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THE *Voice*

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THE 100-DOLLAR HAIRCUT

I've decided that needing a haircut is just another excuse to get out and fly! That's why I call it the 100-dollar haircut – better for the waistline than the burger!

The old white hair was long. (See my before picture!) The ol' white mop was considerably overgrown from staying home and "covidianly" avoiding dense people. Now, someone like Kermit Weeks can get away with a ponytail, but he's not married to Joanna, so it really was time.

My recent haircuts had meant a flight to Scribner, where I unfolded the folding bike, and rode the four miles on County Road J to Hooper, where Don's Barber Shop is smack in the center of the town's historic block, and where \$10 gets you looking like a soldier boy. And, it's right next to a very nice restaurant.

But it was time to explore, so I decided to fly to Fremont for a two-fer: (1) Check if the construction has started on the new terminal building, and (2) get a haircut. Here's an "Executive Summary:" (1) I got the haircut, and (2) they've prepared the ground for the construction of the terminal.

The wind being from the south, I had to start the wrong way, but I was happy with how quickly the departure turned me loose. Wind at the Fremont Airport (FET) was about 45° off 14-34, and gusty, so the landing was an exercise in concentration.

I was glad to notice that foundation work has started and got a picture right out the windshield – but got a better one later, on climb out. And the haircut? Nobody in the terminal building could guide me to a Fremont barber shop!

Somebody said, "Styemasters," to which I snorted, "I'm not going to no beauty parlor!" Finally, Deb turned to the yellow pages. "It goes from 'bank' to 'basement,'" she said. No luck there, but she dug out a visitor's guide and found me a barbershop downtown on 6th Street.

Pleasant Ride

I pulled out the folding bike, flipped it open, aired up the tires (sitting in the plane for weeks between rides always means the tires soften) and hit the road. I stopped many a time along the way to admire and even photograph some of Fremont's old houses. Fremont is in the wide Platte Valley, and it is all level – unlike Lincoln, which is one darn hill after another – so the pedaling was easy and relaxing. A pleasant, two-mile bike ride later, there I was, in front of an actual barber shop, Kiel's.

Inside the shop, two women are each busy cutting hair. One stops to ask, "What can we do for you?" I pull my locks sideways on both sides: "Take one look at me, and then take a guess." How much is a haircut?" \$20. "Okay, I've got a 20 in my pocket."

I asked Colleen (say "CO leen") to take before-and-after pictures with my camera, and she also took pictures with her cell phone. "I had no idea I was such a handsome dude," I said when she had finished. The only fly in the ointment: She shaved my neck with a straight razor. The back of my neck had never been shaved before, and now the bare and shaven skin itches. Another time, I'll just ask to taper the hair at the neck.

It was a pleasant bike ride back, with the wind picking up. I took my time to enjoy the ride. Back at FET, I folded the bike, stuffed it, and launched. On climb out, I got a good view of the new construction, grabbed the camera and one-handed it through the pilot-side window. The picture turned out!

It was a bumpy flight all the way to 4,500 feet. Wind at LNK was 16G22, but at 16, that is right down the runway. Very nice landing.

Of course, in a few weeks I will need another haircut. I'm already planning on trying Central City, where they also have a century-old Opera House!



THE NATA VOICE

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Nebraska State Fly In Draws Enthusiastic Crowd

By Ronnie Mitchell, Retired Dept. of Aeronautics Director



Rides on the "DOC" B29 were available on Saturday and Sunday, including interior walk throughs of this historic aircraft.

On Father's Day weekend, June 19-20, the Nebraska State Fly In took place at the Hastings Municipal Airport with a fantastic lineup of aircraft, aerobatic performers, a fabulous car show and only one of two flyable WWII B29s ("DOC"). Rides on the B29 were available on Saturday and Sunday, including interior walk throughs of this historic aircraft. It was all orchestrated by the Hastings Airport Association, in partnership with the Hastings Airport and EAA Chapter 544. Approximately 4,500-5,000 people attended, with over 1,000 having breakfast provided by the Hastings Kiwanis Club.

