

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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FAASTeam & Runway Line Up

by Dan Petersen, FAASTeam Program Manager

One thing I like to mention to my fellow aviators is that the Federal Aviation Administration (FAA) and pilots have a common goal and that goal is safety. Aviation is always a lot more fun, not to mention less expensive, if we can fly without having an accident or an incident. One way that the FAA is trying to partner with you in accomplishing this is with the FAA Safety Team or FAASTeam. The FAASTeam has a lot to offer and you can start by visiting FAASafety.gov. There is a wealth of information on this site that includes topics for both pilots and mechanics. You can sign up and tailor your profile to receive information on topics that interest you, such as airspace, airports, FAA Charting, or FAA Flight Schools.

The FAASTeam also offers the WINGS Program which is a true pilot proficiency program. There are three phases of WINGS: Basic, Advanced, and Master. Each phase consists of three knowledge topics and three flight topics which are based on the Practical Test Standards. The basic premise of the WINGS Program is that pilots who are current and proficient will enjoy a safer and more stress-free flying experience. There are numerous online courses and seminars that you can sign up for to satisfy the knowledge portion, and when you fly with an authorized flight instructor and he determines that you are proficient in the selected flight activity, you will get credit for the flight portion of the particular WINGS phase that you are working on. The idea is to continually study and practice throughout the year. The completion of any phase of the WINGS Program satisfies the requirement of a Flight Review. Please go to FAASafety.gov for more information.

With safety as our goal, one thing we all need to combat is complacency. Complacency is the big killer in aviation. It can affect any one of us in aviation, and if we allow inattention to creep into our cockpits, it can have disastrous results. Here in Lincoln, we have seen a number of pilots lining up for a different runway than they were cleared to land on. Lincoln has three runways, two parallel and one diagonal. Runway 18/36 and Runway 17/35 are the parallel runways and are separated by 3,027 feet. That is more than a half statute mile. The airport terminal and airline ramp are between the two runways which can further distract the pilot's attention from the farther runway. It is the pilot's responsibility to land on the correct runway that Air Traffic Control (ATC) clears them to land on. This problem seems to occur with both local and transient pilots and with very experienced pilots as well as with less experienced pilots. Fortunately, ATC has done an excellent job of catching these pilot errors and either clearing them to land on the runway they are lined up on or getting them back to the runway they were originally cleared to land on. You can only imagine what would happen if they had not caught these mistakes. The very best scenario is a pilot deviation for the pilot with possible enforcement action, and the very worst, a collision between two aircraft or an aircraft and an airport vehicle resulting in probable fatalities.

What are some things we can do to help ourselves from making this mistake? Obviously, the first thing is to be heads up and pay attention, to be disciplined enough to avoid complacency. We also need to be thoroughly familiar with the airport. The best way to do this is study the airport diagram. There are many places to find the airport diagram. The Airport/Facility Directory has all the airport diagrams with the larger airports on a full page in the back of the booklet. Instrument pilots have

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“Tis the Season”

by Ronnie Mitchell

It's that time of year again and the first snow of the year is getting closer than I anticipated. I better get the snow shovel and the snow blower out and find that warm winter clothing. Christmas is just around the corner and we just finished the Thanksgiving turkey where my clothes either shrunk or I gained weight. The popular Christmas gift this season will most likely be an Unmanned Aerial System (UAS), drone or Unmanned Aerial Vehicle (UAV); whatever you wish to call it but the FAA calls them UAS.



Ronnie Mitchell
Director, NE Dept of
Aeronautics

Somewhere around 750,000 UASs will be sold and placed under the Christmas tree this year. Unfortunately, there are some consequences which will occur with this new aerial vehicle which can take movies, photos or just hover near someone's property. Possibly the most serious event will occur when an enterprising UAS operator decides to fly closer than 5 miles to an airport, above 400 feet and doesn't maintain line of sight of the UAS.

An August FAA report stated; "this year, 138 pilots reported seeing drones at altitudes of up to 10,000 feet during the month of June and another 137 in July." The FAA has developed a new task force composed of representatives from the UAS and manned aviation industries, the federal government and other stakeholders including the National Organization of State Aviation Officials. The task force has been tasked with developing recommendations for a UAS registration process. They will also make recommendations for a streamlined system that would make registration less burdensome for commercial UAS operators.

