P I R E P S

A bi-monthly newsletter for Nebraska pilots and Aviation Enthusiasts

'Encourage and Facilitate the Development and Use of Aviation in Nebraska'

Official Publication of the
Nebraska Department of Aeronautics,
PO Box 82088 Lincoln, NE 68501
Phone 402-471-2371
or www.aero.state.ne.us

To get a free subscription to PIREPS call Soni at 402-471-7952 or email:
Soni.Stone@nebraska.gov

Circulation: 3586

PIREPS is now available online via e-mail. You may sign up by simply providing your e-mail address to Zach.Miller@Nebraska.gov. Please indicate your preference: To receive only e-mail copy of PIREPS, or to receive both e-mail and paper copy.

NATA's 63rd Annual Convention

By Jess Banks

North Platte was the city and the Quality Inn's Sandhills Convention Center was the location for the aerial applicator's annual recertification convention. Every three years, any pilot who applies insecticides, pesticides, and fungicides must have eight hours of training on a variety of these topics, to be certified by the Nebraska Department of Agriculture.

Times have really changed from when many of the "crop dusters" started out with a Piper Cub or surplus Stearman and got into the business at a really low cost. In order to be competitive today you need a turbine-powered aircraft with global positioning equipment and a 400-600 gallon hopper. The price of the aircraft went from $500-$1,000 to $750,000! Modern day applicators have to be pilots and businessmen who know their customer, product, and crops, and how to run a computer.

John Heida

Day one of certification began with a presentation by John Heida, of Heida Law Firm in Omaha, who talked about how the FAA enforces the Federal Aviation Regulations (Something all pilots are interested in!).

Possibly the most violated FAA rule is when a pilot gets a Driving While Intoxicated (DWI) citation and doesn't report it to the FAA. You can be in real trouble. Other items which can violate the rules are: ATC deviations, accidents and incidents, ramp checks, third party complaints, and information provided by other agencies.

Of course you are welcome to have a lawyer present when being questioned by the FAA, and that is where John Heida or other aviation lawyers can help protect your interests and license.

Day two began promptly at 8 a.m. with Leif Isaacson, Nebraska applicator Craig Bair and Dr. Scott Bretthauer presenting four topics: Ag aviation's Airfield Watch Program, Human Factors--Ethics in Ag Aviation, Spray Drift Reduction, and Hangar Ag Flying--Topics of Interest to Ag Operators.

Leif Isaacson, Craig Bair and Dr. Scott Bretthaur

Ag aviation's Airfield Watch Program is something all airports probably have in common. Basically you should look for unusual activities, protect aircraft with hidden switches, and secure your chemicals and equipment. If you feel the threat is urgent or suspicious activity is taking place call 911 or the National Response Center at 1-866-GASECURE (427-3287).

Ethics in Ag Aviation applies to every pilot and operator and something we all need to be more aware of. So what are ethics? Behavior patterns that define us, including honesty, fairness, integrity, truthfulness and straight forwardness or to put this into perspective: adherence to moral and ethical principles. Leif said: "it's doing the right thing even though no one is watching." Abraham Lincoln said: "No man has a good enough memory to be a successful liar." So where do you acquire ethical standards today? Hopefully the home, family, church, fellow workers, your boss, and in our schools.

Continued on Page 4

Zoning For Airports

By Ronnie Mitchell

During this legislative session, Senator Lautenbaugh introduced LB352 amending the Airport Zoning Act by more precisely defining the "airport hazard area". In addition to delineating the limits provided for an approach, operation, transition, or turning zone, this bill will help protect airspace for an airport's instrument approaches.

Ronnie Mitchell
Director, NE Dept of Aeronautics

For an instrument runway, LB352 would protect an approach zone extending ten miles from the operation zone, measured along the extended runway centerline. The approach zone is one thousand feet wide at the end of the zone nearest the runway and expands uniformly to 16,840 feet wide at the farthest end of the zone. The height limit of the instrument approach zone begins at the elevation of the operation zone and rises one foot vertically for every 50 feet horizontally, except that the height limit shall not exceed one 150 feet above the nearest existing or proposed runway end within three miles of the operation zone at the runway end. At three miles from the operation zone, the height limit resumes sloping one foot vertically for every 50 feet horizontally and continues to the ten-mile limit.

