

PIREPS

NEBRASKA

Good Life,
Great
Journey

NDOT Division of Aeronautics

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2018 NATA Convention

David Moll

The Nebraska Aviation Trades Association (NATA) held their annual convention February 19-21,



Aerial Applicators attending the 2018 NATA Convention

2018 at the Cornhusker Hotel in downtown Lincoln. If you are not familiar with the activities of the NATA, this is the forum for the aerial applicators to keep everybody up-to-date on current events, new products, new legal challenges and recertification.

Wayne Woldt started the convention with UAS research and education, followed up with attorney Adam Kuenning discussing legal issues currently seen in agricultural aviation.

Tuesday began with Rick Richter and Matt Hovdenes giving a fantastic PAASS recertification program. PAASS stands for Professional Aerial Applicators Support System, whose goals are to reduce the number of aviation accidents and drift incidents associated with the aerial application of fertilizers and crop protection products.

At lunch, John O'Connell gave a presentation on his experiences in Vietnam, and called it "the rest of the story". He had everybody's attention talking about fake news (even back in the 1960's), agent orange and sea salt.

Tuesday also contained the Annual Business meeting where elections were held. Casey Williams is the new President; Brent Vogt is the new Vice President; Tony Schmid is the new Secretary and Chad Hendricks, Treasurer

Wednesday had Dr. Tamra Jackson, a plant pathologist with UNL, giving a detailed presentation on crop disease, such as bacterial leaf streak, first confirmed in Nebraska and now found in 56 counties, as well as in eight other states. She also discussed the uses of fungicides for disease control. Robert Wright, also from UNL, gave the crowd an update on crop insect management, while Stevan

Knezevic discussed usage and effects of Dicamba versus Roundup. Rounding out the team from the University of Nebraska at Lincoln was my favorite: Al Dutcher, as I watch him every Saturday morning on NET's Market Journal. Al discussed temperature inversions and methodologies to assist in identifying when an inversion develops.

Fifty-two exhibitors displayed their products and services for 3 days, giving everybody more than enough time to gather what information they needed.



Jared Storm, the NATA 2018 Airman of the Year



Al Dutcher State Climatologist



Tamra Jackson UNL Plant Pathologist



Ah, Spring is Here!

By Ronnie Mitchell

When did spring arrive in 2018? The exact date the vernal equinox occurred this year was on Tuesday, March 20, according to the Farmer's Almanac. The first day of spring is the only time of year when the sun rises in the east and sets in the west for everyone across the world. It's also the only moment each year that the Earth's tilt is zero in relation to our sun.

There are other things that take place this time of year, more specifically planning for the Nebraska Fly in breakfast season. Begin planning as to how you'll get your aircraft ready for this fun time of year.

As I write this, Congress is about to get funding authorization passed for the FAA for the remainder of the fiscal year, but perhaps another Continuing Resolution? Representative Shuster, Chairman of the House Transportation and Infrastructure Committee, has stated he will not pursue separating Air Traffic Control from the FAA (great news) but will instead push for a reauthorization bill to provide long-term stability for the FAA.

There is a pilot shortage and according to a Boeing report, about 640,000 new pilots will be needed to fly commercial airplanes worldwide from 2017 to 2036. 253,000 pilots will be needed in the Asia-Pacific region while North America alone will require 117,000 pilots. One and a half billion airline passengers flew in and out of US airports in 2017 and by 2022 that number is forecast to double. Looking for a career? Perhaps a pilot job wouldn't be too bad.

Aviation License Plates

Dear aviation enthusiasts. After two ½ months only 28 prepaid applications were received for the NE Aviation license plate. Due to the low number of prepaid applications when 250 were needed, we determined the attempt to get a NE aviation license plate would be abandoned and the applications with check were returned to the applicants in early March. -- Ronnie

Airlines and ADS-B

In February of 2018, A top FAA administrator told Congress the ADS-B system is fully operational and the main reason for its limited use is the airlines' lack of needed onboard equipment, adding that their readiness for the coming 2020 mandate is "not where we would like it to be." The testimony from Ali Bahrami, FAA associate administrator for Aviation Safety, came during a hearing on aviation safety before the U.S. House of Representatives Transportation and Infrastructure's subcommittee on aviation.



