall UNO partnered with United to start a

new pilot pipeline program, and the latest addition to the program is a fully functional flight trainer that is an exact replica of a Boeing 737's cockpit.

"Everything on this training device is working, all of the switches all of the knobs," said Scott Vlasek, director of UNO's Aviation Institute.

The flight trainer isn't just fun for students to fly, it also bridges the gap between the smaller Cessna planes they train on and the big planes, like the 737 they will fly commercially.

"Basically, learning the systems is the hardest part and the speed that things happen. In our 172s (Cessnas) we might be going 120 mph, and this is moving a lot faster, and we

Boeing 737 flight simulator (continued)



Boeing 737 flight simulator

need to be able to react that much faster,” said Pearson.

The money for the simulator came from a grant from the Ethel Abbott

Foundation. Abbott was a pioneer of early aviation and trained some of America’s greatest aviators. That mission will be continued with the simulator.

“Ethel and her first husband owned the Lincoln Aircraft Company down in Lincoln and they taught Charles Lindbergh how to fly. The connection there is really cool for us to have,” said Vlasek.

The simulator isn’t just helping train current students, it’s also helping to bring prospective pilots into the program. Pilots that will be essential to overcoming the country’s pilot shortage.

“This is a big recruiting tool. It puts us up with the other bigger universities in the aviation world. It should be attracting new students. It’s a super cool opportunity,” said Pearson.

The simulator was recently installed, and UNO hopes to have it incorporated into the Aviation Institute’s curriculum this fall. ■

Reprinted with permission of KMTV 3 News Now

Navigating Change in the Office and the Cockpit

By Kim Stevens

In a way, I feel fortunate that I had two different flight instructors while earning my private pilot’s certificate. I learned from both and appreciated what both brought to the table – er, cockpit.

Both had the same goal in mind: to teach this student (me) how to safely and successfully accomplish the goal of learning to fly. And beyond the mechanics of flight, have the appropriate attitude to go along with the accomplishment. (A license to learn, as the chief pilot at the Cessna Flight Center often told me.)

Although structured, I realize that each instructor approached the privilege of teaching from their own perspective, using their personalities, their own experiences, styles, and strengths to not only introduce me to the wonderful world of flying and help me accomplish my goal, but to make sure the industry continued to flourish.

Although I learned valuable lessons from both, one had a much larger impact on my flying and my life than the other.

And, just as I had to navigate the transition between one flight instructor to the other, in society, we often must navigate the transition between leaders, bosses, elected

officials, or others in authority. OK, let me get right to the point – aeronautics director.

In the last few decades, there have been a number of state aeronautics directors in Nebraska, including myself. And just like my flight instructors, each director has brought their own values, insights, education, and experience to the office.

Depending on who you are - pilot, mechanic, consultant, airport official, administrator - some directors have had bigger impacts on your life or area of the industry than others. However, I think I can safely say that in some way, each has left their mark on aviation in Nebraska. They have done so because of their love of the industry and desire to make sure aviation in the Cornhusker state continued to be among the best.

Through all of the transitions between state aeronautics directors (and you are about to do it again), the one constant has been a solid, experienced, talented, and passionate staff at Aeronautics. I leaned on them continually, as I’m sure many if not all the directors have. You can be assured that they will be there through this upcoming change, for they are the best! ■

NEBRASKA STATE FLY-IN & AIR SHOW
GRAND ISLAND
JUNE 3, 2023

NEBRASKA STATE FLY-IN & AIR SHOW
 Air Show
 JUNE 3rd 2023 - GRAND ISLAND

Sanctioned by NEBRASKA

EIGHT PERFORMERS GUARANTEED TO THRILL!

- FOOD TRUCKS
- CHINOOK TOURS
- B-29 RIDES
- STATIC AIRCRAFT DISPLAY
- VENDOR BOOTHS

PLEASE, NO OUTSIDE FOOD OR DRINK.

Air Show Starts at 1:00pm

BUS SHUTTLE GISH & CCC

FUN FOR EVERYONE! GATES OPEN AT 9 AM
 FREE WILL DONATION

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 TD Dinsdale
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Flight Instrument/Aerodynamics Quiz

Match The Description To The Proper Answer.

- | | |
|--|-------------------------|
| 1. A display of a miniature or representative airplane and a bar representing the natural horizon. | Turn and Slip Indicator |
| 2. Shows the direction and rate at which the airplane is turning and at the same time whether the airplane is slipping sideward. | Attitude Indicator |
| 3. A gyroscopic instrument that indicates the direction and rate at which the airplane is turning about its vertical axis. | Turn Indicator |
| 4. An inclinometer consisting of a sealed, curved glass tube containing a steel ball which is free to move inside the tube. | Magnetic Compass |
| 5. The only instrument in the airplane that does not rely on an outside source for its function. | Angle of Incidence |
| 6. The acute angle between the chord of the wing and the longitudinal axis of the airplane. | Ball or Slip Indicator |
| 7. The angle between the longitudinal axis of the airplane and the horizon. | Angle of Pitch |

ANSWERS

- | | |
|----------------------------|---------------------------|
| 1. Attitude Indicator | 4. Ball or Slip Indicator |
| 2. Turn and Slip Indicator | 5. Magnetic Compass |
| 3. Turn Indicator | 6. Angle of Incidence |
| | 7. Angle of Pitch |

Events Calendar

Please check the Aeronautics web page for a list of upcoming aviation events.

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

Crete Airport (KCEK)
 EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month, 8:00 a.m. to 10:00 a.m.
 Suggested donation:
 \$10 for adults; \$5 for kids

3rd Thursday Pilot Lunch
 Jams – Midtown
 7814 West Dodge Road,
 Omaha, NE 68114
 Third Thursday of each month at 11:00 a.m.

EAA 804 Fly-In Breakfast
 Saturday, May 20, 2023,
 John L. Baker Field, O'Neill NE
 8:00 a.m. Free-will offering
 Neilan Skunkweiler, airport mgr
 402-336-6582

Platte Valley Tailwinds
 Cozad Municipal Airport
 June 16-18, 2023
<https://plattevalleytailwinds.com/>
 308-784-3868

Nebraska State Fly-In & Air Show,
 Central Nebraska Regional Airport,
 Saturday June 3
 Contact: Mike Olson,
 308-385-5170 Ext. 112

Pender Fly-in June 25
 8 a.m. to 11a.m. PIC eat free.
 Pender Nebraska zeroc4
 Contact: John Miller 816-210-2081

Kearney Regional Airport (EAR)
 EAA Chapter 1091
 Fly In Breakfast Saturday July 8
 8:00 a.m. to 11:00 a.m. (Raffle Prizes)
 Contact: Kearney Flight Service with any questions. 308-234-4072

Great Plains Wing of the
 Commemorative Air Force Annual
 Flight Breakfast and Pancake Feed
 Saturday, August 5
 8:00 a.m. to 12:00 p.m.
 Council Bluffs Municipal Airport (KCBF)
 Pancakes by The Pancake Man
 Military and GA Aircraft on display
 Military Museum open
 Discovery Flights by Revv Aviation
 Contact: Jeff Hutcheson
jeffhutcheson3@gmail.com
 402-981-4633