

PIREPS

A bi-monthly newsletter for Nebraska pilots and Aviation Enthusiasts



Encourage and Facilitate the Development and Use of Aviation in Nebraska

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Defenders of Freedom

By Arlin Pops



John Klatt with the Golden Knights
Photo by Gary Schenaman

Another great show put on by the men and women of Offutt Air Force Base! The show started off with the always entertaining Golden Knights performing their hair-raising stunts under a parachute. There are two demonstration teams, dubbed the Gold Team and Black Team, in reference to the official Army colors. Team members come from a variety of backgrounds in one of the 150 jobs available in the US Army. Each team has a team leader, who typically has the most time and experience performing demonstration jumps and typically holds the rank of an Army Sergeant First



John Klatt
Photo By Gary Schenaman

Class (SFC).

Lt. Col. John Klatt has thrilled millions of air show spectators across America with a unique blend of precision, power, and performance. He has served in the Air National Guard for more than 20 years, flying combat, air support, and humanitarian missions throughout the world in the F-16 "Fighting Falcon" and the C-130 "Hercules" aircraft. The Max Adrenaline show included two Extra 300's and a jet truck. I have to say my favorite part of the Max Adrenaline show was when the jet truck kicked into afterburner.

Next, Kevin Coleman took off and performed his precision and incredible tumbling maneuvers. Kevin Coleman is only 21 years old and he has already made a name for himself in the air show business. Kevin, who is one of the youngest air show stars in the world, is a second-generation pilot and second-generation air show performer.



Yak 52 Three Ship Formation
Photo By Gary Schenaman

Next up, Team Aerostars. They operate three Yak 52 airplanes. Their demonstration showed the grace and lumbering power of the Yak. With each pass down the runway I was impressed

by how easy the pilots made it look. The lead pilot is Harvey Meek; on his right wing is David Monroe

Continued on Page 5, Lower Left Column



Looking at the Future

By Ronnie Mitchell

Recently I attended the National Association of State Aviation Officials (NASAO) Convention where I heard from several people "in the know" as to what the future of aviation will look like. The keynote address was presented by Mark Van Tine, President and CEO, Jeppesen - a Boeing Company. Mark gave us some startling statistics about paperless cockpits, the upcoming pilot shortage, and how many people would be flying on airlines in the next few years.

In 2011 alone, Jeppesen printed one billion sheets of paper used by 1 million pilots in 150 airlines. Already the paper trail is being reduced and will eventually be eliminated by electronic flight bags, an Apple iPad in the cockpit. In 2011, 2.8 billion people flew on airlines and by 2030 that will grow to 5.9 billion passengers. By 2035, 34,000 new airplanes will have been produced, while between 2012-2031, 460,000 new pilots will be needed, along with 601,000 maintenance technicians.

You might say the forecasts for aviation growth is astounding and it will require better runways and modernized airports to handle the increased air traffic. Along with this comes the FAA's NextGen system to handle this increased air traffic, which will require new and better avionics for aircraft operating in the National Airspace System.

Congesting the air even more will be Unmanned Aerial Vehicles (UAVs), where Japan appears to be the leader in civilian applications. For instance, they have 10,000 UAVs performing aerial application of herbicides and pesticides for a huge cost savings over manned systems.

To be honest, my crystal ball has always been a bit murky and hard to read but if even a small part of these statistics come to pass we're in for an exciting ride into the future. So, "We should try to be the parents of our future rather than the offspring of our past," (Miguel de Unamuno). Fly safe and often!



Ronnie Mitchell
Director, NE Dept of
Aeronautics

Fly The Plane

By Scott Stuart

Is there ever just a routine, normal, ho-hum flight? Mrs. and I just returned from a trip around Colorado and I was reminded that as often as not there are holes to fall into if one is not careful!