What does all of that really mean? Basically, LB352 would protect the airspace from 150' above the runway and elevation (at three miles from the operation zone), sloping upwards to 890' above that runway end at ten miles out. Any structure, approved by the Zoning Board, can be built below those elevations but nothing can penetrate the slope. This protects the airspace and complies with FAA Advisory Circular 150/5190-4A, "A model Zoning Ordinance to Limit Height of Objects Around Airports". Your support of this bill is necessary to protect the airspace for instrument approaches to our public use airports.

Spring is here and the Fly-in breakfast season is fast approaching so, let's see you at one of them and we'll enjoy watching the airplanes and listening to those great aviation stories.

The Open Canopy of Quotes

-You define a good flight by negatives: you didn't get hijacked, you didn't crash, you didn't throw up, you weren't late, you weren't nauseated by the food. So you're grateful. -Anonymous

-Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both. -Anonymous

-Both optimists and pessimists contribute to society. The optimist invents the airplane; the pessimist, the parachute. -Anonymous

FaceBook

By Scott Stuart

I was going to title this little ditty Damage Control. I got the idea for that from Dan Hinnah, the new owner of Silverhawk here in LNK. He saw that I was about to depart for my annual checkride and referred to it as damage control. Well put, Mr. Hinnah. There just is no substitute for training, training, training. You, my loyal reader, know that I subject myself to scrutiny annually, with death by plane not being a viable option!

Scott Stuart

I learned a lot this flight check, again and after the fact, Ilearned a lot this flight check (again!), and after the fact, I also learned another thing or two about my Garmin's, from James Hilliard at LNK's Performance Flight Training. Sometimes it is good to be a know-it-all, and he sure is! Thank you, again, James! I was also reminded during this ride that to amass over 6000 hours over 46 years a person likely has had some luck along the way. My main source of luck has been and still is, Ron Epp. Firm, yet fair, he has molded me in his image. Lucky me, period. Still, the bluebird of paradise might go south one day, so remember this, please: crash straight ahead and under control. Your odds of walking away will go up three fold, at least according to the Nall report. Stall/spin? Nice knowing you...

Ok, back to the opening tease, FaceBook. What has that got to do with it? Zip as far as I am concerned; you will not find me there. Maybe I should admit my absence and to admit I am a dinosaur in a technology age. Me, I prefer real human-to-human contact. In the "olde" days pilots used to meet at the local airport and commit what we called hangar talk. Another way to put it: plenty of BTing, (bull-talking, this is a family column after all!) During such talks any and everything aviation was on the table. It was a true live-and-learn time. Today I see less of that, and more of FaceBook molding our lives. It is my opinion that both have their place and time. My suggestion is that you and your other airport cronies make a special place and time to talk, in person. Every week, or at the minimum once per month. You will be surprised how much you can learn, and, it is free!

Do this and your training will be more meaningful, you will become luckier in an emergency, and that lucky you will likely be around to read my next article! "Face" it, folks, there just is no substitute for human contact/communication.

Dan, Ron, James, are all humans who made the learning/training experience better for me, and add to the book of faces that help make the avation fraternity what it is and can be for you, as well. Hmmm, makes me look forward to dinner talk with the Mrs. tonight, and every night, more than ever.

Thanks for reading. Gear down and locked?

Nebraska State Fly-in

By Tom Gribble

The Nebraska State Fly-In, sponsored by Chapter 608 of the Experimental Aircraft Association, is scheduled for June 4, 2011 at Scottsbluff. The festivities begin at 7:00 a.m. Mountain Time. That is 8:00 a.m. Central Time. We'll shut down at 2:00 p.m. Mountain/3:00 p.m. Central.

Tom Gribble

That time difference will be of help to those in eastern Nebraska, giving them an hour head start. Scottsbluff is 242NM/278SM from Grand Island's Central Nebraska Regional Airport. Or, 344NM/396SM from Omaha's Eppley Airfield. Or, 137NM/158SM from North Platte Regional Airport.