Director Ronnie Mitchell

The Good Life

When you read this article I will be back with you in Nebraska enjoying the GOOD LIFE. Progress continues on repair to my airplane. Engine repair is complete, new prop has arrived, engine mount has been repaired, the hydraulic pump for the gear has been overhauled, the prop governor has been overhauled, and all required parts are on station. Everything is not yet together, but personnel are working on it. Will it be ready for flight upon my return to Nebraska???????



Lee Svoboda

Continuing eligibility requirements, we now move on to determining the eligibility of the aircraft to be used. Minimum on-board required items are the airworthiness certificate, current registration certificate, current/correct operations manual, and current weight and balance data (AROW). Then within the maintenance logbooks there must be evidence that a 100 hour inspection is current if the aircraft is used for training. Just as a side comment, a practical test can be accomplished in an aircraft that is overdue a 100 hour inspection because a practical test is not training. However, over flying an airworthiness directive, (AD), makes the aircraft unairworthy. There must be evidence that an annual inspection is current. No relief here, it must be there. There must be an entry that the annual ELT inspection has been performed and that the ELT batteries are not due for replacement. If a transponder is installed and the practical test will be conducted in airspace requiring a transponder, there must be evidence that a 24 month transponder test has been accomplished. Just as another side comment, if the transponder is overdue, the required inspection and the flight portion of the test will not be conducted in airspace requiring a transponder. The test can be conducted, but the transponder cannot be turned on. There must be an AD list showing required compliance. Now, getting into some sticky stuff. A supplement type certificate (STC) is required if there is anything installed in/on the aircraft that was not part of the initial certification of the aircraft. And it seems that many of the STC'd items now have a continued airworthiness inspection (ICA) associated with them. Did you know that Rosen sun visors have an ICA? Now, here is one that stops/delays many instrument practical tests. If the aircraft to be used for the instrument test is equipped with a Garmin WAAS capable GPS there must be evidence that the annual ICA has been completed. If there is not a logbook entry showing completion, the GPS, cannot be used for IFR navigation. If the applicant is properly prepared, he/she will know what is required and will know where to find the sign-offs in the maintenance logbooks. Tabbing will help.

Like I said, if the documentation is not there and it cannot be easily and timely accomplished, the test will not happen that day. A disapproval notice will not be issued. FLY SAFE!



Risk Management

by Jerry Tobias

The February Nebraska Business Aviation Association (NBAA) meeting was held in Conagra's hangar at Omaha's Eppley Airport. Textron Aviation provided the meal for the attendees, gave a product update presentation, and positioned a Cessna Latitude and a King Air 250



Jerry Tobias

next to the luncheon tables. Talk about great dining ambiance!

The featured speaker for the meeting was Mark Briggs, Vice President of the Safety Management Resources Corporation in Champaign, Illinois. Mark works with safety professionals and gives motivational safety messages around the world, and he certainly delivered an entertaining-yet-strong safety message to NBAA! The theme of Mark's presentation was risk management. He began by defining "risk" and stating that in aviation, as in every endeavor, risk management is the goal, not risk avoidance. If we did not take some risks, we would never leave our homes, let alone leave the ground. Mark pointed out how our nation's safety culture has changed. Some of the hazardous toys of the past, for example (like lawn darts), have wisely been banned. Other safety risks have been managed by mitigation. This would include a long list of engineering improvements like auto seatbelts and shoulder harnesses, cycle safety helmets, industrial safety equipment, and aviation industry safety improvements. But risk management also includes the many rules and regulations that have been written to help keep things safe!

Yes, attitude and compliance have a lot to do with risk management. Not exceeding the speed limit or not texting while driving, for example, lower the risk of accidents considerably. And thorough pre-flights and other FAR compliance issues certainly do likewise. Rules, then, should not be thought of as restrictions, but more like guardrails that help to keep us within the boundaries of manageable risks. Mark also stated, though, that if sufficiently motivated by reward (financial or otherwise), pressure ("if you won't do it, we'll hire someone who will") or pride ("hey, watch this!"), many of us can be tempted to take unwise risks. He demonstrated this by offering a few volunteers money placed in a large, cocked rat trap that would probably break a person's finger if sprung. No one would take that risk for five or ten dollars. However, when he put a one hundred-dollar bill in the rat trap, one volunteer agreed to take the risk...proving Mark's point. (No, he did not let the volunteer try!).