Our first destination was Eagle, CO. And, dear reader, just when was the last time YOU saw/flew an LDA approach? (Martha King called them locator damn angle approaches in class...circa 1976!) It was not the approach that was an issue, but the rollout after landing. The plane is going faster due to the thin air. There was another plane behind, a trainer, and after I landed



Scott Stuart

I was unable to make the turn-off tower wanted me to. To do so would have been dangerous, hard on the brakes/tires, and maybe result in a loss of control. Tower was not happy with me, but I maintained control on the ground and made the next turn-off. I then told him that I was sorry for messing up his traffic, but, not for maintaining control of the plane! Just because we can fly the plane, land the plane, etc., we are not safe until it comes to a gentle stop at the chocks. Groundwork is perhaps as important as airwork, especially in our state where you and I will see plenty of slick runways this winter! I called the tower from the hotel later to talk/explain and came to find out they were doing training that day and wanted to apologize to me! There is a time to make nice, and a time to taxi carefully. FTP!

Not too many days later we were enroute from Cortez to Telluride, VFR for the short trip. Alas, the Wx was changing so I called Denver ATC and got an approach clearance for KTEX, LOC 9/DME just to be safe/sure as there are plenty of MOUNTAINS all around there! Cleared for the approach, and told to switch to advisory I was "working" hard to get it right. About that time the FBO called and said did I want gas? Full or self-serve? How many nights would I be there? I began to respond, then the brain-lights came on and I told them I would determine that AFTER landing! Distractions on any approach are not good as our focus should be on the approach and ONLY on the approach. And, guess what? All worked out just swell after landing! FTP!

Enroute to LNK a couple days later both my GPS navs failed! These are Garmin's and not supposed to fail! I did some trouble shooting to no avail, so confessed to Denver ATC and asked for a vector to LNK. They were happy to assist. Ask and you shall receive. Once squared away with ATC I was able to do some more troubleshooting and discovered a similar problem to one I had about 3 years ago. Garmin's antennas do not make nice all the time...have one fail, it causes the other to go goofy. So I shut down the #2, and slowly the #1 came back. Then I advised ATC

Continued on Page 7, Bottom Left Column

The Open Canopy of Quotes

-If God meant man to fly, He'd have given him more money.
-Anonymous-

-The probability of survival is equal to the angle of arrival.
-Anonymous-

-Good judgment comes from experience and experience comes from bad judgment. -Anonymous-



Who Is In Command

By Tom Gribble

Before continuing on with my never-ending bio, I must tell you of an interesting incident that took place while I was that low-time co-pilot at Northwestern Refining Company.



Tom Gribble

The company had been founded in 1939 by seven brothers, six of whom were rather poor dirt farmers. The youngest was still in school. The six had somehow scrounged up enough money to buy an old refinery that a major oil company had replaced with new equipment. The Louisiana based major was selling the old stuff for scrap metal.

The six brothers put the disassembled refinery on barges and moved it up the Mississippi River to South Saint Paul, Minnesota where they reassembled the scrap metal into an operating oil refinery. The timing was perfect, what with the worlds most cataclysmic war about to begin.

By the time I joined the flight department all seven brothers were officers in the firm. In as much as they were the sole owners, the aircraft were used for both business by company employees and officers, and for pleasure flights by the owners and their children and grand-children.

With no de-icing, other than windshield and prop alcohol, the Baron was operated in but limited no-ice IFR. Both the King Air and the Super-3 were, of course, flown in hard IFR, including icing conditions. But, always at the PIC's discretion.

I, the junior co-pilot, was paired with the planned DC-3S pleasure flight for the youngest junior PIC for a brother. While I do not remember the destination, I do remember a frontal system with a solid line of thunderstorms stretched hundreds of miles from Canada southward into our southern states.

A direct route of flight would have put us right in the middle of the front and the thunderstorms. The line was so extensive that making an end run around it was out of the question given our speed and the squall line's speed.

After studying the weather thoroughly (we used not only the FSS and weather bureau, but also a private aviation weather company) the PIC decided to cancel the flight due to weather and so informed the youngest brother. The PIC, of course, explained the reason why, and suggested we go tomorrow.

The youngest brother was furious. He demanded we go today. The PIC referred him to the Chief Pilot, who backed up the PIC. The younger brother threatened both the PIC and the Chief Pilot with dismissal.