Hey, it's not all that far. I fly my low and slow Aeronca (90 MPH) to the Minden Fly-In each year. That's 260SM/226NM. And, I'm going against the time zones. I'm already an hour late before I start and my Champ has a built-in headwind. Those in the Central Time Zone have the advantage.

Scottsbluff's Runway 30 is the Calm Wind Runway. The parking ramp is located at the southeast end of the airport, southeast of the Terminal Building. There will be parking directors in the area. Look for orange vests. And, watch for Young Eagle flights.

Both breakfast and lunch will be available on the field, ready to feed folks who have traveled a long distance. Early morning arrivals will be able to see the old cars participating in this year's Sugar Valley Rally. The road race will begin on the airport at 8:00 a.m. Mountain Time/9:00 a.m. Central Time. With anywhere from 70 to 100 Oldies participating, it takes an hour or more to get them all out the gate.

Always popular Harry Barr and his P-51 Mustang will be there, and the local Radio Control club will put on amazing aerobatic demonstrations. Diane Bartels, author of Sharpie, will also be there. Her book is the life story of Nebraskan Evelyn Sharp, who was killed in a P-38. It's a good read. You shouldn't miss it.

Another World War Two figure, Rosie the Riveter (aka Chapter 608 member Sherry Fisher), will be entertaining the troops. Military aircraft on display will include a Nebraska Air National Guard KC-135 tanker from Lincoln, a Wyoming Air National Guard C-130 turboprop transport from Cheyenne, a UH-1H Huey helicopter from F. E. Warren Air Force Base, and a Colorado F-16 fighter from Buckley Air National Guard Base.

Local ag-planes, recently converted from large, loud, round radial engines to quiet turboprops, will also be on display. An Airlink ambulance helicopter will be here, subject to emergency calls.

Bring your young adult kids who are at loose ends, not knowing in which direction to go now that they are out of High School. Recruiters from the Army, Navy, Air Force, and Marine Corps

Continued on Page 7, Left Column

Change Notice

By Lee Svoboda

I have returned to the GOOD LIFE, arriving on the first of March. The trip home in good old N62LP was uneventful and fairly fast with a tail wind averaging 30 knots. Since my return, I have not administered any practical tests, so that has given me time to really examine Change 1, to Order 8900-2, the General Aviation Airman Designee Handbook.

Lee Svoboda

In Change 1, emphasis is placed on what I have mentioned before, and that is SCENARIO-based versus EVENT-based training and testing. It requires the examiner to develop a scenario that allows the evaluation of most of the Areas of Operations and Tasks required in the Practical Test Standard (PTS) with minimum disruptions. However, Change 1 does recognize that certain events like stalls, steep turns, and performance maneuvers are difficult to fit into a scenario. Consequently, these maneuvers will be tested outside of the scenario framework. Additionally, Change 1 places emphasis on evaluating Single Pilot Resource Management (SRM) skills. This includes evaluating judgment and aeronautical decision-making skills.

For the purposes of testing and evaluating SRM skills, a scenario is a flight that the applicant can and may do with the certificate or rating he/she is seeking. It could be as simple as the applicant and a friend flying to Valentine, NE, to hunt turkeys. In this scenario it includes the planning, the flight, and the post-flight phases appropriate for the certificate or rating being sought. During the flight, the examiner may initiate trigger events; for example, approaching bad weather or aircraft mechanical problems, which will require the applicant to make SRM decisions. These decisions will be evaluated based on whether or not the applicant achieved an appropriate safe outcome and that outcome was never in doubt. Whether or not the aircraft should land, where should it land, and how quickly the aircraft should land, are often matters of judgment. And guess what, judgment assessment matrices are being incorporated into each PTS to assist the examiner in evaluating the applicant's SRM skills as objectively as possible. The Judgment Assessment Matrix is to be used by the examiner as a checklist in determining if an applicant's possible courses of action are "acceptable" or "unacceptable." An "acceptable course of action" is defined as the action of the applicant is satisfactory and best given the dynamics of the flight. An "unacceptable course of action" being defined as the action that the applicant made is unacceptable given the dynamics of the flight environment.

