

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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65th Annual NATA Convention

By Ronnie Mitchell

Perhaps you've never been in the Younes Conference Center at Kearney but I will tell you it is a superb central Nebraska location which will simultaneously accommodate several conferences. An added convenience allows one to go from the hotel to the conference center through an enclosed heated walkway. Convenient if the outside temperature is 20°F and the wind blowing from the NW at 15-25 mph, like it was February 18-20. Thirty-nine exhibitors were present, selling their products and educating nearly 100 aerial applicators who were there for recertification of their pesticide license, which is good for three years.

Did you know an aerial applicator's pesticide license from the NE Department of Agriculture covers a variety of chemicals ranging from herbicides, fungicides, and insecticides? The word pesticide is an umbrella term for over 1300 active ingredients with approximately 18,000 labels, for control of a wide variety of things which cause a decrease in the amount of agricultural production a farmer can get from his fields. Aerial applicators spray crops about eight feet above a plant canopy. Not only do they apply seed and fertilizer with their aircraft, but they participate in fighting fires, as was evidenced last summer during our severe drought.

So why should a farmer use aerial application at an average rate of \$8.11/acre? (According to the 2012 Farm Custom Rates for NE) with a range between \$6-\$15/acre (cost of pesticide is in addition to the \$8.11/acre). If a farmer usually produces 200 bushels of corn per irrigated acre, but then uses aerial application of pesticides the next year and gets 220 bushels of corn per acre, that's an increase of 20 bushels per acre. Profit is the bottom line; however, aerial application doesn't compact the soil, damage crops, and can be done whether the field is wet or dry.

The three-day recertification event first promoted flying safety with the Professional Aerial Applicators' Support System (PAASS), and was presented by Randy Hale and Craig Bair. This was the 15th year for the program. In Nebraska during 2012, there were three accidents and no fatalities, a remarkable achievement considering most of the flying is less than 20' above the ground, long hours each day, and without an autopilot; it's all hand flying. There were four modules in the presentation consisting of Agricultural Aviation's Airfield Watch, Human Factors in Agricultural Aviation--"Stall Spin Avoidance and other Wisdom," Spray Drift Reduction--"Drift--High Speeds and the Insurance Perspective," and Hangar AG, Flying--"Topics of Interest to AG Operators."



L to R: Randy Hale and Craig Bair

Airfield Watch has been a topic of interest among all pilots for several years, and basically, if you see anything unusual, (anyone trying to access an aircraft through force, anyone who misuses aviation lingo, out-of-the-ordinary videotaping of aircraft, hangars or chemical storage buildings) you need to let the authorities know. There are several numbers you can call beginning with 911 for your

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Icing is Still There!

By Ronnie Mitchell

No, I'm not talking about icing on a cake but icing on your aircraft. Yes, I know spring is officially here but we're still getting snow and temperatures below freezing at the surface. So what will it be like at 8,000' if there is a bit of moisture in the air? Make certain you have the pitot heat and perhaps the other de-icing equipment on and life will be good.

We're halfway through the 90-day legislative session and over 640 bills have been introduced by our 49 State Senators and some will not make it out of committee. Senator Krist has placed LB140 on his priority list, which means it will be debated on the legislative floor and voted on prior to the session ending. You may wish to follow this one, as it will modify the Airport Zoning Act and protect instrument approach zones for our system of airports.

Our new PIREPS editor, Rob Markise, has been busy attending aviation events to produce articles for this publication and he is doing a great job and meeting a lot of aviation people. If you have an event you would like to see in the Calendar of Events be sure you let him know by email or phone and he will get them in so our over 3,500 subscribers can see them.

We need to get the word out that aviation is important to our state as an economic generator so when you visit with folks give them some good news about aviation.

Icing is good on cake and I do like it, but not on my airplane. Fly safe and I hope to see some of you at our airports and aviation events.

Commissioner Ken Risk

By Ronnie Mitchell

Ken Risk was appointed to the Department of Aeronautics Commission March of 1999, by Governor Ben Nelson and served with distinction until his unexpected passing on February 27, 2013.