The Chief Pilot's immediate boss was a Vice President. It was he who determined who got to use the airplanes, either for business

Continued on Page 7, Upper Right Column

PTS Updates

By Lee Svoboda

It has been about four months since the changed Practical Test Standard (PTS) for both the private pilot test and the commercial pilot test has been in effect. I know all of you instructors have changed your lesson plans to reflect the changes in the PTS, or maybe not. I know I have discussed this before, but the changes are there and examiners are applying the new standard. If your student has not trained for or is not familiar with the updated and added areas and tasks, he/she is looking right down the barrel of a failure. Just as a quick refresher let us look at some of the updates and additions:



Lee Svoboda

- Abbreviations Sections added
- Use of Practical Test Standards updated
- Special Emphasis Areas updated
- FLIGHT INSTRUCTOR RESPONSIBILITY updated
- EXAMINER RESPONSIBILITY updated
- Satisfactory Performance updated
- Single-Pilot Resource Management updated
- Aeronautical Decision-Making added
- Risk Management added
- Task Management added
- Situation Awareness added
- Controlled Flight Into Terrain Awareness added
- Automation Management added
- Applicant's Use of Checklists updated
- Stalls and Spin Awareness added

This is quite a list. But if we take an objective look at it, what is the FAA trying to tell us about what we should be doing as instructors and examiners? Sure looks like what I have been saying for the last few years, scenario based training and testing is not the wave of the future, it is the wave of TODAY. This is a step, probably not the last step, by the FAA to improve the safety record of general aviation and aviation overall. Since we as instructors and examiners play a large part in the creating of safe pilots, we must adjust our training syllabus to include the items of decision making, risk management, situation awareness, terrain awareness, automation management and stall and spin awareness. And yes we must still teach those stick and rudder skills. We must get our new pilots to the CORRELATIVE level of learning and flying if we are really serious about improving the safety record.

Our challenge is to positively modify/ improve the safety profile of the pilots we train and test. This is not a matter of can we do it; it is a matter that we must do it.



Who's the new PIREPS Writer?

By David Moll

Yes, PIREPS has a new writer and my articles are going to center on sport aerobatics and precision flying, combined with some new-generation cockpit pitfalls. Since this is quite a wide range of topics, from a Christen Eagle to a Citation 750, however, that's my background.

I'm not a stranger to Nebraska, as in the late 1970's I flew for Duncan Aviation. Here it is 30+ years later and I've moved to Greenwood NE after being Chief Pilot for a company in Atlanta for almost 12 years, flying the Citation 10. My aerobatic flying started in the 1980's to get a better comfort level in upset maneuvers. After a hiatus to raise a family and send the kids through college, now I'm back to flying a Christen Eagle when my checkbook says I can. I am also the current President of the Midwest Aerobatic Club (iac80.org)

Several months ago I called the flight school for my alma mater to talk about the International Aerobatic Clubs Collegiate program. The answer I got was absolutely amazing. He said flying aerobatic contests was solely for the elite. Oh boy, where do I start in on this?

For comparisons, let's go buy a 2-place Christen Eagle. They average \$65,000, or about the same price as a nice early 1970's Cessna 182. Next, let's add some partners who also enjoy flying and the total investment for each is less than half of a new 4X4 pickup. The 182 has 230 horsepower and the Eagle has 200, so the fuel burn is quite similar. While the Eagle will cost more for insurance, you can put two Eagles in the same hangar for the price of one Cessna. Maintenance costs are probably lower in the Eagle than the Cessna because the Eagle is a bare-bones airframe and there's nothing to break.

Do only high flight-time millionaires fly aerobatics? The students from the University of North Dakota came down to the Midwest Aerobatic Championship in June and dominated by winning a total of 6 trophies. Their average flight time is under 500 hours, so total flight time, or a high personal net worth, is not a measurement of being an aerobatic elite.