I know you are wondering, why the FAA is changing things? We have been teaching people to fly for years using the event based training, and for the most part we have been turning out pretty

Continued on Page 7, Lower Left Column

Continued From Front Page, Annual Convention

A lunch break was taken after those two topics and Rod Machado (famous writer, flight instructor and speaker) entertained all of us with his quick wit and hilarious stories about aviation.

That afternoon it was back to hear more from Lief, Craig and Scott concerning Spray Drift Reduction and Hangar Ag Flying. What I want to focus on is the Hangar Ag Flying and the fact that low level flying (about eight feet off the ground while spraying) is inherently dangerous. During 2010, there were 81 Ag related accidents which resulted in six fatalities, two of them in Nebraska. Of those 81 accidents, 23 were collisions, 24 lost power, six occured during take off, seven during landing, and four from fuel exhaustion. Of the 23 collisions, ten involved hitting wires; nine hitting the terrain; one a pole, one, a sign; and two were with trees.

When discussing the ten aircraft hitting wires, Dr. Larry Schulze gave an excellent presentation that afternoon concerning Meteorological towers (MET) and the hazards they pose for aerial applicators, medical flights, pipeline patrol, police helicopters, and other low-flying aircraft. MET towers are built just under the height the FAA requires towers to be marked (200 feet); therefore, they are unmarked and unlit with a large footprint of guywires. MET towers can be built almost overnight, and are usually in agricultural areas, to study wind prior to the construction of wind turbine farms. Since these towers are gray in color without any markings, they are almost impossible for a low flying aircraft to see. On January 4, 2011, an aerial applicator was killed in California when his aircraft collided with an unmarked MET tower. The FAA is beginning to recognize MET towers as hazards to air navigation and are considering revising their Advisory Circular on the marking of towers to include those below 200' in height. Let's hope they do so prior to this coming spring and the beginning of the aerial application season.

Dr. Larry Schulze

The last day of the convention started with Dr. Larry Schulze and his presentation titled "Don't Get Tree'd While in The Air," on herbicide labeling of a product called "Rage D Tech." Larry ties his presentation with something humorous, and this was done with pictures of unusual trees and how they helped explain labeling.

Alan Corr, Certified Operation SAFE Analyst, explained how to optimize the spray patterns from applicator aircraft, including reducing drift. He has been doing this for several years in conjunction with BASF as a service to the industry.

Verle Engel and Bruce Belgum

The FAA Safety Program Manager from the Lincoln FSDO, Bruce Belgum, gave an informative talk about safety in ag aviation and how to prevent accidents. His main points were know your aircraft, performance factors, fatigue issues, know your field, obstacles such as towers and guy wires, and look out for other aircraft. Bruce was supported by FAAST team member Verle Engel from the Wichita FSDO.

The luncheon speaker was Rick Richter of Maxwell, CA, who was selected to be President of the National Agricultural Aviation Association (NAAA) for 2011. Rick commented on several issues, including new fees the EPA is trying to impose on aerial applicators due to the Clean Water Act. Comments to the Federal Register are due not later than March 10 on these new permit fees. Rick also mentioned the problem with MET towers, a wind tower education program, a pesticide application study guide done by NAAA, and the Professional Aerial Applicators' Support System (sponsored by NAAA).

Rick Richter

Dave Roth and Larry Ebert

After Rick's presentation, the NATA Airman of the Year Award was presented by last year's award winner, Dave Roth, to Larry Ebert. A large number of Larry's family were in attendance for the presentation, and was he ever surprised.

Rhiannon Peak

Next on the agenda was Rhiannon Peak who was the 2010 NATA Scholarship Winner and she read her winning essay to the group, which told of the huge benefit aerial applicators provide to our agricultural production.

Back to the PAASS program after lunch, with several presentations including Tamra Jackson, presenting "Diseases of Corn in NE" and their management; George Teixeira, NE Forest Service Fire Resource Manager; David Boxler presenting "Grasshopper and Insect Control;" and last, Tim Creger, presenting a Regulatory Update of State and Federal pesticide laws and enforcement.

The wives who attended also had several programs to attend, which included how to strengthen client and customer relationships, a wine and cheese tasting, CPR and First Aid, and lastly, a little time to do some shopping in the local area.

All in all this was another well-attended and managed event with outstanding presenters who really knew their business.

Future Pilots?