Mark's conclusion was that we must manage risk instead of allowing, subtly condoning or even demanding unmanaged risks (shortcuts or other safety violations) that then control and define our organizations. And as individuals, we must never, ever put ourselves in situations that could leave us thinking, "Rats, I should not have taken the risk!"

Checklists UP!

David Moll

Not long ago, a Gulfstream IV crashed taking off from Bedford, MA (KBED) with fatal results. On a perfectly nice day, with two type rated pilots who together had almost 30,000 flight hours, ran off the end of a 7000 ft. runway, never rotated, and crashed. What did the initial results find? The crew failed to disengage the gust lock; failed to perform a flight control check; and finally, failed to abort the takeoff when takeoff power wasn't achieved. In the Gulfstream, the gust lock prevents the throttles from being advanced to the takeoff setting, combined with locking the flight controls, which did not allow rotation. The NTSB listened to the flight recorder and determined the crew did not run a complete flight control check in 98% of their previous 175 takeoffs, indicating this oversight was habitual.



David Moll

IS-BAO is a term very familiar with corporate flight departments these days. It stands for International Standard for Business Aircraft Operations, and is a recommended code of best practices designed to help flight departments achieve the highest levels of safety and professionalism. Best practices, and even checklists, are tailor made by each department because every flight department is different, but safety is paramount, as well as absolute consistency among all pilots. Then the practices are audited for safety compliance.

By now you are wondering how IS-BAO and the Gulfstream accident relate to weekend warriors flying their Cherokee 140 to York for \$100 pancakes, or to owner operators flying single pilot in a Cirrus or even a King Air. So let's start with two items: Checklists and a Flight Risk Assessment Tool (FRAT).

The Checklist is the premier safety tool known to aviation. Sure, you can typically get all the items done by memory using a flow scan, but if the Gulfstream pilots had used a challenge and response checklist they'd still be flying today. A checklist never gets tired at the end of a long day and forgets something, but tired pilots do. Can a single pilot use a challenge and response checklist? Absolutely; you probably talk to yourself outside of the airplane, so why not talk to yourself inside the airplane? Passengers will then know they are riding with a true professional.

Flight Risk Assessment Tool (FRAT). This is another best practices tool for G.A. pilots to use. You can never avoid risk, but you can manage or mitigate it if you realize it before you fly into it. For example, if you have a flight to a strange airport with a long runway, but a 20 kt crosswind, and at night, then the risk is higher, but how do you determine if it's too high to cancel. This assessment tool can be found at: <http://go.usa.gov/3Pu65>.



Traps

Dan Petersen

The other day I ferried a 767 from Miami to drop off in Melbourne, Florida for some maintenance work and picked up another 767 to bring back to Miami. Even though it was a very short flight of only 19 minutes, a lot can happen in a short time in aviation. We need to be vigilant in performing good preflight inspections so as not to bring unnecessary trouble into



Dan Petersen

the air. Every pilot likes to think that their standards are equally high in their preflights for every flight, but there should always be a little more skepticism in the back of their mind when picking up an airplane after maintenance or scheduled inspections have been performed. This is not to denigrate ours or any mechanics out there, because, they have a myriad of different checks and procedures than we do. So to me, it's a little game to find the trap of which switch is in the incorrect position, what is missing, or what shouldn't be there. Plus, as pilots, it is our responsibility to make sure the aircraft is airworthy and in condition for a safe flight.

Airline pilots fly many different airplanes. I think we have around eighty 767's. This means we have lots of opportunities to find traps that mechanics or other pilots may have left for us. The same goes for us that rent airplanes or belong to an airplane club. We should always thoroughly preflight our aircraft to make sure everything is in the right position, and this includes our avionics. Is the Course Deviation Indicator in the correct mode, GPS or VOR? The Alternate Air switch in most General Aviation aircraft are in areas that are hard to see. I usually look at these before climbing in the aircraft to look at them when they are located low on the sidewall. When an aircraft has been in for maintenance, be sure to check the pitot tube and static ports. Masking tape can be hard to see or blends in. If you are able to look in tailcone or engine cowling, do so, as I have found rags or even tools left behind. You wouldn't want anything to jam your controls.