Therefore, if owning a Christen Eagle and flying aerobatic contests is strictly for the elite, then owning a Cessna 182 flying to the Saturday morning fly-in breakfasts puts you into that same elite category. However, neither of these makes you elite, but it is what general aviation is all about. We should be proud of it and promote it vigorously. Davidmoll66@gmail.com



David Moll

2012 National FAAS Team Representative of the Year

By FAA Safety Magazine

Jeanné Carole Willerth of Lee's Summit, Missouri, is the 2012 National FAAS-Team Representative of the Year. Her personal mantra is "aspire to inspire before you expire!" She believes true leadership requires giving back. Whether it is lobbying for GA, recruiting new members for the 99s, or fulfilling a Vietnam veteran's last wish for a flight over Kansas City, Jeanné is a leader.



Jeanné Willerth

Growing up in Omaha, Nebraska, Jeanné was exposed early on to GA. Both of her parents were avid aviators. Her mother, a "Powder Puff Derby" cross-country air racer, taught Jeanné to fly at the Cessna Pilot Center in Omaha where she instructed. Catching the air race bug, Jeanné went along as her mom's copilot in two All Women's International Air Races.

In 1991, after 14 years of concentrating on family and a computer-marketing career, Jeanné started flying again. In 1998, she entered the 2,400-mile Air Race Classic with her mother and her then 17-year-old daughter, a student pilot. She received a scholarship from the 99s in 1999 and earned her instrument rating, followed by single engine and multiengine commercial ratings.

After managing computer training centers and teaching computer science at a college, she shifted gears. Her next career change involved flying and adding a CFI, CFII, AGI, IGI, and MEI, along with presenting at aviation safety seminars nationwide. She also became a volunteer FAA Aviation Safety Counselor.

Jeanné instructs at Air Associates, a CPC at Johnson County Executive Airport (KOJC) in Kansas City and at Lee's Summit Airport (KLXT) where she chairs the airport board. She has over 2,000 hours and teaches primary, instrument, multiengine, and Garmin G1000 transition training. She's also a mentor for "late in life" learners and specializes in getting dormant pilots successfully back in the air.

A believer in lifelong learning, she's a supporter of the Wings Pilot Proficiency Program. In recent years, she helped the FAA coordinate and present the eight quarterly training modules for CFIs. In addition to presenting safety seminars, she helps organize the FAA's annual Safety Standdown.

In the 1990s, Jeanné started flying children to Shrine hospitals



with her father. She has now become a passionate advocate for public benefit flying and volunteers for Angel Flight Central, Pilots 'n Paws, Challenge Air, and Young Eagles. She is a past chair of the Greater Kansas City 99s and serves on the local Missouri Pilot's Association board. She is also a member of AOPA, EAA, The 99s, NAFI, and the American Bonanza Society. Jeanné is married to Lee's Summit attorney Joe Willerth and they have three grown children. Jeanné represents the Kansas City FSDO area and the FAA's Central Region.

Jeanné's parents, Jerome and Jean Given, reside in the Omaha area.

Continued From Front Page, Defenders



Lima Lima Vertical Break
Photo By Gary Schenaman

and on the left wing is Paul Hornick.

I know everybody loves watching the jets perform at air shows but the Lima Lima formation of six T-34's is really impressive. They have a six-airplane cross at show center that will blow your mind! Their routine is made up of lots of hair-raising crosses and breaks. They just put on a

great show! The current show pilots are Bill "Fingers" Cherwin, Ed "Outlaw" Hicks, John "Ripper" Rippinger, Gary "20 Won Don" Donovan, Skip "Scooter" Aldous, Brian "Digger" McCann, Rick "Knuckles" Nichols, Mark "Enigma" Miller, and Steve "Hoss" Smith.



Now it was time for the jets to start flying. The three-ship L-39 team (Red Steel) took off and began doing their high-flying, fast-paced routine. They are a newcomer to the airshow circuit; and this year marks their first year on the traveling routine.

Next to perform was the F-86 Sabre three-ship formation (The Horsemen). They fly a bunch of different types of aircraft including F8F Bearcats, F4U Corsairs, and F-86 Sabres; and most recently, the P-38 Lightning. Their aircraft of choice for this



F-86 Three Ship Formation
Photo By Gary Schenaman

air show was the F-86. The one thing that stood out with this demonstration



AV-8B Harrier
Photo By Gary Schenaman

was how tight they flew their formations.