By Arlin Pops

During my travel to various airports I have noticed the flight school offices have be come ghost towns. It might have something to do with the economy. But on the other hand it could have something to do with main stream media unlocking the "monkey in the closet," regarding the way pilots are treated at the airlines (along with some corporate companies).

After some research I found 75 percent of student pilots are not following through with their training. This could be a sign of what is to come with our fastest and safest way of travel in the United States.

About four years ago a regulation was passed that upped the mandatory retirement age from 60 to 65. That regulation will lose its effectiveness in the next year. If things keep going the way they are going; there will be a major pilot shortage in our future. With that said, our airlines will be seeing mass retirements and will not be able to find qualified pilots to replace them.

Foreign airlines have developed training programs for up-and-coming pilots. For example, Singapore Airlines has developed a program that provides students with all of their licenses and ratings, then puts them into the right seat of their aircraft. One thing that could be considered a drawback or a plus is that new pilots are required to give the airline six to seven years of service after their training. What this program has provided is a stable inflow of qualified pilots for their aircraft, along with training pilots the way they want them to be trained. As opposed to all airlines in the United States.

Our Airlines make us go out and pay for our own training and become qualified before we can ever set foot in the cockpit of an airliner. What this does is make the pilot expendable. The airline does not have anything invested in the pilots; therefore, United States airline pilots do not get job security or a good quality of living. By making pilots go out and pay for their own training (which is expensive) and then getting a job that does not pay the expense of becoming qualified to sit in the right seat of an airliner, makes for a career that is not desirable.

This is a major problem we will be faced with in the near future, with possible regulations that may require pilots to acquire an ATP before sitting in the right seat of an airliner and pilot fatigue issues being implemented. Airlines will have to adopt a plan to make becoming an airline pilot more desirable and secure. Right now, qualified pilots seem to be a dying breed.

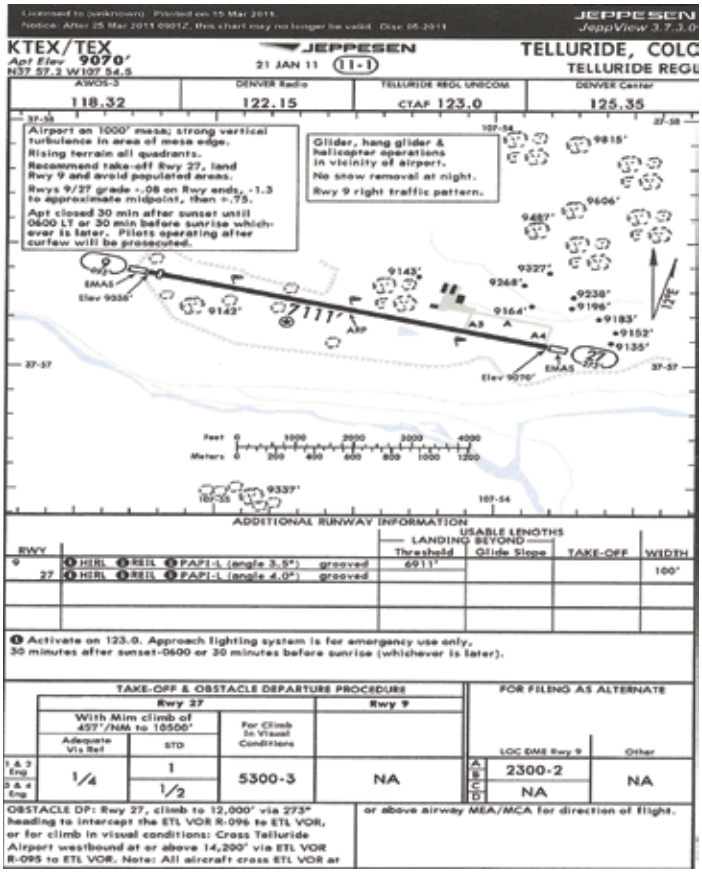
Since the beginning of time people have dreamt of flying with the birds. Now that we have the technology to do it, we should be able to have fun with it.

Question Corner

Last issue the question was asked if we could shoot the NDB approach to runway 33 at Albion, using only the GPS. While the GPS has the approach in the database, it would not be legal to use only the GPS. The primary means of navigation has to be, in this case, an ADF.

