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# THE Voice

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## AVIATION HEROES

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.



## THE NATA VOICE

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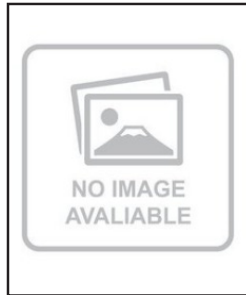
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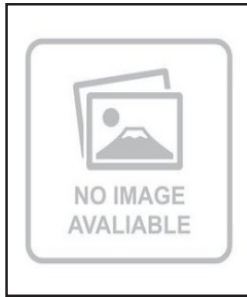
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# NAAA OPERATOR MEMBER EXPLAINS ADVERSE EFFECTS A PROPOSED WIND PROJECT WILL HAVE ON MINNESOTA AERIAL APPLICATORS, FARMERS

A Minnesota aerial applicator did such a thorough job explaining the adverse effects a proposed wind energy project would have on aerial applicators and the farmers they serve in the affected area that his comments to a state official conducting an environmental review serve as an outstanding model for any aerial applicators grappling with infrastructure projects that could affect their ability to serve area farmers.

Ryan Lubben owns West Central Ag-Air Inc. in Fergus Falls, Minnesota, but has frequently spent time applying fungicides and insecticides on farms a few hours south of Fergus Falls in Dodge County, Minnesota. His comments to an environmental review manager at the Minnesota Department of Commerce systematically explain why the NextEra Energy Resources Dodge County Wind Project, as currently planned, would be incompatible with aerial applicators' ability to safely provide services to farmers located within the wind project's widespread footprint.

As an opening salvo, Lubben provided facts about the aerial application industry and his company's operations, but then he went several steps further to highlight the importance of aerial application to farmers and clearly illustrate the unacceptable safety risks the densely clustered wind turbine project would present to aerial applicators. The comments came together rather quickly once he gathered a few Surety maps and overlaid his GPS logs onto them.

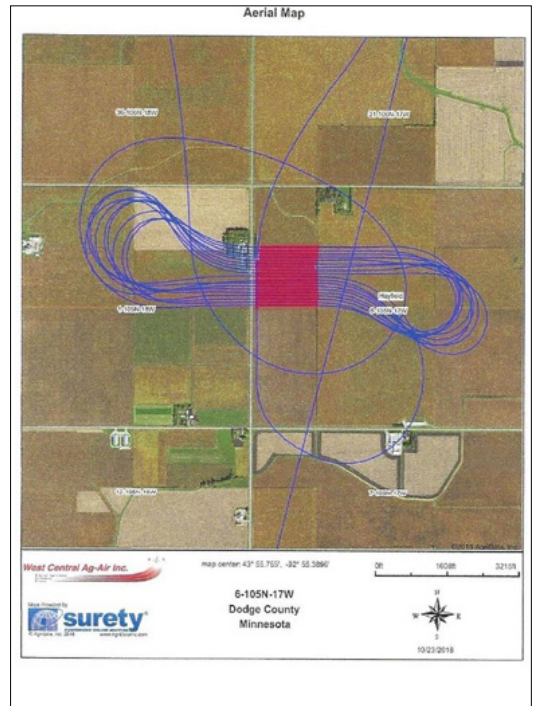
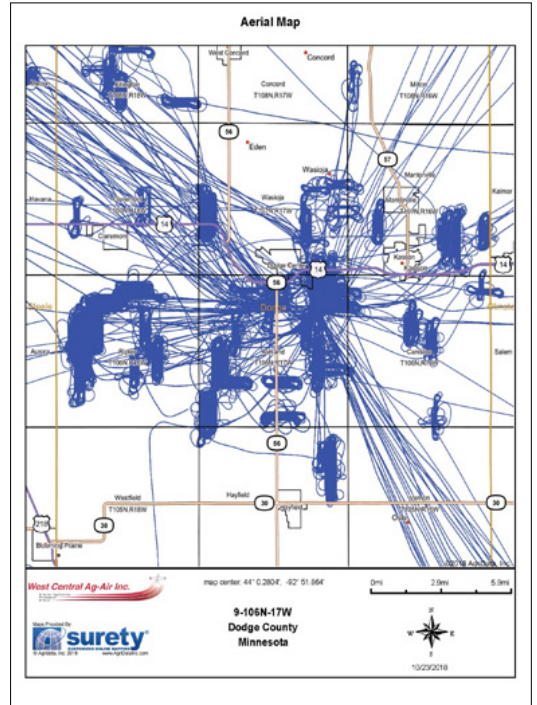
Before getting into the hazards of the proposed wind farm, Lubben gave examples of three reasons why growers need to retain the ability to use ag aircraft. The three reasons he cited were efficiency, economics and environmental benefits. For his economics example, Lubben wrote:

Growers in the area typically get an average of a 17 bushel increase in corn yield by applying a fungicide during the tassel stage of development. (Per conversation with a local grower) Using today's cash corn price of \$7.63/bushel, this equates to an increase of \$129 per acre. My company would charge roughly \$21/acre for this application including chemical. That translates to \$108 per acre of profit for the farmer, or a 500% return on investment!