I am always amazed by the AV-8B

Harrier; the fact that it can take-off and land vertically is pretty amazing. Before this show I had never actually seen one in person. Needless to say I was very impressed.

A little history on the Harrier; the AV-8B Harrier is a light-weight single-seat aircraft used by the U.S. Marine Corps' Air Ground Task Force to destroy targets on the ground and in the air and to act as an armed escort for helicopters. It was the British who originally conceived of the Harrier, developing it 40 years ago with funding assistance from the U.S. government. It carries upward of 5,000 pounds of ordnance externally fired from two 30mm cannons. Along with the U.S. Marine Corps, the Spanish and Italian navies also use the AV-8B.



F/A-18F Super Hornet
Photo By Gary Schenaman

Now for my personal favorite, the F/A-18F Super Hornet.

The incredible noise and power of the jet is just breathtaking.



What a good looking bird
Photo By Gary Schenaman

The demonstration started out with an afterburner take-off straight into a gear down roll (dirty roll), then pulling vertical for a Cuban Eight. After another pass down the runway the F-18 came by for a high-speed pass and a show-center roll

into a 90 degree left bank for a 360-degree turn back to show center. From my vantage point the F-18 came right over my head with afterburners blazing. I think my heart stopped a couple times from the sheer, incredible noise.

Over all, the show was great. I thank everyone who was involved in making the show a safe success.



July 4th at Seward

By Jess Banks

According to Wikipedia.com, "Seward has celebrated the United States' July 4 Independence Day almost every year since 1868. In the past, before the automobile came into general use, special trains were run to bring people to the event. In 1973, Governor J. James Exon issued a proclamation designating Seward 'Nebraska's Official 4th of July City'; in 1976, the city was chosen to host Nebraska's July 4 celebration for the United States Bicentennial; in 1979, a resolution in the U.S. Congress named Seward 'America's Official Fourth of July City—Small Town USA.'"

Not to be left out, the Seward Municipal Airport celebrated July 4th with a free airshow and a crowd estimated at 2500. Planning started early with Airport Managers, Greg and Terri Whisler getting all the FAA-required paperwork filed and a NOTAM sent out closing the airport from 11am to 1pm for the airshow.

Just a week earlier Seward had hosted the Midwest Aerobatic Competition but the grounds were manicured and the ramp spotless. Airboss for the event, Dale



L to R: Dale Byrkit and Reggie Schmidt

Byrkit from Clay Center, was on the scene making certain all participants adhered to the FAA rules for safety and distance from crowds and keeping the flow of airshow participants proceeding smoothly. Assisting him as observer and traffic controller was Reggie Schmidt from Grand Island.

The opening ceremony consisted of the Civil Air Patrol presenting the Flag while



Trevor Bartlett parachuted in with the Flag streaming behind him. Then the fun began! Rob Ator performed his aerial routine in a Pitts



biplane, making the strut wires whistle as he picked up airspeed for his next maneuver.

Next up was Harry Barr in his yellow Piper Cub (is there any other color for a Cub?) preparing for landing on the Midwest's Smallest



Rob Ator and his Pitts

Airport. But first a young lady wanted a strength contest to see if she could hold back the "Cub" under full power! She wasn't as strong as she thought and her clothes were ripped off when the Cub began to move.



Driving the "Midwest's Smallest Airport" was Jim DeBus. As Harry Barr approached the "runway" you could see he was focused on "Gittin 'Er Done!" Eyes were on the right main wheel and the top of the Airport as he rolled it onto the ramp. Nicely done, Harry!



Next up was Matt Tanner flying a precision aerobatic routine in a Laser Z300. Matt is an Instructor Pilot for Doss Aviation where he teaches Air Force pilot candidates to fly. As the Gateway to USAF Aviation, Doss provides initial flying training to allow students successful transition to Undergraduate Flying Training (Pilot and Combat System Officer). More about Matt at www.MattTanner.com



Matt Tanner

Have you ever seen a 527 horse-

power motorcycle before? Butch Atherton of Omaha has one powered by a 502ci Chevrolet engine and it is fast. So fast that he was able to outrun Harry Barr's Hyperbype in an upside down race. Butch told me the front end got a bit light at 145mph! Then Harry raced a Porsche Carrera 4S ably driven by Nicole Tooz; Harry beat her!