Amazon, Walmart and others are looking to deliver everything from packages to meals to newspapers with UAS and it will be the next large development for aviation creating new jobs and uses we may never have anticipated. They are already being used in movie making, observing rails for railroads, checking tall structures, bridges and precision agriculture to name just a few.

Several months ago I listened to the director of Liberty University's aviation program discuss aviation jobs. His comments were, and I'm paraphrasing, for every student going through their aviation program they might get a beginning flying job paying \$30,000-40,000 a year and be several thousand dollars in debt with student loans. The students going through their Unmanned Aerial Systems degree program were in high demand and many could find starting jobs paying over \$100,000/year.

I wish all a very Merry Christmas and a Happy New Year and don't forget to attend the NE Aviation Council's Aviation Symposium and Maintenance Seminar at Kearney January 27-30. It promises to be another great aviation event for NE. Go to www.nebraskaaviationcouncil.org/NAC/Mech.html to register.

Runway alignment

by Lee Svoboda and Andrew York

This month in the interest of safety and academics I am allowing my space to be used by Mr. Tim Ryan, from Omaha Approach Control, and Mr. Andrew York, a flight instructor and student at the University of Nebraska, Omaha, Aviation Institute. Mr. Ryan contacted me about all the "Wrong Runway" problems they have been experiencing at the Lincoln Airport and provided me with statistics. At about the same time, Mr. York approached me about a class assignment he had been given at UNO. I provided him the data from Mr. Ryan and following is the article Mr. York provided to me. I think he did a fine job. FLY SAFE.



Lee Svoboda

If you've flown to the Lincoln Airport recently you've probably noticed the special emphasis the airport has begun using to distinguish the difference between Runway 17/35 and Runway 18/36. This airport has had an alarming rate of incidents where general aviation aircraft line up on Runway 18/36 instead of 17/35. The ATIS specifies that Runway 17/35 is the shorter runway to the east of the control tower. Most pilots assume that, because Runway 18/36 is the long runway, they will be landing on that runway. In September of 2015 alone, there were 15 incidents where aircraft mistakenly lined up on Runway 18/36. If the local tower controller had not said something to these aircraft, they most likely would have landed on the wrong runway. It's important to recognize that these errors are not limited to pilots flying for recreation, but also professional pilots flying larger aircraft.

So what practices can you put into play to prevent something like this from happening to you? The first thing you should do when lining up with a runway is double check that your heading matches that of the runway you were assigned to. At Lincoln the heading differences are hardly noticeable, because of this you should always double check your airport diagram. Runway 17/35 at Lincoln is over 7,000 feet shorter than Runway 18/36. Make sure those numbers on the runway match your magnetic compass when you are close enough to see them as well. On airport diagrams, terminals and large ramps will be marked on the diagram. Make an effort to compare where the runway you are landing on is in comparison to these marked locations. It may be a beautiful day outside, but if you're on a 10-mile final approach, why not load the approach if you are able to verify that you are lined up on the proper runway? It doesn't hurt, and it could save you from having a conversation with the local controllers. None of us are incapable of making these mistakes, regardless of how much experience we have. Make sure you use the resources made available to you and double check those runways!



Philosophy of Professionalism

by David Moll



David Moll

In the 1980's I was the President of IAC Chapter 16 in the Denver area. In the same year, I had taken an aerobatic lesson from Clint McHenry who was the United States Aerobatic Champion. That is one week of flying lessons I'll never forget. Clint was without a

doubt the smoothest pilot I had ever flown with right side up, or upside down. Since that time, in every article I wrote for our chapter newsletter, I stressed safety through training as a minimum standard.

However, in that year we had one member who decided to teach himself inverted flat spins. He was a very sharp guy, an engineer, but from what I remember never had any formal aerobatic training. In his first flat spin, he didn't recover and made a big hole in the ground. Then another member who was getting training on how to do vertical snaps was told by his instructor to see his AME because he would black out every time he pulled vertical and then snapped. But instead of seeing his aviation doctor, he decided to show his girlfriend and her gang of learning-challenged school kids how to do a vertical snap starting at a very low altitude. He also made a big hole in the ground. Throughout the years, we have seen far too many accidents, aerobatic or not, that defy logic.

Now here it is 2015, and all the alphabet aviation groups (NBAA, EAA, AOPA, FAA etc) are finally preaching the virtues of upset training. Wow! Say it isn't so! However, the old adage of "you can lead a horse to water, but you can't make him drink" must have been created after trying to teach a group of stubborn old horses (pilots) the virtues of safety through aerobatics.