Lubben then moved into the "show" portion of his show-and-tell comments, using his own Surety maps and GPS logs to illustrate to the environmental review manager how the proposed wind turbine construction would jeopardize his and other aerial applicators' ability to safely enter, exit and return to farmers' fields in the areas surrounded by the wind turbine clusters and the associated transmission line.

Lubben included the map below of the Dodge County Wind Project area and explained that the GPS flight tracks from his operation for one season were overlaid onto it.

Continued on next page..



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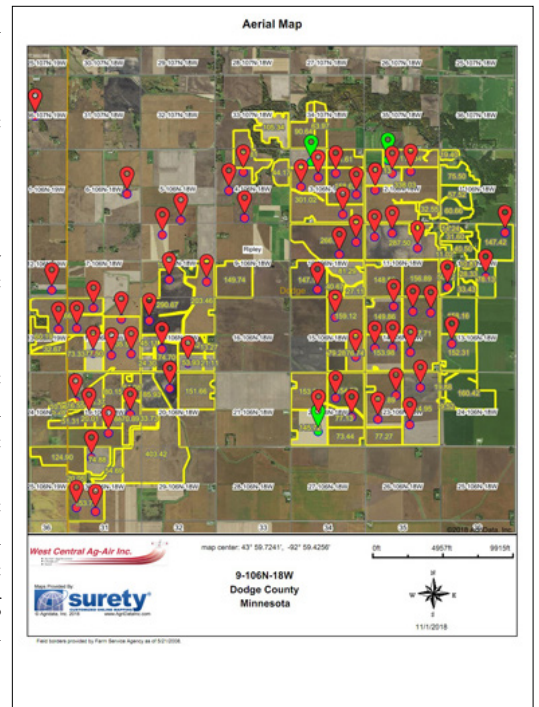
Next, Lubben illustrated safe turnaround distances necessary to make aerial applications safely.

Finally, Lubben included a map showing the proposed locations of the Dodge Center wind turbines in the western portion of the project area.

Lubben isn't opposed to all wind turbine projects and has even had success working around another wind energy site not far from the proposed NextEra Energy Resources wind project. He closed his comments by pointing out the distinctions between the two wind projects:

The incredibly large scope and density of the Dodge County wind turbine layout is what is the issue here. Changes can be made for the area to keep aerial application while still producing wind power. A perfect example of this is the McNeilus wind farm located just two miles south of the Dodge Center airport. This wind farm has the towers lined up and contained in a small area. I have actually been quite comfortable spraying fields in this area because I know I can exit the turbine area in a straight line and make my turn arounds outside of the wind farm. This could easily be done in the proposed wind farm by orientating the wind towers in groups or in straight lines and leaving a mile buffer between groups or lines to allow room for aircraft turn arounds.

Lubben's full comments are available here. NAAA commends Ryan for his sophisticated yet simplified explanation of the ramifications that ill-planned wind energy projects can inflict on aerial applicators and their farming customers.



## 2023 NATA Scholarship Information

The 2023 NATA scholarships are available to any Nebraska high school senior or individual continuing their education.

**Application forms must be received by December 31, 2022.** The form can be found online at [www.nebraskaaviationtradesassociation.com](http://www.nebraskaaviationtradesassociation.com).

Please read the general instructions before completing your scholarship packet. The essay topic is: "What role does ag aviation play in producing a local commodity?" The essay must be a minimum of 400 words and must be typed and double spaced.

Application must include the signature of a Voting member of the Nebraska Aviation Trades Association.

If you have any questions, please contact Taylor Moore, Nebraska Aviation Trades Association at 531-289-8323 or email: [taylor@youraam.com](mailto:taylor@youraam.com)

**Please send the completed application form to:**  
Nebraska Aviation Trades Association Scholarship Taylor Moore -  
521 First Street, Milford, NE 68405

# NEBRASKA CITY AIRPORT “TOP GUN FLY-IN”

By David Morris

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.

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