

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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State Fly-in At Cozad

Weather was not a factor at the two-day fly-in unless you took into account the temperature: It was a warm 96F both days, and you had to keep hydrated. Young Eagle rides started early Friday and continued well after the prime rib dinner began at 6:30pm. Tandem parachute rides were in full swing all day. Stephany and Spencer Hunt from Omaha were just two of the people experiencing the thrill of free flight followed by a parachute descent to the ground.

Over 250 people attended the evening dinner featuring ham, prime rib, scalloped potatoes, and green beans. The social hour prior to the meal seemed to make folks congenial, and there was good conversation by all. A three-piece band played during the meal and sang a lot of those good "oldie" songs we all enjoyed.

Saturday morning started off with exhibitors, meal stands, and a climbing wall for the kids to try out their skills. First off was a KC135 NE ANG fly-by with the refueling boom extended.



NE ANG KC-135

Of course there were many airplanes flying in and a large number on display from the previous day, including a Fagan restored B25 bomber from WWII. For some of the younger children there was an airplane ride with room for the "pilot" and four passengers. Delbert Gitchel was the "pilot", ensuring all were strapped in and twirling their



"Mitchell" B-25 Bomber

propellers! Everyone seemed to be having a great time.

Meanwhile Reggie Schmidt from Grand Island was up on the scissor lift overseeing all the air traffic. Air Boss Dale Byrkit was busy coordinating the aerobatic activities and working closely with Reggie to ensure this would be a safe, accident-free airshow day.



Reggie Schmidt

Just prior to the airshow, Diane Bartels, NE Aviation Council State Fly-In Coordinator, presented a plaque to Allison Donner, who planned all the activities which took place Friday and Saturday. Standing with Allison was her good friend Stacey Darling, who had worked alongside Allison helping make arrangements for the fly-in.

The airshow began at 1pm with a member of the NE Skydiving School coming in streaming *cont. page 7*



Stephany and Spencer



High School Cheerleaders Take a Ride



Good News!

by Ronnie Mitchell
NDA Director

On Friday, July 15, President Obama signed the FAA Reauthorization bill providing a Continuing Resolution (CR) for their budget through September 2017. The separation of Air Traffic Control and the FAA was not in the CR, nor user fees for flying on an IFR flight plan.

Additionally, the Class Three medical issue was in this CR. According to an AOPA article: "Under the reforms, pilots who have held a valid medical certificate any time in the decade prior to July 15, 2016, may not need to take another FAA medical exam. The 10-year lookback period applies to both regular and special issuance medicals. Pilots whose most recent medical certificate was revoked, suspended, withdrawn, or denied will need to obtain a new medical certificate before they can operate under the reforms. Pilots who have never held an FAA medical certificate, including student pilots, will need to go through the process one time only.

After meeting the initial requirements to fly under the reforms, pilots will need to visit a state-licensed physician at least once every four years and take a free online course on aeromedical factors every two years." The FAA has one year to work out the details.

The legislation authorizes the Airport Improvement Program (AIP), Essential Air Service (EAS), and FAA Facilities & Equipment (F&E), and other funding at current levels.

Air Venture 2016 will be over by the time you read this but I hope you went this year. The most general aviation aircraft in the world are at Air Venture 2016, and it is just a great event. Enjoy what's left of the summer and the fly-in breakfast season.



EMOTIONAL SAFETY

by Jerry Tobias

Most are familiar with the FAA's self-evaluation mnemonic checklist I-M-SAFE (see AIM 8-1-1): Illness, Medication, Stress, Alcohol, Fatigue, Emotions. All of these factors influence our physical and cognitive status and, therefore, our "personal airworthiness." The potential safety impact of our emotional status, however, is probably the least understood.



Can our emotions really influence our performance in the cockpit or in the hangar,? Absolutely, as well as the performance of those around us!