He was an avid aviation enthusiast with over 8,000 hours of flying time and unselfishly donated many hours to a variety of organizations including the Tom and Nancy Osborne Teammates Mentoring Program. Ken was an extraordinary entrepreneur starting the Platte Valley Sales and Service, Inc. in Hastings in 1981 and then taking charge of George Risk Industries in Kimball in 1989. Ken ran both businesses until 1996 when he sold Platte Valley Sales and Service and focused on the business started by his father, George Risk. Under Ken's leadership,



Ronnie Mitchell
Director, NE Dept of
Aeronautics



Ken Risk

Continued on bottom of next column

Kid Stuff

By Scott Stuart

Currently it is cold in Lincoln and we just received 3 to 4 inches of fresh snow. It is not too bad and we desperately need the moisture. Cold and snow make me want to escape to a warmer climate. Today, the forecast for Lincoln is for the temperature to be in the 40's.

I admit that I can be obsessive/compulsive as a pilot. I strive for perfection. I was planning a flight with something less than a perfect plane. My engine gauge indicator was out of calibration due to a faulty indicator. I had a backup unit but didn't have any past experience of its accuracy. I developed second thoughts prior to the flight. Perhaps I should wait until the instrument is returned to me from its overhaul. Some wonder why skydivers would jump out of a perfectly good airplane. A parallel thought is wondering why someone would takeoff in an airplane that was less than perfect. It is very different if your equipment fails enroute. Spring is coming upon us and the "itch to fly" is blooming. Due to the winter and weather, we may have accumulated some rust not only with our abilities but also our airplane. It is a good idea to have our machine operating at 100%.

I have been known to be an "airport rat." Last weekend, I had the pleasure to meet a dad with his 12-year-old son. They were getting ready to go fly and the young man was excited. The boy was bright eyed, well-groomed, mentally sharp and pleasant; all attributes that we strive our children/grandchildren to be. He was a new pilot in the making. We need more aviation inspired people. I am not getting any younger, and right now there are more pilots of my generation than theirs. I am constantly looking for young adults, who might enjoy a plane ride. Spring is right around the corner. It is time to sow once again. We reap what we sow, and general aviation has been a great ride for us; passing it along might just be the key.

Safety of flight is paramount. My engine gauge indicator issue was something "caught" on the pre-flight and nearly ignored. It always pays to do the right thing. Besides, what sort of message might we be sending to the next generation?

Gear down and locked?

"Commissioner Ken Risk" cont'd from Left Column

George Risk Industries has flourished with over 150 employees in both Kimball and Gering, NE. Ken was Chairman of the Kimball County Aeronautics Board from 2000 to present and in 2012 accompanied Governor Dave Heineman on a trade mission to China.

Ken leaves many friends and survivors including his wife Bonnie, two daughters (Stephanie and Allison) and son Schuyler, sister Delores Spradlin, two grandchildren and many nieces and nephews.



Scott Stuart



Flying in Alaska

by Tom Gribble

My wife Pat, our daughter Penny, our dog Pooch and I arrived in Anchorage on November 30, 1978 at 3:00pm. It was dark, cold, and snowing. Penny snarled, Pat cried, and I grinned. Pooch was happy to be out of the Boeing's baggage compartment. Alaska, "The Great Land!" An airplane paradise with airplanes everywhere! Many teens learned to fly before they learned to drive. For most, it's skis or wheel/skis in the winter. During the summer months, many are on floats or tundra tires. Very few had the conventional landing gear.



Tom Gribble

While in Minnesota, I acquired my single-engine-sea plane rating in a PA18-90 in 9.5 hours. I had the privilege to fly a Cessna 120 on skis

in Hibbing, MN. Unfortunately, I never had the opportunity to fly an aircraft with floats or skis in Alaska. Renting was nearly impossible, except for those getting dual instruction. Buying such a machine meant paying for a very expensive place to park. A pity. We soon found a delightful home across the street from Campbell Lake, a private seaplane base for residents owning property on the lakeshore. "Across the street" prices were going for \$139,000 and "on the lakeshore" prices were \$359,000. These figures are 1978 dollars!!