Pilots that own their own aircraft are not immune to traps. Besides maintenance or line operations, pilots can set their own traps. One that comes to mind was a pilot that forgot to turn his magneto switch off after his last flight. He returned to the airport to wash his plane and as he was washing the front of the aircraft, he moved the propeller; when the magneto fired, the propeller came around and fatally struck him.

Don't get caught in a trap; always perform good preflights to stack the odds in your favor.

Ernie Smith - Worlds Oldest Pilot (Part 1)

Seems every small town you fly to has something very special. In Red Oak it's Ernie Smith, very special. He's 100, his speech is clear, his hearing is good, his eyes are sharp. And "I've got three girlfriends," he told me. He showed me pictures. Everyone wants to fly with the world's oldest pilot." Two of the young "girlfriends" are airline pilots, both named Brenda, Brenda Hatcher and Brenda Nelson, and the third is Emily Zinc, a newscaster for KMTV. They'd stop in and go up with Ernie in the RDK 150. More recently, this has turned around: pilots take him up flying.



Tom Winter

Today, he said to me, "I'd be at the airport three and four times a week, till about three months ago, and then three things hit me one after another. I had a mild heart attack. It didn't slow me down much. Then the stroke, and finally, hernia surgery. They were doubtful about operating on a 100 year old man, but it all went fine."

Last October, weathered in at Red Oak on my way to Michigan, I learned of the Guinness Book of Records Oldest Active Pilot. The record was certified when Ernie Smith was 98. Kevin McGrew, the RDK airport manager, told me about him and that he just had a stroke, and so was in rehab.



Ernie Smith and Kevin McGrew

"Take the courtesy car; he'd enjoy the visit." No point checking the weather over and over again — I was going to be there for a while. So why not? I found the nursing home with no problem.

Tom Wooden, guitarist and the "Woody"

of Woody and the Woodpeckers, was there with him. They play together and have a playlist of 100 songs they perform. Even more than his airplane, Mr. Smith was missing his guitar.

Around Ernie, it does seem like 100 is thematic: He is grateful that the VA has shifted his 30% disability to 100% disability, as it makes the bills for the assisted living more tolerable. Veteran? He was drafted at age 26. He was already married and father of two. I shut my eyes and did the arithmetic in my head: 1917 plus 26 meant he was drafted in 1943, the middle of the war, but he said nothing about his service, and I decided not to ask.

Look for part 2 in the next issue of PIREPS.



Panhandle Winds

Gerry Claycomb - NOAA Cheyenne, WY

Knowing the topography and wind direction in the Nebraska Panhandle can give pilots a real heads up on anticipating flight conditions at Nebraska Panhandle airports. Especially if there was recent rainfall or snowfall, wind direction plays a huge role on flight conditions. Depending on what direction the wind is coming from can determine whether you'll have VFR conditions or IFR/LIFR at your destination. National Weather Service forecasters at Cheyenne, WY develop the Terminal Airdrome Forecasts (TAFS) for the Nebraska Panhandle and base much of their forecasts on what wind direction is forecast to prevail over the 24 hour period of the TAF.

Topography: Starting off with topography, much of the Nebraska Panhandle stands around 4500' with a gentle upslope towards the west to the Laramie Range in southeast Wyoming at 9900 to 10,000'. The Platte River Valley starts off around 3700' at Oshkosh and rises in elevation towards the northwest to 4100' at the Nebraska/Wyoming border northwest of Scottsbluff. Across the northern Nebraska Panhandle, the Pine Ridge starts out around 3400' near Pine Ridge and runs southwest to Harrison and then northwest to near Lusk, WY at 5200'.

Wind Direction: As an air parcel is forced to ascend topography it tends to cool and moisten. Eventually, the air parcel will cool to a point of condensation into a cloud. Conversely, if an air parcel descends from a higher elevation to a lower elevation, it tends to warm and dry out. Clouds will dissipate as this sinking air persists. NWS Cheyenne forecasters frequently refer to these wind flows as upslope and downslope flow. Generally an easterly wind direction will cause upslope flow in the Nebraska Panhandle. When you see an easterly wind in a Panhandle TAF, you will want to investigate the weather forecast a little more than you normally would. The risk for lowering clouds/visibilities will rise when you are given an easterly wind forecast. Westerly winds in the Panhandle almost always will result in VFR conditions unless they are accompanied by snow in the TAF.