THE SITUATION: You are planning a summer vacation to Telluride, CO. You plan to fly your personal aircraft. You have never flown into this particular airport, yet you feel confident you can do it safely with your family. The departure day finally arrives and the METAR reads: KTEX 151330Z AUTO 17015G18KT 10SM CLR 11/M08 A3048 RMK AO2 and the forecast reads the weather will be consistent throughout the day. What other preflight preparations would you consider before departing for a high altitude mountain airport? Questions, comments and concerns? E-mail: Zach.Miller@Nebraska.gov.

Aerial view of Telluride looking east



UNO Aviation Institute--Durham Distinguished Guest Lecture Series

By Jess Banks

During the evening of February 16th at the UNO campus,George Whitesides, President and CEO of Virgin Galactic, was introduced by Dr. Scott Tarry, head of the UNO Aviation Institute. George went on to explain how Virgin Galactic is transforming the United States entry into space and the future of space travel. For those of you who may be unaware of the recent advances in space travel, please read on!

George Whitesides and Dr. Scott Tarry

Virgin Galactic, a company within Sir Richard Branson's Virgin group, along with another company called Scaled Composites, headed by famed aircraft builder Burt Rutan, have built a mother ship and spacecraft which will take willing passengers on a six minute shot into outer space. Did I mention they will be paying $200,000 a seat for the privilege?

George went on to show some stunning pictures of the mother ship (White Knight II) which is an unconventional appearing four engine jet that will carry the spaceship (Space Ship II) to an altitude of about 50,000 feet. At that point, Space Ship II will be released with its two pilots and six passengers for a rocket ride to outer space--about 110 kilometers (370,000 feet) which is 10 KM more than space's defined boundary. Weightlessness will be experienced for about six minutes with a total flight time from liftoff to landing of about two and one half hours.

Training of the civilian astronauts will take place at Space Port America which is being built near Truth or Consequences, New Mexico. Included in the training will be "G" force preparation for the flight, in which passengers will experience 4.5 to 6.5 times the force of gravity. If you are interested in a space flight, you need to get your reservation now as over 400 people have already signed up!

The Charles W. Durham Distinguished Guest Lecture Series was established by the University of Nebraska at Omaha to honor the late Charles W. Durham for his inspiration and financial support as co-founder of the Aviation Institute. The Aviation Institute holds the Durham Lecture each year and presents the guest lecturer with the William F. Shea Award for Distinguished Contributions to Aviation. The award is given in honor of the Aviation Institute's founding director, William F. Shea and was presented to George Whitesides by Mr. Shea who presently lives in California.

William F. Shea

This was a well attended event and certainly a real pleasure to hear about the future and to meet Bill Shea.

Lessons Learned

I recently had the opportunity to attend an AOPA seminar about close calls and lessons learned. Five different pilots shared their stories about what had happened to them. The first story was a newly certified Private Pilot who was planning on flying to Sun "N" Fun in Lakeland, Florida, in his new Grumman Yankee. The weather that morning was IFR, so he waited until the weather cleared. Once he departed he found himself VFR-on-top. He ended up flying past his planned fuel stop trying to find a hole in the undercast layer; he soon found himself in the clouds and in a death spiral. When he broke out of the clouds he was only 1000 feet above the ground, in a 45-degree banking dive. He was lucky enough to regain control of the aircraft and head back to his planned fuel stop. While scud-running underneath the clouds he realized how far he had overflown his fuel stop. After landing he noted that there was only fifteen minutes of fuel left on board the aircraft.

The story that really stuck out in my mind was the last one. This pilot was taking his dad on a joy ride out of Jeffco, CO. Before taking off in a rented Cessna 172, he noted there was thunderstorm activity in the area. The two flew around the area for about an hour, and when it came time to return to the airport the winds were becoming gusty and unpredictable. They entered the pattern to land on a west runway, and once on final the pilot noticed they were unable to descend. He told the tower that he was going to go around to try again. Right after he took his finger off of the microphone switch a strong downdraft pushed them down to the point where they actually touched down on the end of the runway. He made the decision to try and go around and try again. They ended up flying through power lines and landed on a road next to the airport. They had encountered a microburst from the oncoming storm, which the aircraft was unable to fly out of.