I once departed LAX to the west just behind another airline's DC-10 that, like us, was enroute to a destination back to the east. Because departure control didn't turn you on that departure until reaching specified altitudes, and because that DC-10's climb performance was limited due to its heavy weight, we were turned back to the east first. That further delayed the DC-10's turn because of separation requirements, which made the DC-10 captain absolutely furious. He ranted and raved at departure control about the situation, and we heard him continue to do so with every subsequent ATC controller until we finally departed frequencies with him just past Denver. I don't know what the climate was like inside that DC-10 cockpit, but I'm certain that captain's emotional status ("jet route rage") clogged his "cognitive filters," impacted his crew, and probably would have negatively influenced their performance had a crisis occurred during their flight.

Then there was the student pilot on a solo cross-country who mistakenly entered a left downwind instead of the right downwind that the tower had instructed, then changed his intended full-stop landing to a touch-and-go (skipping the planned refueling) to quickly depart the area. The pride that produced that irrational decision to escape the assumed embarrassment waiting on the ramp below nearly led to fuel exhaustion before the end of that flight. I have never forgotten the emotion-induced blindness I experienced that day almost 50 years ago!

Left unchecked, negative emotions like frustration, anger and pride can corrupt our thinking, cloud our judgment, mangle our decisions, and diminish our performance.

Some emotions, however, are even more dangerous. Grief, monumental worries, major strife, and other serious emotional scenarios are so distracting that they can move us into the "un-airworthy" category until we process and recover from their effects.

Countering these problems requires two actions. First, review and follow the guidance of the entire I-M-SAFE checklist prior to fixing or flying. And second, monitor and control your emotions while at work or in the air. Without getting too emotional about it, I'll just say that doing those two things is the only safe way to go!

Art work at Pender Airport



Artwork by Brandy Buchholz



Portable Oxygen

by Dan Petersen

FAASTeam Program Manager

Last year we had a pilot who experienced hypoxia at high altitude in his single engine, non-pressurized airplane while using a portable oxygen system. Hypoxia is the result of having insufficient oxygen in the body. The brain is especially affected by lack of oxygen. Symptoms of hypoxia are: cyanosis, or blue fingernails and lips, headache, decreased reaction time, impaired judgment, euphoria, visual impairment, drowsiness, light-headed or dizzy sensation, tingling in fingers and toes, and numbness. You can see that it would be difficult for a pilot to analyze these symptoms and self-diagnose his condition. Researching the National Transportation Safety Board's accident database, I found that there have been 64 accidents since 1971 in which hypoxia was a causal factor.



Fortunately, Air Traffic Control (ATC) recognized that the pilot was experiencing hypoxia when he was at 17,500 feet mean sea level (MSL). The pilot had much difficulty communicating with ATC and was having difficulty maintaining a heading or his altitude. At one point, the aircraft climbed to over 18,000' MSL. ATC was able to finally talk the pilot into descending below 10,000' MSL where he was able to regain his wits and land safely.

During the investigation, it was discovered that the pilot filled his oxygen tank with welding oxygen or industrial oxygen at a welding shop. Granted, a molecule of oxygen is a molecule of oxygen. The difference here comes from how the oxygen is handled. Aviator's Breathing Oxygen (ABO) has its own purity standard, which needs to meet or exceed SAE AS8010. When a supplier fills an oxygen tank with ABO, they apply a longer vacuum to the bottle to make sure they evacuate any contaminants. They then fill the bottle, test for impurities and moisture before they deliver the bottled ABO to the Fixed Based Operator for filling your portable bottle. Industrial oxygen does not receive this kind of special handling.

Your oxygen system is a crucial component that is actually your life support system. If you are planning to fly at altitudes which require supplemental oxygen, it is imperative that you pre-flight it like any other aircraft system. You can use the mnemonic PRICE. Pressure: ensure that there is enough oxygen pressure and quantity to complete the flight. Regulator: inspect for proper function. Indicator: don the mask and check the flow indicator, if equipped, to assure a steady flow of oxygen. Connection: ensure that all connections are secured. This includes oxygen lines, plug-in coupling, and the mask. Emergency: have your oxygen equipment ready to use for those emergencies that call for oxygen such as

hypoxia, smoke and fumes, and rapid decompression if flying a pressurized aircraft.