For example, a northeast or southeast wind direction is most favorable for IFR or below conditions at Alliance Nebraska (KAIA). At Scottsbluff, a southeast wind is most favored (up the Platte River Valley), followed by a northwest (downvalley flow). Most NWS weather offices can provide you with IFR wind roses for the airports you are planning to land. Knowing both topography and whether forecast wind directions favor upslope or downslope conditions will aid in your flight planning for any destination you intend to fly.

Editor's Note: The NOAA office in Cheyenne does the forecasting for the Nebraska Panhandle area.



Gerry Claycomb - NOAA

Engine Covers

David Moll

I was talking to an old friend who flies a Gulfstream 550, and the subject came up about engine covers. It wasn't the design of the covers, or how hard they were to install, but it was the total lack of desire his fellow pilots have to install them on overnights, much less in bad weather. The one example he brought up was the airplane landed at an airport that did not have hangar space for the Gulfstream, and during the night it rained, turned to snow, combined with wind and falling temperatures. The weather was exactly as forecast, and the actions of the two pilots were also exactly as forecast – they not only didn't install the engine covers, they didn't even bring them along on the trip. The end result was the front fan on one of the engines was frozen solid.

I'm not sure what a Gulfstream 550 is worth; let's say \$25 million. So here we have two pilots with the sole responsibility to manage this \$25 million-dollar asset, but can't seem to take 15 minutes at the end of the trip to put engine covers on. I've heard every excuse possible for not using engine covers. For example:

I'll fall off the wing and get an "owie". The solution is to buy rubber soled shoes so you don't slip. However, a better reason is this: Those engines are very expensive altitude hold devices. If they quit, you'll have some quiet time to think about what you're going to tell the boss, and as a bonus, you may even see a mountain goat in the clouds on the way down.



Maybe we should have used engine covers

Let's take out the weather, and look at this issue from another angle. Why would you put engine covers on in good weather with no wind? I've seen far too many pilots who think 90% power is needed to start the taxi because he assumes (and we all know what that means) he is paid to be in a hurry and somehow looks more professional that way. Using 90% breakaway power means every rock, nail and chunk of dirt on the ramp can and will end up in your engine inlet, and sometimes behind the front fan, making the ramp trash almost impossible to see. Here in Nebraska, 40 to 50 knot surface winds are not uncommon, making mother nature the culprit of spreading ramp trash into engines and other openings.

Even with the State of Nebraska's King Air, the FlightSafety pilot training manual says, "When the airplane is parked overnight or during high winds, it should be securely moored with protective covers in place." It goes on to say: "This airplane has free spinning propellers that could be hazardous.... Windmilling gears and bearings without lubrication is not good practice. When there is blowing dust or rain, install the pitot mast cover, as well as the engine inlet and exhaust covers." (Common sense would include snow, sleet, hail and birds, as well as rain). Since engine covers include prop straps, the props don't spin all night long.



Wingsuit Aerobatics



Two Wingsuit Competitors and Cameraman

Wingsuit aerobatics is the new thing in skydiving that pitches teams against each other in an aerial display of flying skills, showcasing their best to impress the judges. The competition is centered around 2-person teams, with a camera flyer, and includes both compulsory moves and free rounds.

The compulsory figures are randomly drawn from a dive-pool with a series of loops, rolls, transitions and docks. The free rounds are where teams are invited to impress the judges and fellow wingsuit pilots with creativity and flying skills.

Teams score points for the camera work, plus flying style, for body position, smoothness of flying, controlled docks and forward flying speed. Check out: YouTube wing suit flying.

Commissioner Dorothy Anderson



Dorothy Anderson with Ronnie Mitchell

Friday, February 09, 2018, marked the last Aeronautics Commission meeting for Commissioner Dorothy Anderson from Holdrege, NE. Commissioner Anderson was appointed by then-Governor Dave Heineman and she has been an ardent advocate for airports in our state during her ten years of service.

Dorothy was presented with a desk clock and Certificate of Appreciation for her outstanding service on the commission, signed by Governor Ricketts and Director Mitchell. She has been a superb commissioner who has diligently worked to ensure our system of public use-airports are kept in the best possible condition and as safe as possible. Our thanks go out to Dorothy as she leaves the commission, and we certainly wish her the best in her future endeavors.