My first flight in Alaska came on December 14, 1978. The scheduled copilot called in sick. Without so much as a checkout (I had only 9.5 hours DC-3 time in the last ten years), and with absolutely no knowledge of what was going on, I was the copilot on an ILS Localizer flight check in Kodiak, AK. I spent the rest of December getting qualified in FAA Flight Check DC-3 aircraft. The training included 9.2 hours of refresher training/navaid flight checking and a 2.3 hour check ride. I was declared fit to fly as an ignorant flight check copilot on December 28, 1978. Like the airlines, pilot and copilot alternated turns flying. We usually swapped seats while airline pilots stay in their proper places. Seniority, you know.

At that time, the Anchorage office had two DC-3's, a Sabreliner model 40, Convair 580, and a Fairchild C-123J. The DC-3's and Sabre were used as flight check aircraft only. The Convair was a combination cargo/flight check aircraft. The Fairchild, the only civilian C-123 flying at the time, was used for cargo. Older readers will remember the C-123 as the airplane that spread Agent Orange during the Vietnam War. That version, C-123K, had under wing jet engines of about 3,000 pounds of thrust to assist the pair of piston engines. There were only twelve C-123J models produced, and they were unique. They had wingtip J85 jet engines of slightly less than 1,000 pounds of thrust to supplement the pair of 2500

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Back in Nebraska

by Lee Svoboda

Well, I am back in Nebraska and I do not know why. This morning it was 16F in Omaha and I checked Gilbert AZ, where I spend the winter, and it was 61F. Even my airplane did not want to return to Nebraska on March 2nd. As I was crossing Kansas and the first ground snow started to appear, the autopilot kept trying to make a 180 degree turn. I finally had to disengage and hand fly the darn thing. But



Lee Svoboda

there are a couple of good things about being back. I did get to use my new snowblower for the first, second, and third time. I also got to administer several practical tests.

Of the practical tests I have administered so far in 2013, you instructors have been doing a good job with the paperwork and endorsements. The only logbook endorsement that I have found lacking a couple of times is the FAR 61.39 endorsement. That is the one where you, as the applicant's instructor, must certify that you gave the student three hours of flight training in preparation for the practical test within the previous two calendar months. The endorsement must also include a certification that you, as the applicant's instructor, covered the areas found deficient on the student's knowledge test. However, if you happen to have a super sharp student who got 100% on the knowledge test, the last part about deficiencies can be left out of the logbook. But I have seen it in the logbook when an applicant got 100% on the knowledge test. I asked the instructor about it and his response was, "I did not want to take any chance that you would be calling and chewing on me, so I put it all in the logbook to cover all bases." I accepted it, and the applicant passed the practical test.

Of the practical tests given in 2013, the majority have been for the instrument rating. All of the aircraft that were used for the tests were Wide Area Augmentation System (WAAS) GPS equipped. That meant the GPS could be used for enroute and terminal navigation plus approaches, including the Localizer Performance with Vertical Guidance (LPV) approach. During the ground portion of the test, I found there was some confusion about database updates, continued airworthiness inspections, and Receiver Autonomous Integrity Monitoring (RAIM) failures. If the GPS unit is to be used for approaches, it must be updated every 28 days. Additionally, like the VOR check, it must be documented someplace. It could be recorded where the VOR checks are recorded. Now, the question was, if it is between 29 days and 56 days since the GPS database was last updated, can it be used for navigation? The answer is YES, it can be used for enroute and terminal area navigation, but not for approaches. After 56 days since the last update of the database, it can be used for

Continued on Page 5, Middle Right Column



Collegiate Aerobatic Pilots

by David Moll

In a prior issue of PIREPS you may remember I've mentioned the International Aerobatic Club's (IAC) Collegiate series. This series essentially takes the upset training course many colleges are now offering and expands it to include loops, spins and rolls and then forming a team to compete in regional aerobatic contests.



David Moll

Here is an update on how a very successful collegiate program has capitalized on this series. I called the aviation director of Kansas State University (Salina) last year and introduced the series to him over lunch. He liked the idea and set up a small team to "test the waters" and see how it would benefit his program. At the end of last year, he asked me if the Midwest Aerobatic Club would sponsor a contest close to Salina. After a quick search of local airports, we chose McPherson Kansas and are calling it the Great Plains Collegiate Challenge. The contest will be held April 27-28, 2013 so it does not conflict with final exams. It is open to all aerobatic contestants, not just collegiate pilots.