There is more information that you may find on FAA.gov and FAASafety.gov. Aeromedical also has some great safety brochures that you can find with those links.

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

Turning 50

by Scott Stuart

It seems in human nature that too often we know exactly what we are saying, but the listener/reader has no clue. I have tried to avoid that in my writings, but the truth is that, it just cannot happen! And I have tried to suck you in with my topic headline, too. This one, "Turning 50"...well, surely it is not me turning 50, you have looked at the photo of me at the top of the page, haven't you? Nope, it is my flying career that turns 50 this August 2016. I checked. It was August 20th, 19 SIXTY-SIX when I was licensed, nearly 7000 flight hours ago. I remember a friend saying I had a new notch in my belt after returning from a Beech tour of Alaska. When I reach 7000 hours, it will be a real notch, provided it continues accident free!



Milestones, belt notches, we all have them in life. Some are not so good, most are very good. The best and easiest notch I encourage you to achieve, on every flight, is not to scare yourself or your passenger(s), and to give them a ride they will happily remember for the rest of their lives. As pilots, as in life, we rarely get a second chance to make a good first impression!

1977-The flight of a lifetime? There was a light January snow falling in Lincoln. Cold. Dark. The snow was beautiful in the lights of the Baron E55 as we departed. Bases were about 1500' and we broke out on top at 6000' to a full moon, uniform tops and the beautiful glow of the towns below through the clouds. It was too cold and dry for ice that night. The uniform cloud tops looked nearly pure white from the glow of the moon, and the stars? Don't get me started! It is for flights like this we train, we learn, and we gain the experience that will guide us the rest of our flying lives.

I have not flown as long as I have without great schooling. Again, thank you to Tom, Loren, and Ron for getting me there and keeping me fit to fly. But even the best training cannot fix stupid, the stuff between our ears. That has to come from within, and it resides in each of us, in a constant battle with the dreaded, and very real, get-home-itis. I think it was 1981; I was coming home from AirVenture in Oshkosh. There were four of us aboard my Beech 58P and we were cruising happily at FL 200. That changed fast! A line of storms was snaking north to south all along our route; on board radar just could not find a clear path through the line. It was dark, so the 'Mk 1 Eyeball' was of little value. I used the Richard Collins rule: take a look, maybe it will work out, but

**Scott Stuart Continued from page 3**

be prepared to turn around. I did look, and then turned around and landed in LeMars, IA. It was after midnight, dark and quiet. We found a pay phone and called the police who came and got us, and by 12:30am we were in the local Pizza Hut drinking beer and eating pizza, safe on the ground.

1985-On my way home from Carlsbad, California in my P210N. I had stopped for fuel in ABQ, and of course, a weather check for the trip to LNK. All looked good, and I found myself in clear, smooth, cool air at 17,000'. The small towns glowed in the night as I passed by, life was good. Then I noticed the lights shrouded in clouds. I needed FL190 to stay on top. There's no ice on top. You catch on quick, yep, then FL210 and finally FL230, max for the 210. No joy there either, ice only. Booted or no, I decided this was no place for me at 'Oh-Dark-Thirty', and headed back to clear skies. But they were none and far between! The nearest one was Santa Fe and I made a beeline for it before it went down. Again, midnight-ish, nary a soul in sight. The pay phone? Not working! So, I found a window into the terminal with a slight crack, I pried it open, found a phone, called the police and they dropped me at the local Sheraton, where I slept safely.