Aerobatic Champs

David Moll

Metropolitan State University of Denver Aerobatic Team has done something no other collegiate team has done for the last 9 years, and that is to beat the University of North Dakota's aerobatic team and be the International Aerobatic Club's Collegiate Champions. This team also beat the aerobatic team from the United States Air Force Academy. Individual placings are: Samuel Robinson 1st place, Jared Hulse 2nd place, and Vibeke Gaard in 4th place.



From L to R: Coach Nick Slabakov, Scott Sowell, Jessie Miller, Robert Loesh, Jenna Coffman, Sam Robinson, Vibeke Gaard, Chris Phillips, Coach Betty Stewart, Natalya Shemigan, Coach Dagmar Kress, Brocks Dickerson. Missing Jared Hulse, Julia Apfelbaum

The coaches for this team are world-class. Betty Stewart is a three-time member of the United States unlimited aerobatic team, and twice the women's world aerobatic champion in 1980 and 1982.

Dagmar Kress, the team leader, is a two-time member of the German unlimited aerobatic team. She holds an ATP, CFI, CFII and MEI, plus an MBA from the University of New Mexico. Nick Slabakov is an instructor with the Aspen Flying Club.



Dagmar Kress

Dagmar's team has competed at the Midwest Aerobatic Championships

at Seward. Watching Dagmar with her unbounding energy, support for the team's success and enthusiasm for the sport, it's easy to see why her collegiate pilots are the new collegiate champions for the International Aerobatic Club.

Have you noticed, in this sport, girls rule! Guys, take note!



MSU Team as they competed at Seward



Pilot Shortage

Copied from Russ Niles - Arwebflash

While regional airlines seem to be the hardest hit so far by the tightening supply of pilots, business aircraft operators are also feeling the pinch. As with the regionals, deep-pocketed larger airlines are outbidding smaller operators for the pool of experienced jet pilots and there is an inevitable result from that. "It's really a buyers' market and the buyer is the pilot now," Dennis Tajer, a spokesman for the Allied Pilots Association (APA) told Reuters. "If you don't pay pilots the market rate you're going to lose them."

Single-aisle airline captains are paid an average of \$268,000 a year by American Airlines while a salary survey done by the National Business Aviation Association shows a Challenger captain gets about \$130,000. Bizjet operators are starting to react, however. Jet Aviation spokesman Don Haloburdo told Reuters corporate pilot salaries have increased about 20 percent in the past year. He said a mitigating factor is that bizjet sales are flat at the moment but are expected to increase when the next generation of aircraft, like the Global 7000 and new Gulfstream G500 and G600 models, begin deliveries. "That's where our industry is going to have a very significant challenge finding qualified crew members," he said.

PIREPS Editor Personal Comments: Corporate pilot surveys have been a big part of this problem for many years. Simply comparing the high and low salaries for one make and model of airplane has absolutely no correlation to what the market is for qualified pilots. My point is this: If a pilot is qualified to fly a business jet, most should be able to transition into a Boeing for a major airline. But with a salary survey, typically the CFO or CEO will pick a salary number somewhere between the highest and lowest and that will be offered. While payroll is just one of the many issues where you decide to work, the biggest issue in my opinion for today's pilots is scheduled time off, which corporate flight departments are typically not known for.

I've always been a corporate pilot and enjoyed it, but corporate aviation is at a crossroads. Airplanes are getting bigger, far more complex and unbelievably expensive, but corporate salaries and personal benefits are not attracting the best talent. Why? First of all, Congress exacerbated the problem by enacting new pilot qualifications, making the incoming pool of new pilots low. A college education, plus an aviation program, can put you in debt over a \$100,000, so why not become an engineer, make more money initially, have less debt, and be home most nights. Secondly, the military is short of pilots. Therefore, the airlines have to be proactive in hiring because they realize a large percentage of their captains will be retiring soon. The end result is experienced corporate and commuter captains are easy pickings for the airlines. I have a hard time blaming these pilots for taking their talent and experience to the airlines for more money over the long term, plus better scheduled time off. That's tough on corporate aviation, but his or her decision doesn't take a PhD in logic to understand why.