Bombardier has a Safety Stand Down conference every year, and this year I had the enjoyable experience of watching a video from it. One of the presenters was Dr. Tony Kern who believes professionalism is a philosophy and not a title, nor does it have anything to do with getting paid. Because philosophy is described as an attitude, a Cessna 172 pilot who strives for excellence on every trip, combined with an insatiable desire to learn something new every day, can show far more professionalism than a senior Boeing 777 captain who is complacent and thinks he knows it all.

Minimum standards are the lowest form of professionalism you should exhibit on any flight. The goal is to be always expanding these minimums, because some day Mother Nature will deal you a situation that is way above and beyond the average flight.

AIRLIFT TO APPRECIATION

by Jerry Tobias

I flew Air Force Fairchild C-123Ks during the Vietnam War, a tactical airlift role that put me in a position to see the reality of the war and its impact upon those involved every day. I learned, for example, to recognize gloom, discouragement and even despair on many of the troops' faces as they shuffled on and off of my airplane enroute to the unknown.



Jerry Tobias

It wasn't hard to understand why they looked that way. Most of these young men had been drafted. Many had probably heard of or even known someone who had been killed, maimed by a booby trap, or caught in the web of cheap and easily accessible drugs. All of them were undoubtedly aware of the growing segment back home that loudly condemned them for just being in Vietnam. It was my frequent encounters with these disheartened young men that made my flights on December 24th and 25th of 1971 so memorable.

My C-123 unit had asked for volunteers to fly troops to and from the Bob Hope USO Christmas shows in Bien Hoa those two days. I gladly signed up, thinking that it would certainly be a better way to spend the holidays than just sitting in my room. I was right!

The flights to the Bob Hope shows were nothing out of the ordinary. The return flights, though, were anything but ordinary. I was astounded by the restored expressions of life and laughter on the men's faces on every return flight. It was as though Bob Hope had turned the light back on in their souls. That, I believe, was not the result of the troops having been entertained, but of their having been shown genuine support and appreciation.

The gratitude, value and encouragement that Bob Hope and his companions imparted to the troops was more than most had received in a very long time. It was amazing to observe the impact that had on their morale. Although I could not get to a USO show myself, I experienced something even better: the privilege of providing several hundred soldiers and marines with airlift to the appreciation that they desperately needed and so richly deserved.

Sincere gratitude and encouragement can have just as much of an effect upon individual and organizational morale here at home as it did in Vietnam. No, you and I may not be able to have the same impact that Bob Hope did, but anyone who cares can make a difference!

So, especially during this holiday season, please remember our military – both here and away – and the sacrifices they continually make to help ensure our safety and our freedoms. "What can I do," you ask? Just notice and respond to every opportunity to encourage and support our troops (and their families) that you can. Even just a few words of gratitude and appreciation could help brighten someone's holidays...and, in the process, maybe even your own.



Trim

By Dick Trail

We rolled to a stop off on the side of the sod runway. Sixteen years old and flying my father's 1939 50 horsepower J-3. Rolled to a stop because the Cub had no brakes—came that way from the factory. My instructor, a veteran of instructing WWII military flight students, got out of the front seat. "Make three takeoffs and landings" he said as he walked back to the line shack.

Full power and "wow, did it climb!" was my first reaction. Gee, I sure need to push forward on the stick since 200+ pound Ben left the front seat empty. I can't remember ever touching the little window crank lever along the left side that adjusted the elevator trim during my eight hours of dual. Oh well, keep pushing, fly the pattern and make my first solo landing. On the ground again, I cranked in several turns of nose down trim and tried it all again. Gee, that makes it kind of neat!

Lesson learned, and I don't neglect to teach trim to my aspiring flight students. "Take your hand off the wheel/stick and see if the nose moves up or down" is my frequent admonition. "Trim it so that it doesn't move" I keep instructing until the habit is ingrained and becomes second nature.

Trimming an aircraft is an art, and the best pilots do it flawlessly. Elevator, aileron or rudder, they all work the same—relax the control and trim so that the nose doesn't move.

In the KC-97, big four engine propeller driven recips, we refueled hand-flying our tanker. Our receiver pilots, mostly B-47's, really appreciated the tanker pilots with steady hands that always flew in trim.