Finally, 1998. We were in my F33A Bonanza, trying to depart Tucson in the fall. No luck, just could not get on top as the ice was accumulating too fast. Turn around, land, take in a movie. We did just that and were safely home the next day. The point is this, and simple: You just cannot always get there from here. No matter the skill set, no matter the plane, Mom Nature always trumps. And she still is the Number 1 killer of flyers like us. Please, respect "Mom," and you, too, will find yourself pushing 70 years and 7000 hours! Of course, you can enhance the odds of getting there if you have plenty of gas aboard, and stop with the buzzing! Those three take 92% of us, a sad commentary, and the SAME commentary since I began flying those many years ago.

This is the last article I plan to write for awhile. Maybe the department will allow me to pen missives as a guest writer if I should have something worthy. For now, it is time for you, the young, to step up and share your wisdoms, experiences and provide new insights into how we can all grow older together in this great field of general aviation. I thank you for reading this column over the years, and have appreciated the feedback and personal greetings at various events and airports. Nope, I am not quitting flying. Quite the contrary. I'm on a 5 year plan right now, going to do my best to wear out the Beech in 5 years, before I wear out! So, see you out there, and remember above all: Gear down and locked?

P.S. A special thanks to Mrs. Stuart for her help with my spelling and grammar, even though I too often failed to heed the wisdom of an English major!

From the editor: Thank you Scott for all the years of contributing to PIREPS!

24/7/365

by David Moll

Before I start on my usual aerobic/upset training benefits, let me mention something I think is poor for the long term benefits of corporate aviation attracting new pilots. We all know this non-recovery economy is extremely tough on aviation, and so is the necessity to control labor costs. However, far too many of the pilot want-ads require availability for weekdays, weekends, nights and holidays; or in other words 24/7/365. This



typically doesn't mean you fly every day, every evening, and every holiday, but you need to be flexible. However, this 24/7/365 does happen in some flight departments who may not care about their employees. Remember when you are interviewing for a job, you are also interviewing them, so don't be bashful in asking questions. I did a phone interview with a large company and asked her what their commute policy was. The answer was appalling. Absolutely no commuting because you are on call 7 days a week and must live within 30 minutes of the airport. No wonder they are always looking for pilots. If you were a young millennial getting ready to spend \$80,000+ for a college degree and a commercial pilot's license, would you seriously consider this lifestyle for the next 30 years? Conversely, I toured an Engineering firm's new offices and found they designed their work areas specifically to attract new graduates. With a pilot shortage showing its ugly head, do you think corporate aviation will adjust to the market?

Back to Acro: Why is it so important you know exactly where your weight and balance is? When the airplane stalls, the nose is supposed to drop towards the earth if you are in the CG envelope. What happens if you load it wrong, or when the baggage shifts, and you now find yourself way outside the CG envelope? Google "747 crash in Afghanistan." You'll see a terrible crash when cargo shifts aft. In this case, the cargo shifted so far aft the crew could not manage the problem. When the Boeing 747 stalled, the nose never dropped and it descended virtually flat.

In watching students recover from a simple stall, I think the airplane will recover by itself faster than with inputs from some students. How? Simply relax your death grip on the yoke and let the nose drop. The angle of attack will then be reduced, and the airplane will be fully flyable again. Go ahead and try it. Whenever my students have that death grip on the yoke, I make them weave a pencil or pen between their fingers on the hand that is squeezing the life out of the control yoke. The result is the harder they squeeze, the more it hurts. This simple procedure causes that death grip habit to go away pretty fast. Learning to feel what the airplane is telling you will make you a better pilot.



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.



Honda Jet Prototype in Scottsbluff NE
Picture by Jim Tweedy



QF-4 in Lincoln



Grumman G-21 Goose in Beatrice
Submitted by Diana Smith



Collings Foundation P-51, B-25, B-17 and B-24 in Lincoln

Boeing Turns 100: Founders Day Centennial Celebration

Ryan Dalton, NDA Operations Intern

The Boeing Airplane Company celebrated its 100th birthday on July 15th and held a three-day event for their employees, retirees, family, and friends. I was fortunate enough to attend with my grandfather, a McDonnell Douglas/Boeing retiree. It was an incredible opportunity and Boeing pulled out all the stops for this event "that has been in the works for 100 years."