Butch Atherton and his Boss Hoss



Doug Roth

A comedy act followed with Ed Bowes, portraying a disabled farmer, and taking off from the ramp in a Piper



Cub. And last but not least, Doug Roth performed an astounding aerobatic routine in his Staudacker. You should have been there, It was a great show and another great aviation event for Seward's 4th of July.

Flagship Detroit

The first DC-3 flight was December 17, 1935. American's first scheduled passenger service DC-3 flight was June 25, 1936 with the Flagship Illinois, a nonstop service from Chicago to New York. The first group of DC-3s delivered to American were sleepers, with 14 berths for overnight, five stop, transcontinental service. The remaining DC-3s delivered to American were 21-passenger day plane versions like the Flagship Detroit.



Flagship Detroit

Flagship Detroit was manufactured in 1937, the 21st DC-3 delivered to American Airlines fleet of 84 DC-3's. It was delivered with Curtiss Wright GR-1820 radial engines driving Hamilton Standard, constant speed, full-feathering, metal propellers. The aircraft's original colors were Bonnet Blue and International Orange. The DC-3

had a range of 1,300 nautical miles at a speed of 143 knots. It carried 21 passengers, Captain, Co-pilot, and a Stewardess who was a registered nurse.

This aircraft was located in Virginia, and purchased by the Flagship Detroit Foundation in



Inside of the Flagship Detroit

August of 2004. The Flagship Detroit Foundation is a group committed to promote, personally and financially, American's remarkable history and preserve its legacy. The Foundation's goal is to continue operating and maintaining this aircraft as a flying tribute to all American Airlines employees, past and present.



A look from the Front

Continued From Page 2, FTP FTP FTP

and was cleared direct to LNK. I now have a new #2 antenna and all is good. The point here is that once you "confess", then you can do the inflight "repair" without messing up the piloting. FTP!

FTP? Fly the Plane! Fly, fly, fly until you come to a complete stop. Do not distract yourself, nor allow others to do it "for" you. That way you will always remember to get the gear down and locked.

Continued From Page 3, Who Is In Command

or for pleasure. This V.P. was the son of one of the older brothers. That makes this V.P. a nephew of the angry youngest brother.

The Chief Pilot called his boss, the V.P., and told him of the problem. The V.P. told his nephew that he was now grounded. Not just for this particular flight but for the next full 12 months.

The V.P. asked his uncle to put the Chief Pilot back on the phone. The V.P. told the Chief Pilot that his uncle was grounded for a year and, no matter how threatening his uncle may become, he was told to be denied access to the aircraft for the next full year, whether for business or pleasure.

When, a year later, he regained flying privileges, this nephew was a reformed and contrite user. Never again did he challenge or even question a decision made by his pilot.

We who fly for pleasure, or even business, should always be ready to cancel a flight due to weather without thinking of the possible consequences of not going. Think instead of the possible consequences of going. Some days, it just ain't worth it.

Me and my Champ missed Minden this year due to what was initially marginal weather at Scottsbluff; six miles in haze. An hour after canceling, and just about the time I would have been leaving, it went to 100 overcast and a quarter mile.

Deadlines Loom For Pilot Action

Reprint from AvWeb

Your chance to comment on the proposal from EAA and AOPA asking the FAA to change its medical requirements for some private pilots ends on Friday Sept. 21, the groups said this week. "EAA especially encourages the 39,000 pilots who will be directly affected by the FAA's ultimate decision on this proposal to indicate their support for the exemption request," said Randy Hansen, EAA government relations director. The proposal would allow pilots to fly some GA aircraft without a third-class medical if they take an online course, self-certify, and hold a driver's license. Friday is also the last day for comments on FAA's through-the-fence policy draft. The FAA also reminded GA pilots this week to take part in their annual safety survey, which is open until Nov. 30. The Light Aircraft Manufacturers Association encouraged LSA pilots especially to respond to the FAA survey.