In the KC-135, we refueled with autopilot engaged, and the aircraft trimmed itself. One exception was when a giant C-5 came in behind. The C-5 generated a huge bow wave, and the autopilot couldn't keep up. The bow wave pushed our tanker's tail up, which made us descend—not good. So we disengaged the autopilot elevator axis and hand flew the Boeing. The boom operator would call "50 feet" back and a blip of up on the electric trim relaxed the pressure. "40 feet" another blip, "30 feet" another, "20 feet" blip, "10 feet" another then "Contact" another blip. One could take hands off and steady it went. Piece of cake. Of course when the C-5 backed out you had to trim it the other way, or she really wanted to pitch up.

On the big tanker roll, was controlled by ailerons assisted by spoilers on top of the wing. To trim the rudder, all one had to do was turn the yaw damper off and crank the rudder trim until the wings flew level with spoilers on both wings flush. More efficient that way.

No matter the size of the aircraft we fly, they all perform better if they are properly trimmed. Learn the technique.

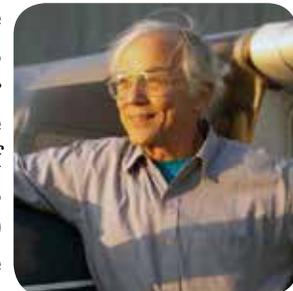


Dick Trail

"I wish I was a pilot to see the land every day"

By Tom Winter and Katherine Endacott

Tom: "The thrill never fades," I told my brand new passenger as the wheels left the runway. And I enjoyed the flight more because she enjoyed it so. Katharine Endacott had been charming people's mornings, mine included, with her daily landscape photography that she posted under the nom de facebook of "Good Morning Pleasant Dale." It was her first flight in a small plane in 40 years, but she soon settled in to the small plane experience. Here is her account:



Tom Winter

Katherine: I'm a landscape photographer and Tom is a Facebook fan who promised an air tour of southeast Nebraska. On this marvelous morning, I discovered that a Latin scholar and multi-lingual rider of skateboards can be a fine tour guide and pilot. He also inspires me to muse about the earth and sky and how farmers and pilots may have a great deal in common.

I didn't tell Tom, but I love to fly. On business and pleasure trips, I choose the window seat. I watch the land, never tiring of the view. I am a voyeur peering out the window, catching a glance at immense space and imagining the lives I'll never know and the places I could go. It is a guilty pleasure for the earthbound. I wish I was a pilot to see the land every day.

My husband and I live in the country near Pleasant Dale, an aptly-named little village in the rolling hills of eastern Seward County, just west of the capital city. You might call it the southern edge of the Bohemian Alps. The glaciers stopped at Highway 103, which links Crete to I-80, a few miles before reaching the rich farm lands east of the Blue River. The rough land here yields pink Sioux quartzite from beneath the glacial till, and it is countryside filled with a variety.

For you pilots, this land is perhaps just fly-over country. You may not even take the time to look at the land, because the skies over Pleasant Dale are crowded. Of course, we have commercial passenger planes, mostly the smaller regional jets. There are military aircraft from STRATCOM and the Nebraska National Guard circling after touch and goes; sleek corporate and private jets with their high-pitched whine; the occasional acrobat, and too often, low-flying life flights ferrying the sick and injured to Lincoln hospitals. We are always aware of the traffic above our land, and we look upward in fascination into this bowl of the sky.

I hope that all of you are looking down at us as well. In October, as days shorten and grow cool, observation might become an obsession for me. We are now in the long-shadowed days: rolling, golden fields are transformed by harvest; scarlet clumps of sumac emerge in the roadsides and fence rows, trees turn their autumn hues, and the bluest skies are reflected in the ponds and lakes.



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I hope you are flying often to store these days as photographic memories for the long winter.

My farmer father always wished to see to his place from the air. It was never possible on a commercial flight, and he passed away before I could arrange to have someone fly him over his land near Malcolm. What a missed opportunity for a life-long farmer. For those who work the land are clearly artists- painters and sculptors. From your place in the sky, you can sit back and take a good look at our work. It is where the contour plowing, the exquisite rows of corn, fields of grain, shelter belts, farm ponds, prairies, cedar-filled pastures, and wood lots become a masterpiece.

Tom Winter gave me a chance to see my home as it was meant to be seen, and I am grateful for it.