I can talk about the benefits of aerobatics all day long, but what transpired next is a lesson everybody in aviation can learn from. Shortly after coordinating with the McPherson Airport Authority and receiving their approval for the contest, I got an email from the Executive Director of the McPherson Chamber of Commerce. She wanted to know all about the contest and how the Chamber can help promote it. Then a couple of days later, I got another email from a local McPherson pilot, who is a member of the Kansas Pilots Association, also wanting to know how to help promote the contest. This pilot had more plans and ideas on promoting our contest than I could mentally organize from 300 miles away, so I asked her to slow down long enough for Lynn Bowes, the IAC's Collegiate Chair, and me to schedule a planning meeting in McPherson later this month (March).

Mentoring collegiate pilots is more than just stick and rudder skills, but skills they will take into their professional and personal lives for years to come. We not only teach these pilots how to legally, financially and safely organize a contest, but how to represent and promote this sport in the eyes of the public. They are not young daredevils doing stunts, but well-educated, well-disciplined and well-trained pilots representing the very best interests of General Aviation and today's collegiate pilots.

"NATA Convention" cont'd from Front Page

local law enforcement officials. There is the the national response number, which is 866-GA-Secure or 866-427-3287.

The topic that really got my attention was the stall/spin avoidance module. I hadn't given it much thought before, but most aerial applicator aircraft are heavily loaded during their first several passes, making tight turns at low airspeeds, which increases the possibility of getting a stalled wing and therefore dramatically increasing the probability of a stall/spin. Many aerial applicators are going to turbine aircraft, and in order to keep the center of gravity within limits, the nose of the aircraft is lengthened (due to turbines lighter weight) creating a gyroscopic effect and making turning a new game! So do not bank steeper than necessary when heavy, don't do hammerhead stall turns, and avoid abrupt pull ups to prevent an accelerated stall. Get an angle of attack indicator installed in your aircraft to assist in avoiding these pitfalls.

Wind gradient was another topic covered in this module and applies to all pilots flying any type of aircraft. Several things can occur with wind gradient, but interestingly, you can climb and gain airspeed and also descend and lose airspeed! If the wind gradient is significant and/or sudden, the pilot maintains the same pitch attitude during climb, the indicated airspeed will increase. The pilot must adjust the airspeed to deal with the effect of the gradient. When landing or descending to spray a field, wind gradient is also a hazard, particularly when the winds are strong. As the aircraft descends through the wind gradient (wind speed decreases during descent due to ground friction) on final approach to landing or to eight feet above a crop canopy, airspeed decreases while sink rate increases, and there is insufficient time to accelerate prior to ground contact. The pilot must anticipate the wind gradient and use a higher approach speed to compensate for it. Stay ahead of the aircraft and live to fly another season!

The other modules were then covered and we broke for lunch with guest speaker, Brian Stuhl, one of 93 pilots to fly the famous Blackbird, the SR71. Brian had been shot down during the Vietnam conflict and suffered major burns requiring over 20 surgeries during the course of a year. His attitude concerning life changed during his hospital stay when he heard Judy Garland sing "Over the Rainbow" ("Somewhere over the rainbow, skies are blue, And the dreams that you dare to dream, really do come true"). As a result he eventually got back on flying status and later became an SR71 pilot.



Brian Stuhl

His life has since evolved around motivational speaking and photography and, as a result, he has created numerous photo books on the USAF Thunderbirds, the Blue Angels, the SR71 and nature photos. He is an excellent photographer and motivational speaker.

The next day, Wednesday, a major snowstorm was moving



through Kansas and forecast to hit Nebraska later that afternoon, so the recertification session was started earlier. First up was John Garr talking about "Adjuvants--The Rest of the story." Then Alan Corr gave a presentation on setting up an aerial aircraft for optimum spraying patterns. Alan monitored 55 aircraft performing 280 passes over "the string" and other devices to record droplet size and patterns during the 2012 season. Droplet size is measured in microns from very fine, 150 microns, to coarse, 369-451 microns. The width of a human hair is 100 microns while the optimum droplet size is medium, 242-358 micron diameter. Smaller droplet size causes "drift" of the product which might cause damage to crops in another field.