It is easy for us to sit in our chair and say I would never put ourselves in these type of situations, but it seems to happen more often than we care to see. Sitting down and listening to the mistakes others have made helps us learn what can happen, along with giving us experience without having to duplicate what others have gone through. Having the opportunity to hear situations others have gotten themselves into and being given the chance to analyze every decision they made, it gives us the knowledge to stop these types of things from happening to us. Maybe the next time we find ourselves in a tight spot we will be able to make the right decisions.

Cindy Carter

Thanks to all who made the seminar possible, and a special thanks to Cindy Carter, who came to Omaha to present for AOPA.

2011-2012 Nebraska Airport Directory Coupon

The 2011-2012 Nebraska Airport Directory is now available to Nebraska residents. You may pick up a free copy at many of our public use airports across the state. If that is not convenient, we will mail you a free copy. Just clip this coupon and send to:

NE Department of Aeronautics
P.O. Box 82088
Lincoln, NE 68501

A copy will be mailed to the address appearing on the reverse side of this coupon.

If you have not done so, please provide your E-mail address to receive "PIREPS" on your home computer.

E-Mail Address: _____

If you are not the person on the reverse side, place your name and address below:

Name: _____
Address: _____
City: _____ State: _____ Zip Code: _____

Continued From Page 3, "State Fly-in"

will be on hand. Let the military feed and clothe them! The official name is Western Nebraska Regional Airport/William B. Heilig Field, with BFF the identifier. The 3,967 foot elevation airport is five miles west-southwest of the BFF VOR (112.6; 244 radial; 5.2 DME). Airport Coordinates are N41-52.44, W103-35.74.

Chapter 608 membership covers the Panhandle: Alliance, Bayard, Gering, Gurley, Kimball, Minatare, Mitchell, Morrill, Potter, Scottsbluff, and Sidney are represented, as is Lagrange, Wyoming. All of us welcome YOU to our 2011 Nebraska State Fly-In!

Continued From Page 3, "Change Notice"

good stick-and-rudder pilots. However, the general aviation safety record is not getting any better and we continue to have accidents for the same reasons. The FAA believes that if, in addition to the stick and rudder skills that we teach, we add teaching the mental skills of SRM in the areas of Task Management (TM), Risk Management (RM), Automation Management (AM), Aeronautical Decision Making (ADM), Controlled Flight Into Terrain awareness (CFIT), and Situational awareness (SA), the safety record can be improved. It is believed that scenario-based training is the best way to turn out pilots with better SRM skills.

Right now both instructors and examiners are scratching their heads wondering how we are going to get our hands around this requirement. It will be a process, taking some time. However, if in fact it works as advertised, we will be turning out safer pilots, which will improve GA's safety record.

Remember, "Safety is reducing the risk to an acceptable level and then pressing on".

Nebraska's own Master CFI

By JoAnn Hill


James Hilliard

Master Instructors LLC takes great pride in announcing a significant aviation accomplishment on the part of Jameson R Hilliard, the manager of Performance Flight Training and a resident of Lincoln, Nebraska. Recently, James' accreditation as a Master CFI (Certificated Flight Instructor) was renewed by Master Instructors LLC, the international accrediting authority for the Master Instructor designation as well as the FAA-approved Master Instructor Program. He first earned this national professional accreditation in 2008 and has held it continuously since then.

To help put these achievements in their proper perspective, there are approximately 93,000 CFIs in the United States. Fewer than 700 of those aviation educators have achieved that distinction thus far. The last 15 national Flight Instructors of the Year were Master CFIs, while James is one of only four Nebraska teachers of flight to earn this prestigious "Master" title.

In the words of former FAA Administrator Marion Blakey, "The Master Instructor accreditation singles out the best that the right seat has to offer."

Continued on Page 8, upper Right Column

PIREPS
Department of Aeronautics
PO Box 82088
Lincoln, NE 68501

Address Service Requested

Member National Association of State Aviation Officials

PSRT STD
US POSTAGE
PAID
PERMIT 293
LINCOLN, NE

Events Calendar

- York Airport (JYR), EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 0800-1000.

- Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0800-1000.

-***To report any tower with lights burned out contact***- www.https://oeaaa.faa.gov. Go to light outage reporting- under "Information Resources." Or call 1-877-487-6867.

-April 9- Kansas City (MKC). ACE Pilot Symposium Free admission, registration 0700-0800. FAA wings credit avaiable.

-April 14-17- Strategic Air and Space Museum. 69th annual reunion for the Doolittle Raiders. Three B-25's will be in LNK to give rides, for $425! Actor Gary Sinsie will be there.

-May 6- Beatrice Flying Conestogas annual banquet. This year's featured speaker is Jerry Penry, a WWII expert. For more information contact Diana Smith: 402-223-5349

-May 14- Front Range Airport (KFTG) 1st Annual Rocky Mountain Light Sport Aircraft Expo & Fly-in 8am-4pm, exhibitors, vendors and BBQ!Pancake breakfast 8-9 am. For more info: www.rmlsaexpo.com

-May 22- Mid American Aviation and Transportation Museum at Sioux City, IA 1st Fly-In Breakfast. Includes "Shine and Drive' Car show. All fly-in's eat free. Ground will provide taxi instructions to museum show line. 7 AM – Noon. All Fly-Ins eat free. Email: ralter@cableone.net Website: www.midamericaairmuseum.org

-June 4 Scottsbluff Airport- Annual State Fly-in. 0700-1300. Bring your family and friends, they won't want to miss out on the fun. For more information contact: Rosie the Riveter 308-635-7203

-June 4 - 8AM TO 4PM At: Great Plains Wing of the Commemorative Air Force Council Bluffs Municipal Airport KCBF Unicom 122.8 16301 McCandless Road; Council Bluffs, IA SPRING OPEN HOUSE and FLY-IN/DRIVE-IN BREAKFAST(All you can eat pancakes by 'The Pancake Man' 8am to 11am) Breakfast FREE to Pilots-in-Command Aircraft on Display; Mustang P-51s; Mohawk OV-1; Alfa Jet; Stinson L-5; Aeronca L-3 and many others. For more info: Call Dale Standley 712-366-6631 or email dales51503@cox.net

-June 5- Central City airport 0800-1200 Fly-in breakfast. Come out and join the fun!

-June 19- Creighton (6K3). Annual Father's Day fly-in. 0700-1100. Free for fly-ins. For more information contact: Harvey 402-358-5541

-June 24-25- AUH Fly-in breakfast. Don't miss the Roarin' Fly-in! At noon there will be a fly over and all kinds of town festivities. For more information call Jerry Brown: 402-694-3633. Jerry has been working on getting a secret guest for the Fly-in.

-June 25-26- Midwest Aerobatic Championship. Seward, NE

-June 26- Pender, NE Fly-In Breakfast from 0800-1200. For more information contact Paul Peters 402.380.9882 ppeters@skyww.net

-July 10- Elgin (Koinzan Airfield 33nm west of OFK) 20th annual Fly-In Breakfast with all you can eat pancakes, sausage, juice, coffee and good company. 7AM Till noon. Free to Fly-ins. Monitor 122.9. For more info call Lynn at 402-843-5800

-July 25-31- Oshkosh, WI. Airventure

-August 7- Red Cloud, NE Airport (7V7) Fly –in/Drive-in Breakfast Sunday 7:00am to 10:00am. All you can eat pancakes Free to Pilots in command (Free will donations) sponsored by Red Cloud Airport Authority & Red Cloud Lions Club.

-All of the above are great opportunities to meet people and do some "hangar flying." Everyone is welcome!

Continued From Page 7, "Master CFI"

The Master Instructor designation is a national accreditation recognized by the FAA. Candidates must demonstrate an ongoing commitment to excellence, professional growth, and service to the aviation community, and must pass a rigorous evaluation by a peer Board of Review. The process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Designees are recognized as outstanding aviation educators for not only their excellence in teaching, but for their engagement in the continuous process of learning -- both their own, and their students'. The designation must be renewed biennially and significantly surpasses the FAA requirements for renewal of the candidate's flight instructor certificate.