FAAST Continued from pg. 1

the diagrams on their instrument approach charts. There are also many excellent commercial products that have the diagrams. You should always have the airport diagram out and in view whenever operating on the airport surface. Carefully look at the configuration of the airport. Note how many runways there are and how they are lined up. Most airports that have parallel runways are designated with an "L" or an "R" behind the runway number to indicate left or right. This is not the case with every airport. In Lincoln, the longer runway is designated Runway 18/36 and the shorter parallel designated as Runway 17/35. Note where the General Aviation ramp is located versus the air carrier ramp, as well as other prominent features in relation to the runways. Airline crews for years have backed up visual approaches with their instruments by setting up the instrument approach to the runway that they are cleared to land on. This is also a good practice for us in General Aviation, including VFR pilots. Most of us that fly VFR, fly with at least a GPS system. Even the VFR only GPS's usually have all the instrument approaches in their database. You can load the GPS approach and activate the "vectors to final" and it will draw an extended line off your intended runway. It's a good back up tool to help with situational awareness. Still, the best defense is to pay attention and really listen to ATC to identify which runway they clear you to land on and double check and ask yourself, "is this the runway that they cleared me to land on?" Stay alert and safe.

Editors Comment: This very important topic is purposefully presented twice in this issue.



NeBAA Contributions to Charity

This past August the Nebraska Business Aviation Association held a brunch in the KOMA Signature Aviation hangar. The event included representatives from Gulfstream Aerospace Corporation as well as a G280 on static display. During this event, NeBAA presented their annual charitable contributions to the following: Juvenile Diabetes Research Foundation, Methodist Estabrook Cancer Center, Autism Action Partnership, and Leukemia & Lymphoma Society. Not only does NeBAA serve the Nebraska Aviation community with scholarships, but it is a generous partner with non-aviation related charities. For more information on NeBAA membership and activities, see: www.nebaa.org. Well done NeBAA!

Visitors to Nebraska

Do you have pictures of unusual visitors passing through the state? Send us your pictures to aero.pireps@nebraska.gov and we may include them in future issues.



AV-8B Harrier II+



Bombardier 415



F/A-18F Super Hornet



Communication and Expectation

by John Rued

It is the first day of King Air ground school and the first day in the sim. It is our first practical exposure to the checklist; our first practical exposure to the flight maneuvers. We returned from lunch and were ushered directly into the sim. As expected, the intricacies of the run-up check begged some instructor assistance. "I'm not seeing the right indications" I state. "What's that?" the instructor asks from the instructor station, barely looking up from his smart phone. "I'm not seeing the expected annunciators", I respond. "Well", says the instructor, "I can't see what you are doing". "That's because you are back there and I am up here. Can you confirm what we are doing is right?" I ask. The flight maneuvers were similarly disjointed. "OK, level off at 6500 feet and show me slow flight", directs the instructor. With no previous discussion on King Air slow flight, I muddle through what I think is right: Power back, drop flaps to approach, lower the gear, and drop the flaps to full down. I add some arbitrary power to maintain an airspeed commensurate with the lower end of the white arc (which, by the way, is apparently the wrong King Air slow flight airspeed) while maintaining altitude. I ask the instructor for an approximate pitch and power setting to establish acceptable parameters and was countermanded with a "Didn't you read your flight training profile?" "No", I said. "Yesterday's instructor told us we were doing preflight procedures all day. We were not expecting to fly. Can we pause the sim to talk about this maneuver?" The instructor, having found a convenient place to pause his texting, creeps forward. "I'm trying to talk you through the maneuver", he says. "Well, let's pause and talk about it first," I suggest. "No, he said, "Just fly what I'm telling you." Somehow, we muddle through the slow flight, the steep turns, and the stall series. It's during the emergency descent that things reached their culmination point. Throttle to idle, props full forward, flaps to approach, gear down, and descend at nearly 180 knots. Which I do. And I throw in a 45-degree left bank for good measure. I think it is a thing of beauty. The sim thinks differently; a metallic clang is evidence that the sim is shedding parts. My right seat tablemate looks at me in wide-eyed amazement. So does the instructor, who—on his own, mind you—suggests we "pause the sim and talk about this." And talk we do. We discuss the lack of continuity between instructors, the lack of adherence to the lesson plan, and the frustration we feel at not being prepared for this particular lesson. We mutually agree that continuing the lesson is a waste of time and that we will pick up again tomorrow. An hour after we leave the facility, my table mate receives a text from the chief instructor with extensive guidance as to what we are going to do tomorrow. There is no question as to how we are going to prepare; we know what is expected.