Numerous static aircraft displays were available to the public with over 60 aircraft on the field. Members

of the Nebraska women's pilot association, the 99s, were there in force. Most notable, 99s President Lisa McWilliams; aerobatic performer Debby Rihn-Harvey – retired Southwest Airlines Captain., US Unlimited Aerobatic Team member 16 times, 2006 Unlimited Champion at the US National Aerobatic Championship and graduate of Hastings College; Diane Bartels – author and 99 member; and Nebraska Aeronautics Commissioner Dick Trail – graduate of the Air Force Academy's first class and winner of the Strategic Air Command's McKay trophy. During the Vietnam conflict Dick was aircraft commander of a KC135 refueling aircraft, which simultaneously refueled a Navy tanker and a damaged Navy fighter jet, getting them back to a safe landing in friendly territory.



Notable members of the "99s," l to r: Lisa McWilliams, Debra Rihn-Harvey and Diane Bartels, along with Nebraska Aeronautics Commissioner Dick Trail



99s members, l to r: Diane Bartels, Susan Biba, Madison Parde, Patsy Meyer, Deb Gangwish, Sally Van Zandt, Lu Scarlett, Lisa McWilliams and Megan Musil

WE ALL HAVE A TELLING HISTORY: USE YOURS AND NAAA'S MATERIALS TO BROADLY COMMUNICATE AGRICULTURAL AVIATION'S

By Andrew Moore, NAAA CEO

History is not just documenting famous or infamous people, times and events. We all have a history—a story to tell about ourselves that can contribute to the next and future generations' betterment. One could also believe that sharing our history is one of the meanings of life—to improve and evolve our world by sharing the key to living a good life and sharing the hazards and obstacles that may hinder such living.

NAAA is nearing the climax in the centennial epic of sharing our industry's history to the public, which of course is Aug. 3, 2021. We are reaching out to policymakers, our brethren in the fields of agriculture and aviation, to the trade press, to the public and to the national news media. We are sharing our history of improving the cultivation of food, fiber and bioenergy consumed globally and how we've learned from harrowing experiences and evolved technologically to fine-tune our craft, use less product to cover more acres and better care for Mother Earth. We are using all types of media to educate the public—three different length video documentaries, a comprehensive book of our history, social, print, trade and news media releases and a special website, AgAviation100.com, to share the 10-decade story of ag aviation.

If you are an active citizen in the world of aerial application—whether an operator, pilot, crew member, service-parts-equipment provider or related tangentially to the industry in another way—don't be a static audience member during this epic centennial event. Take the stage with us and bring out your inner dynamic thespian as we enunciate the gospel of agricultural aviation to the public. Inform your local television stations, newspapers and radio stations about the event, even if it is by simply directing them to AgAviation100.com. On that site, there is a "Get Involved" tab with a draft press release about the 100th that discusses the importance of the industry, its progressive evolution, and directs readers to the AgAviation100.com website to learn more. Feel free to cater that press release to your own operation and experience and send it to your local news outlets.

You can also brush up on the ag aviation script about the importance of ag aviation, environmental safeguards that are common practice today and other industry talking points on NAAA's media relations kit webpage that may be found here.

The media relations kit also includes suggestions on how to best communicate to the media and public when espousing ag aviation's significance. If you don't feel comfortable communicating directly, no worries. NAAA staff and an assortment of ag aviation ambassadors can be used as understudies and take over that role, but do make sure the public and news media in your area are informed of our centennial milestone to maximize the value of this pivotal once-in-a-lifetime event.

Don't forget, we all have a great story to tell about this industry. Whether it is how one got into the industry; the training to fine-tune ag aircraft and the application equipment; how ag aviation provides to local employment and the local economy; or how after five generations, our technology and experience is such that we produce more per acre, showing that our care for the environment continues to progress—all of these anecdotes are both important and fascinating to public audiences.

It's up to us all to tell the story to continue this industry's remarkable legacy. Please join the ag aviation cast for a once in a 100 year performance that will lead to glowing public reviews.



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Do you have an Aviation event to promote? Let us know! Article and pictures are always welcomed. Contact us via the information below.

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Don't Forget to Renew Your NATA Membership Before March 15th to be Included in the 2021 NATA Directory!



Membership Application

2021

Lifetime Membership \$1,500	\$_____
2021 Voting Membership - \$150	\$_____
2021 Non-Voting Associate Membership - \$75	\$_____
2021 Allied Membership (Supplier/non-voting) - \$60 per person	\$_____

40% of your dues not tax deductible due to lobbyist expenses

Total Enclosed: \$_____

The following information will be used in the membership directory

Name_____Spouse's Name:_____

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Deadline to be included in the 2021 Membership Directory is March 15, 2021