"Because of the newness of LSA, it is essential to improve the statistics, which LAMA believes will reinforce the acceptable safety record of the sector," the association said in a news release this week. "The data from the GA survey is used by the FAA, NTSB, and even Congress in their oversight of recreational aviation," said LAMA director Tom Peghiny. "It is crucial that owners in our segment (SLSA, ELSA and Experimental Amateur-Built light aircraft) make the effort to respond. Only by having accurate operational statistics can we know how our safety record compares to other parts of general aviation." NBAA also "strongly encourages" all users of business aircraft to respond to the survey.

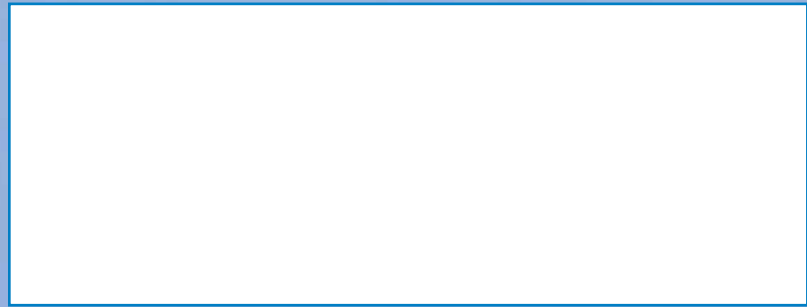
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Events Calendar

- **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.

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

-**Oct 13-** Columbus Airport. Fly-in Breakfast 0700-1200. EAA young eagle rides. For more information contact: Mark Cozad 402-276-5284

-**Oct 20-** Sidney, NE. 0700-1200. Western Nebraska Community College is holding its annual fly-in breakfast. PIC eats free. For more information: John Leever (308) 254-7448.

-**June 14, 15, 2013-** Holdrege(HDE) Fly-in. More information to come...

AV8RS Youth Membership

By Yasmina Platt

Growing the pilot population is one of AOPA's focus points. Recruiting, engaging, and developing the next generation of pilots (among others) is the future of general aviation.

As part of our continuing efforts to reach out to young people and introduce them to general aviation and flying, AOPA launched a new program called AV8RS on Saturday at Oshkosh. I wanted to make you aware of it so you can feel free to promote it in your state as part of your outreach or educational efforts. We are offering a free AOPA membership to young people ages 13 to 18 that includes:

- A digital subscription to Flight Training magazine,
- Dedicated content at www.aopa.org/av8rs,
- Access to members-only content of AOPA Online,
- The AOPA Pilot Information Center toll-free help line (1-800-USA-AOPA),
- Aviation quizzes for young people from the Air Safety Institute

(ASI),

- Chances to win flight training scholarships,
- Opportunities to connect with other AOPA AV8RS across the country through dedicated online social communities including Facebook, Twitter, tumblr, and a blog written by teens for teens, and

- Free admittance to the AOPA Aviation Summit in October.

Upon joining, AV8RS members will receive a member welcome kit containing a letter of greeting, a membership card, and an AOPA AV8RS-branded sling bag. For more information about this program, visit the program's Web site (www.aopa.org/av8rs).

2012 Airport of the Year

Once again it is the time of year to nominate your favorite airport for airport of the year.

There will be two airports awarded this year, Part 139 airports and General Aviation airports. Part 139 airports include; Alliance Municipal Airport, Chadron Municipal Airport, Grand Island Central Regional Airport, Kearney Regional Airport, Lincoln Municipal Airport, Omaha Eppley Airfield and Scottsbluff Western Nebraska Regional Airport. The second category includes all others.

Remember Fremont airport will not be eligible this year, since they were awarded for 2010. Nomination forms can be found on NDA's website: www.aero.state.ne.us under the title "Airport of the Year form."

Completed forms must be MAILED to: Editor PIREPS, PO Box 82088, Lincoln, NE 68501 no later than January 15, 2013.