Good instructors know their stuff. But more importantly, they know how to convey it. The learning experience is enhanced when

a student knows what is expected and can prepare for it. This is expectation management.

It really is up to the instructor to manage and synchronize expectations from the start. Ultimately, these expectations are collaborative between the student and instructor, but the instructor is the professional providing the service. Understanding and accepting expectations makes for a training pact between the student and instructor. Violation of this pact by either party can foster frustration which, if left to fester, will adversely affect the learning process. Effective communication is the key to ensuring that expectations are understood, accepted, and complied with.

So what are the expectations we are trying to manage? How do we measure that our communication was effective? Let's look at some examples:

1. **COURSE EXPECTATIONS:** The student needs to know exactly what is required for certification—the aeronautical experience required, the general knowledge required, and the practical test prerequisites. This is easily communicated via a mutual review of 14 CFR Part 61 or Part 141. The instructor must convey that the aeronautical experience hours requirements are the **MINIMUM** required for certification and that actual student completion times will most probably exceed this, citing differences in individual learning. This can be communicated by referencing historical averages—either nationally or locally—for attaining solo and certification milestones. By understanding the averages, students can more fairly assess their training progression.

2. **RESOURCE EXPECTATIONS:** The instructor and student must reconcile the constraints associated with time, money, and airplane availability into a realistic and supportable training schedule. There are opportunity costs associated with time and money; a stable, predictable, and sustainable schedule encourages the student to make flight training a part of their lifestyle. Lifestyle habits, once established, are hard to break

3. **TRAINING EXPECTATIONS:** The students must know what is expected of them throughout training. Normally, this is done by referencing a student-accessible syllabus and associated lesson plans. Any changes to the syllabus or lesson plan must be conveyed by the instructor and acknowledged by the student prior to that lesson's execution. Valuable training time is preserved if the student arrives prepared for the lesson. Each lesson must be based on and constrained by focused objectives. Lesson plans should be of sufficient detail to introduce and reinforce essential concepts. The lesson cannot be effectively conducted unless the student and instructor are both comfortable that the lesson objectives and concepts—the what, why, and how—have been satisfactorily conveyed and understood. Having students relate the lesson objectives and concepts in their own words is one way to assure that the proper expectation has been set and that effective communication has occurred.

4. **MINIMIZE DISTRACTIONS:** If we understand that expectation management is best served through effective communication, then instructors must minimize communication interference. Dur-



ing the course of a lesson the instructor must dedicate complete attention to the student, the instruction must be focused on the task at hand, and the lesson must be an interactive endeavor. The instructor must be able to dynamically assess the effectiveness of the instruction, resetting the environment as necessary to ensure an optimal learning environment. Minimizing external distractions will improve the communication process—and that includes restricted use of cell phones.

Violating any of these tenets of expectation management is a violation of the trust between instructor and student and will lead to frustration. The consequences of student frustration are twofold: 1) The student stops flying, or 2) the student stops flying with you. Both are bad: In the former, General Aviation loses; in the latter, you lose. But it never has to get this far. Managing expectations through effective and collaborative communication generates the biggest payoff with very little effort. It is a win-win.

Winter Preparation

by Trevor Lindhorst

From the Editor: NDA, in partnership with the University of Nebraska-Omaha Aviation Institute, will feature articles from students pursuing degrees in aviation studies. PIREPS is an opportunity for them to contribute as the next generation of aviation professionals. This is the first of those articles.

Winter is right around the corner, and that brings many unique challenges. Wind, snow, cold, and ice all add to the complexity that a flight will undergo. Brushing up on cold weather procedures is something that all pilots should do. Aircraft preparation and preflight planning should be done for the environment you are flying in. Preparing the aircraft for colder operating temperatures involves some mechanical changes that need to be addressed. An airplane's POH should state what the manufacturer suggests for colder temperatures, and your local mechanic should be able to help with any necessary changes. Some of the changes to make are a lower viscosity oil, adjusting the control cables, and inspecting the exhaust system. Viscosity is the oil's resistance to flow. A lower viscosity oil will help circulate oil when starting the engine in colder temperatures. Failure to change the oil could lead to engine damage due to oil not being able to lubricate the cylinders properly. Control cables need to be inspected and adjusted by a mechanic to compensate for contraction and expansion due to temperature changes. Adjusting the mixture to compensate for the increased air density is prudent as well. Finally, the exhaust system should be inspected for cracks to prevent any chance for carbon monoxide poisoning when using the cabin heat. Other modifications such as removal of wheelpants and the installation of cowling intake covers should be addressed.