Next up was my favorite, Dr. Larry Schulze, who has presented at the



L to R: Dr. Larry Schulze and Alan Corr

NATA Recertification Conference for 26 years. Dr. Schulze is Professor Emeritus, Pesticide Education, UNL, and presented "In the Heat of the Summer," a topic on pesticide labeling and how to interpret the directions on the label. He always brings a lot of humor into a difficult topic and keeps everyone listening to see what he's up to next!

Other presentations included Rick Boardman's luncheon speech on what the national organization, NAAA, has been doing to foster public education concerning aerial application. The FAA FAAS-Team, in the person of Chris Manthe, presented "On-line Pilot Proficiency Program for a Safer Year," followed by Bob Wright, Professor of Entomology UNL, "Corn Insect Update," and Tim Creger, NE Dept of Agriculture, "Pesticide Regulatory Update." Not to be out done by the men, the ladies of NATA also had some



L to R Front Row: Lea VanBoening, Doris Mitchell, Susan Thomas, Back Row: Sue Roth, LaDonna Simonton, Kenna Ebert, Janet Cavanaugh, and Barb Jungren

fun with their own program. On Tuesday, they had a presentation on new ideas and new looks for jewelry termed "Bling Like a Rock Star." My wife participated in that event by leaving a "few dollars" for a very nice metal belt; she always looks like a rock

star to me! The afternoon event was a cooking presentation with new and old gadgets that should be in every kitchen called "You Do What With That?"

On Wednesday, it was door prizes and a business meeting followed by a presentation on aprons called, "This Ain't Your Grandma's Apron."

Executive Secretary, Judy McDowell, was presented with flowers during the Tuesday evening activities, as this was her 20th year of organizing all the activities of the convention. Judy also produces a very nice newsletter for NATA.



Judy McDowell

All in all this was another great winter aviation event for Nebraska!

"Back in Nebraska," Continued from Page 3

situational awareness. Since all the installed GPSs were WAAS enabled, that meant that each of the units required a 12-month Continued Airworthiness Inspection. The inspection must be recorded in the aircraft logbook. A couple of the recordings were a bit hard to find, but they were there. Then during the oral, we would get into a discussion concerning what should happen 2NMs outside the final approach fix during a GPS approach. Of course, the answer is the unit should display, depending on the brand of the GPS, act, apr, lpv, lnav+v etc. That is where the unit is doing a RAIM check to make sure there will be adequate satellite coverage for the approach. Where some confusion seemed to occur was when I asked the question, "What do you do if the proper annunciation does not occur?" Of course the answer is, cross the FAF, do not descend, fly to the MAP and execute the published missed approach. Remember, WAAS GPS brings great capability, but it also brings more responsibility, and applicants must be aware of those responsibilities.

"Flying in Alaska," Continued from Page 3

horsepower Pratt & Whitney R-2800 radial engines.

The Alaska Air National Guard received ten C-123's from the Strategic Air Command. SAC had based them in eastern Canada. And, no, I don't know why. In addition to ours, the Department of the Interior got one J-model, but did not keep it very long. They gave it to us to use as a source of spare parts. When the FAA Chief Pilot saw the Air Guard's "J" model aircraft, he decided that was exactly what would make the FAA's C-123B a much more useful aircraft. The jets were used only for takeoff and for climb, when the airplane was heavily loaded. The transformation was completed long before I got to Alaska.

September 22, 1983 was my last flight in the C-123 consisting of a route from Anchorage, Galena, Tanana, and a return flight to Anchorage. The C-123 retired at the end of that month, and I had the pleasure to accumulate 361 hours in the aircraft.



Change is on the horizon

by Rob Markise

The FAA has published its NPRM (Notice of Proposed Rulemaking), revising the qualifications for first officers at air carriers. This gives the aviation industry its first look at the details of a regulation that could have far-reaching implications for the flight training industry, student starts, and the future pilot population. The NPRM is a combination of training and experience requirements mandated by Congress in 2010 as a result of the Colgan Flight 3407 crash in Buffalo, N.Y., in 2009.