Kids

By Dick Trail

Introduce them, inspire them, teach them. We can all do our part. I'm talking about kids, those next door, those you know from church or wherever you walk in life. Give them a ride in your airplane and then inspire them to pursue a future that includes aviation. Introduce them to a flight instructor and he or she will carry the ball from there.



Dick Trail

I recently wrote a column for my local newspaper bemoaning how unfriendly some of our airports have become. Kids used to ride their bicycles from town to just hang around the local airport and ask a million questions of the mechanics, or the pilots coming and going. Many times that pilot would invite the inquisitive youngster to hop in and go for a ride. Many small airports, and especially fly-in communities, are like that yet today.

Sadly, though, a lot of today's airports are no longer visitor friendly. The first clue is an eight foot high chain link fence surrounding the place. Yes, I know, it's billed as a wildlife fence to keep deer, stray dogs and coyotes out, but they don't seem to be very effective in keeping geese away. Visitors to the airport are carefully admitted through locked gates, access to the ramp is overseen by TSA to keep the traveling public safe or at least convinced they are safe. What about the curious young kid? Only if a person doing business at the maintenance hangar, or a pilot coming and going, who shows an interest in the kid can he be admitted into the magical world of airplanes and those of us who love them.

Gee, makes one wonder why we are seeing a shortage of airplane pilots and the industry is bemoaning so few student starts! Limited access, coupled with terribly high expense in learning to fly, might have something to do with too few earning their wings.

With long experience in flight instructing, I usually sit down with a starting student and visit about his background. How much have you flown? Who have you been flying with? What is your goal in learning to fly? Most have flown with family and friends, and that is informative; they have been exposed and introduced to aviation. Then, it is my job to keep them interested and challenged to make their goal. I must be working because I have former students that are now airline pilots, a couple flying the KC-135 with the Nebraska Air Guard, one in F-16's, another in the F-15E, one with an extensive C-130 background, another instructing in the C-17 and the star now flying the F-22. In another world I also have former students earning a living as flight instructors, spray pilots in ag aviation, and many more that fly private aviation just for the satisfaction of it.

Kids! Introduce them to aviation, inspire them to fly, give them a dream, and our aviation world will be the better for it.

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Events Calendar

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

-Crete Airport (KCEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month, 8:00-10:00.

-Norfolk Airport (KOFK), Fly-in Breakfast Special, the 4th Sunday of every month, 10:00-3:00pm. PIC's at the controls get 50% off the meal price. Barnstormers Family Bar and Grill located on the airport. 402-316-4099.

-For sale: A complete set of Ameriel ODAL lights. Call Diana Smith at Beatrice Airport. 402-223-5349.

-Elgin (NE44) June 2, Koinzan Airport, Fly-in Tractor Pull. For info, call Lynn at (402) 843-8115 or Bruce at (402) 843-8324.

-Central City (07K) June 3, Fly-in Breakfast 7:00-11:00 am. Lunch 11:30-2:00pm. Fly-ins eat free. Don Shorney 308-946-3450.

-Chadron Airport (KCDR), Nebraska State Fly-in, June 8-10

-AOPA, Midwest/Northwest Fly-in will be in Missoula Montana June 15&16, 2018.

-Elgin (NE44) July 15: Koinzan Airport, Fly-in breakfast 7:00 till 11:00, Fly-ins eat free. Feel free to fly in Saturday evening and pitch a tent under your wing. Call Lynn for info: 402-843-5800.

Free ADS-B Reports

The FAA offers a free online ADS-B performance report (PAPR) confirming the accuracy of the data transmitted from your aircraft, and is available within 30 minutes of your flight. Recent FAA monitoring of 27,000 ADS-B equipped aircraft identified 5,000 of them that have performance problems or transmit incorrect data.

<https://adsbperformance.faa.gov/PAPRRequest.aspx>

State Fly-In



June 8 - 10
Chadron
Municipal
Airport (CDR)

nebraskastateflyin.org
chadronflyin@gmail.com



2018 Nebraska State
Fly-In

Friday - June 8

Opening Ceremony Honor Guard
A celebration of our military history
USO Dinner Show - Potter Family

Saturday - June 9

Breakfast - Balloons - Gliders - Parachutes - Helicopters
Hangar Flying
Air Show Performance
Vendors - Youth Activities - Young Eagle Rides
Evening Entertainment

Sunday - June 10

Breakfast