Preflight planning is critical in any situation, but when dealing with the challenges of winter, some additional attention should be made. If you are not fortunate enough to have a heated hangar, you will most likely need to preheat the aircraft before any flight. The engine compartment should be warmed as well as the cabin. Aircraft instruments should be treated with the same care as the

engine, and gyros may not be very fond of the frigid temperatures. All other preflight planning should be done just as usual, get a detailed weather briefing to prepare for quick moving fronts and any adverse weather along your route of flight. Also, while you are on the phone getting your weather briefing, be sure to file a flight plan. A flight plan is cheap when it comes to having someone know where you are and advise you of any changes in weather. Finally, be sure to dress for the weather. When determining what cold weather gear to take in the cockpit, assess the route, terrain, and purpose of the flight. At a minimum carry a winter coat, gloves, and a hat. A safely executed forced landing is useless if you do not have proper clothing while waiting for help to arrive. Dress to EGRESS!

Trevor is a UNO Senior and holds certifications up through AMEL and CFII.

KMLE Update



Customer Service Counter

On 12 November, Oracle Aviation hosted an open house to celebrate the completion of their remodeling and renovation effort since taking over as the Fixed Base Operator (FBO). A generous offering of BBQ and beverages afforded the local flying community an opportunity to see the changes and engage in conversation.

Oracle Aviation provides full service FBO support, to include aircraft sales, flight instruction, fuel and maintenance. Most notable is the concierge service that customers of KMLE can use. Oracle Customer Service Representatives are able to assist with: rental cars, hotel reservations, catering, courtesy car, and recommendations for local activities & restaurants. Now



Oracle Passenger Lounge



View of the ramp

that the remodeling effort is complete, the FBO has the look and feel of a high end corporate FBO, but retains the welcoming local airport charm. Find out more about Oracle Aviation at www.oracleaviation.com/ Better still; fly in for full service support!

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LINCOLN, NE



Events Calendar

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

-Airport of the year nomination deadline: Must be received no later than 8 January, 2016.

-Aviation Art Contest submission deadline, Post marked by 22 January, 2016. See submission instructions below.

-NAC 24th Annual Aviation Symposium, January 27-30 2016. Kearney NE. See details at www.nebraskaaviationcouncil.org or send general questions to neaviationcouncil@gmail.com.

Airport of the Year Nominations

We are taking nominations for airport of the year. Applications must be received by Jan. 8, 2016. See <http://www.aero.nebraska.gov> for the 2015 nomination form and instructions.

2016 Aviation Art Contest

Since 1986, the Nebraska Department 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, engi-

neering, math and science. The three age categories of contestants are: 6-9, 10-13 and 14-17 for boys and girls.

The 2016 theme is "Air Sports and Nature in Harmony". From above, the fullness of nature is seen in ways unknowable from the ground. Helicopters give tours of the inaccessible rivers and canyons as balloons float across hometowns, each giving new insight into how land, water, animals and people share their environments. From the air, one is able to take pictures and film land that would otherwise never be seen. Aircraft do this without the need for roads. An airport or open field will do for the intrepid aviator. While the air sport participants enjoy this freedom, they also must be very good neighbors to all the people, animals and the environment.

This is an excellent opportunity for our youth to grab their favorite artist's tools and create a poster celebrating their thoughts about "Air Sports and Nature in Harmony".

Entries for the contest need to be submitted to the Department of Aeronautics and postmarked by January 22, 2016. An awards ceremony will be held in Lincoln during April 2016, recognizing state, national and international winning students for their accomplishments. The winning art will be displayed for everyone to enjoy as well as numerous aircraft on static display and refreshments. For more information and an entry brochure contact David Morris at 402-471-2371 or e-mail David.Morris@nebraska.gov

Send us your comments!

Make your aviation voice heard. Send us questions or comments to: aero.pireps@nebraska.gov or call 402-471-7951.