Countless static displays, including every 700 series aircraft, were parked outside in conjunction to the collection of aircraft throughout Boeing's impressive Museum of Flight. For those of you that have not made the pilgrimage to the Boeing Field and toured the campus and Museum of Flight, I highly encourage visiting. It seemed like every aircraft (model or original) from the Wright Flyer to the 787 were present. Pictured below is the original Boeing Airplane Co. Red Barn, built in 1909, which is the oldest airplane-manufacturing facility in the nation. Now a part of the Museum of Flight, the Red Barn takes you back in time to see the woodworking tools and other artifacts used to build early Boeing seaplanes.



Boeing Airplane Co. "Red Barn"

In addition to the static displays and numerous air demonstrations at the event, Boeing put together an incredible laser light visual presentation which featured a large portion of the show projected onto a completely white 747 Jumbo Jet. It was certainly mesmerizing in person, and can be seen on YouTube. It is truly amazing how large a role Boeing has had in aviation, and difficult to imagine a world without their contributions. Here's to another 100!



Lincoln Airshow Pictures

Gary Shenaman, an aviation enthusiast based in Lincoln NE, was able to capture some fantastic airshow pictures from the Lincoln Defenders of Freedom Air Show this summer. He even gives us an airshow performer's view of the crowd. All photos are by Gary.



(l) Airborne over the crowd

F-22 Raptor with open weapon bays



P-38 Lightning greeting the crowd

"Double Farvel" Formation



In memory of Blue Angel 6, Capt Jeff Kuss, USMC

Midwest Aerobatic Championship

The International Aerobatics Club (IAC) Midwest Aerobatic Championship (South/Central) was held in Seward (KSWT). The IAC Chapter 80 hosted over 30 competitors from as far away as CO, ND, KS, and Canada. Find out more about aerobatics at: <https://www.iac.org/getting-started-aerobatics>. Thank you once again to Gary Shenaman for the photo coverage!



Stuffed hangar waiting for wx to clear



"Uncoiled" hangar and wx getting better

Clear skies!



"High-Five!"



Two ends of the capability spectrum on display

Way to represent, Don Cook!





from page 1

our US flag while American Legion members stood at attention and



Heather Sings our National Anthem, NE Skydiving School Parachutes in, and "Gunfighter" flies by in a photo montage

the P51 Mustang, Gunfighter, flew by. Heather Wellman from Cozad sang our National Anthem.

It was a great start for an air-

show, and then Harry Barr in his Piper Cub entertained the crowd with a strongwoman, Haylee Selton from Gothenburg, attempting to hold back the Cub. Somehow her dress was ripped away and she couldn't keep the Cub from moving!



Haylee Selton, "Strongwoman"

Next up, Harry landed on the Midwest's Short-

est Runway, a converted Chevy Suburban, and then took off from the same platform.



Harry Barr on Midwest's Smallest Airport

Jessy flew to Reno, NV to train for the Reno Air Races held in September.

Doug Roth always does a fantastic low level aerobatic show in his Staudacher and it is amazing to watch him perform. Other demonstrations were the RV7s flown by the "Rocky

Jessy Panzer started the aerobatics show flying her purple Pitts Special and performing some amazing stunts that we all enjoyed watching. After the airshow,



Dale Byrkit



Todd Harders and His PT17 Stearman

"Mountain Renegades" and formation flying by the CJ6 (YAK) pilots Keith Harbor, Kurt Muhle and Terry Callaway. It was a great

two-day State Fly-in and one we all enjoyed.

Ageless Aviation Stop through NE

The Ageless Aviation Dreams Foundation is a non-profit organization established



Mike Sommars (l), volunteer pilot thanks Tom Sawyer (r) of Grand Island for his service in the USAF

and dedicated to honoring seniors and United States military veterans. Their mission "Give Back To Those Who Have Given" primarily focusing on individuals living in long-term care communities.