According to the Federal Register, the proposal would require a second in command (first officer) in part 121 airline operations to hold an airline transport pilot (ATP) certificate and a type rating for the aircraft to be flown. The FAA proposes to allow pilots with an aviation degree or military pilot experience to obtain an ATP certificate with restricted privileges with fewer than 1,500 hours total time requirement as a pilot. The proposal also would require at least 1,000 flight hours in air carrier operations in order to serve as a pilot in command (captain) in part 121 air carrier operations. Finally, the FAA is proposing to modify an ATP certificate with an airplane category multi-engine class rating or type rating to require 50 hours of multi-engine flight experience and completion of a new FAA-approved ATP Certification Training Program for a Multi-engine Class Rating or Type Rating that would include academic training and training in a flight simulation training device. These proposed requirements would ensure that pilots have proper qualifications and experience in difficult operational conditions and in a multi-crew environment prior to serving as a pilot in air carrier operations. Currently, airlines are conforming to these changes and are issuing ATP licenses and type ratings to all of its pilots as they complete their recurrent training.

An additional change is the flight time and duty rules for airlines carrying passengers. The change comes as pilot fatigue is being avoided by allowing pilots to receive more rest between duty periods and the duty periods being shorter. The FAA implemented the final rule in December 2011 to all airlines excluding cargo. The FAA has given a 2-year window to allow airlines to transition, rearrange schedules, and indoctrinate pilots. Airlines are going to have to hire additional pilots to compensate for this change if they choose to operate the same level of airline service. Full implementation is currently set for December 2013.

Chili Feed

by Rob Markise

The weather did not cooperate for the 3rd Annual Commemorative Air Force (CAF) Chili Fly-In at the Council Bluffs Airport on Saturday, March 16. The weather outside consisted of 1,200 ft overcast skies with strong winds out of the North. The temperature had a tough time trying to reach 30 degrees F. But that did not stop 75+ aviation enthusiasts from driving to the event. To call it



a "chili fly/drive-in", does not render it justice. There were several tables of food to include chili, soup, homemade dishes, and desserts. I enjoy eating and being around airplanes, and I got to do both at the same time. The backdrop in the hangar consisted of a Stinson L-5 and a P-51D Mustang. The P-51 had its cowling and covers removed for its annual maintenance inspection. With the cowl removed, a person could get a good look at the V-12 Rolls Royce power plant that makes the P-51 such a unique-sounding aircraft.



Larry "Lumpy" Lumpkin, one of three local pilots to fly the CAF's P-51D "Gunfighter" and CAF's Wing Leader, Jeff Hutcheson, were available to answer questions. The group has plans for more activities in the future, and the CAF museum is open year-round. There may not always be food available but the museum is superb. For more information, visit www.greatplainswing.org or contact Jeff Hutcheson at 402-981-4633.



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Chart Safety Seminar

By Rob Markise

A free pilot safety seminar in Bellevue, brought approximately 200 pilots out of the woodwork on March 27th. The FAA Safety Team and AOPA sponsored the event and it was a success. It gave us all reminders of chart information and symbols of VFR sectionals, IFR low enroutes, and approach plates. Discussions of new changes to these publications and common misinterpretations were part of the highlights. Bruce Belgum from the Aircraft Owners and Pilots Association (AOPA) Air Safety Institute was the speaker for the event. "Whether it is the paper version or if we have switched over to electronic devices, it is imperative that we use current charts," said Belgum. In General Aviation, 80% of all tragic accidents have been attributed to pilot error. Some of these accidents are from reading/interpreting the wrong information from maps and charts.

Bruce stated his NEVER checklist as it applies to flying. You never have to take-off! Never take-off without seeing the fuel. Never fly without using a checklist. Never determine that you have to get there. Never decide that you have to land. This checklist is applicable from student pilots to ATP licensed pilots. We all have spent thousands of dollars to acquire our pilot licenses, ratings and we owe it to ourselves to be on top of our game. These seminars are being done all over the country and count for credit in the WINGS program. For information on future seminars, please visit www.faasafety.gov

New Commissioner

By Rob Markise

We have had a change in the makeup of our five-member Aeronautics Commission for the Department of Aeronautics. Governor Dave Heineman appointed Beatrice Airport Manager, Diana Smith, our new commissioner. Diana started working at the Beatrice Municipal Airport in 1971, developing experience in the day-to-day activities and regulations and was trained in airport management. Through the years, she was promoted from secretary to administrative assistant and in January 2000, she was promoted to Airport Manager. Diana has volunteered her time and held multiple positions on various aviation organizations. She was one of the founding members of the Nebraska Aviation Council and has held every office position, including chairman in 1998. She is active as secretary for the Beatrice Airport Foundation, treasurer of the Flying Conestogas, and member of the Nebraska Association of Airport Officials



Diana Smith

She understands the importance of general aviation and how valuable the airport is to its community. Diana will be a wonderful addition to our five-member commission as she carries out her duties. Diana is married and lives with her family in Beatrice.

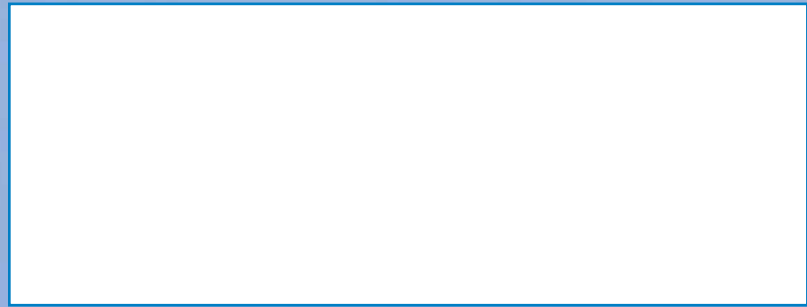
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Events Calendar

- **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.
- **Seward Airport (SWT)**, Midwest Aerobatic Club has regular meeting on 3rd Sat of the month. Starting April 20th at noon.
- **April 6- Safety Seminar (CBF)**, spaghetti Fly-In lunch at 11am. Seminar starts at 1:00pm. Topics: 2013 Safety Stand Down, Philharmonics of Engine/Prop, accident investigation, and live A/C ramp check.
- **April 13-** Aviation Art Contest 2013, Awards Ceremony Lincoln National Guard Base. 1:30pm to 3:00pm. Contact David Morris for more information 402-471-2371
- **April 20-** Cambridge (CSB) Fly-In breakfast. 9am to noon. Free breakfast to all. Contact Donny Sailors for more information 308-340-4638
- **April 27/28-** Great Plains Collegiate Challenge McPherson, KS (MPR)
- **April 29-** Mid State Aviation Education Expo; Cozad (CZD)
Open to high school students grade 10-12. Exhibits, displays, live demos, presentations, motivational speaker, and prizes. For more information contact Allison 308-784-3868 or allison@mid-stateaviation.com
- **June 2-** Central City Fly-in breakfast. More information to follow...
- **June 14/15-** Holdrege(HDE) Fly-in. More information to come...
- **July 14-** Elgin Koinzan Airfield (NE44) 22nd annual Fly-In Breakfast with all you can eat pancakes, sausage, juice, coffee and good company. 7am till noon. Free to Fly-ins. For more info call Lynn at 402-843-5800
- **Aug 17-** Alliance airport (AIA). State fly-in along with the 125th anniversary of Burlington Northern railroad arrival in Alliance. Other activities include Skyview R/C Flying Club with WWII era planes, flight sim, and WWII era jeep.

Why I want to be a pilot

Editor's Note: The following brief composition was written by Tommy Tyler, a fifth grader in Jefferson School, Beaufort, S.C., and first appeared in the "South Carolina Aviation News."

When I grow up, I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days.

Pilots don't need much school, they just have to learn to read numbers so they can read their instruments. I guess they should be able to read road maps, too. So they can find their way if they get lost.

Pilots should be brave so they won't get scared if it's foggy and they can't see. Or if a wing or motor falls off they should stay calm so they'll know what to do.

Pilots have to have good eyes to see through clouds. And they can't be afraid of thunder and lightning, because they are so much closer to them than we are.

The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that plane flying is dangerous. Except pilots don't because they know how easy it is.

I hope I don't get air-sick because I get car-sick and if I get air-sick I couldn't be a pilot, and then I would have to go to work.