This summer they

provided flights in the Foundation's Stearman Bi-Planes to worthy

recipients in Grand Island and Lincoln.

We applaud their efforts and wish them continued success.

To find out how to submit a candidate, donate, or volunteer see their website at

<http://www.ageless-aviationdreams.org/>. Thank you to Lynn Sommars for

the photos and support.



Jim Leiser (2nd from r), a former USN Torpedo Bomber pilot shares flying stories with Mike Sommars and Sport Clips Volunteers

PILOT CERTIFICATIONS

The list of achievements from 19 May, 2016 to 15 July, 2016.

Adachi, Masakazu N.	Add Category/Class	Kearney
Amis, Christopher M.	Airline Transport Pilot	Papillion
Brooks, Austin L.	Private Pilot	Lincoln
Chambers, Christopher	Private Pilot	Lincoln
Colson, Jeffrey T.	Private Pilot	Roca
Dugan, Kevin D.	Private Pilot	Lincoln
Edwards, Gage H.	Private Pilot	Omaha
Fairley, Dustin L.	Private Pilot	Fairbury
Garrelts, Todd W.	Instrument Rating	Holdrege
Gill, Jason A.	Add Category/Class	Omaha
Guo, Ji N.	Private Pilot	Beatrice
Griess, Taylor.	Private Pilot	Scottsbluff, NE
Heirigs, Chad L.	Airline Transport Pilot	Papillion
Hoffart, Paige D.	Airline Transport Pilot	Papillion
Holden, Michael R.	Airline Transport Pilot	Bellevue
Kinzie, Daniel S.	Add Category/Class	Kearney
Larsen, Peter C.	Private Pilot	Bellevue
MacDonald, John W.	Private Pilot	Lincoln
Mark, Merrill D.	Commercial Pilot	Columbus
Meier, Dalton C.	Private Pilot	Elm Creek
Neumeister, Jordan M.	Private Pilot	Syracuse
O'Daniel, Michael F. Jr.	Add Category/Class	Bennington
Ottinger, Grant D.	Private Pilot	Omaha
Owens, Cameron L.	Private Pilot	Omaha
Platt, Sage S.	Commercial Pilot	Franklin

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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.

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

-13 August, Cherry County Fair & Fly-In, Valentine (KVTN), 10am. Flour Drop, Landing, and Best-in-show Competitions. Lunch available. Contact AJ Abbott at 308-458-9670 for more info.

-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.

-10 September, Pawnee City (50K) Fly-in Drive-in breakfast and car show, 7am-11am. Free Will offering. 10am Flour drop contest. Contact Matthew J Christen @ (402)335-0256 or pcflyin-cowboy@hotmail.com.

-10 September, CAF Great Plains Wing Fall Breakfast, Council Bluffs (KCBF), 8am-11am. Pilots eat free.

AOPA NE Air Trails

The great state of Nebraska was featured in an AOPA blog. See (<https://blog.aopa.org/aopa/2016/07/11/the-nebraska-air-trail/>) and try an aerial tour of Nebraska!

PILOT CERTIFICATIONS cont from page 7

Sheppard, Sidney G.	Instrument Rating	Omaha
Spech, Brian J.	Private Pilot	Omaha
Underwood, Tony T.	Private Pilot	Omaha

Wright Brother Master Pilot Award

The Wright Brothers Master Pilot Award (MPA) was presented to Randy Lippincott on Sunday, May 29th, 2016. Lincoln FSDO Office Manager, Roger Zimmerman made the official presentation. Randy is originally from Central City, NE and first soloed there in a Cessna 120 1966 at the age of 16. The MPA is for 50 years of continuous safe aviation. Congratulations Randy!



Randy Lippincott (r) receives the FAA Master Pilot Award presented by Lincoln FSDO's Roger Zimmerman (photo by Jocelyn Reiss)

Send us your Comments

We are always interested in hearing from the Nebraska aviation community. Please send us your thoughts and comments to aero.pireps@nebraska.gov or call 402-471-7951.