

PIREPS

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NEBRASKA

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DEPARTMENT OF TRANSPORTATION

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CORRECTION: The author of the Remote Fuel Gauge article in the April-May PIREPS was Tom Winter instead of David Moll.

Nebraska Has Deep Lindbergh Roots

By Penny Rafferty Hamilton, Ph.D.



In 1922, Charles Lindbergh learned to fly in Lincoln. Only five years later, he successfully flew solo New York to Paris in the Spirit of St. Louis. (Library of Congress)

The May 20-21 anniversary of the historic Charles Lindbergh solo, transatlantic Spirit of St. Louis flight serves as a reminder of Nebraska's role. On April 1, 1922, 20-year-old Charles Lindbergh rolled into Lincoln on his motorcycle. Having just dropped out of the University of Wisconsin, he wanted to learn how to fly at the Ray and Ethel Page Flying School.

His life-changing flight with Otto Timm, Chief Engineer of Lincoln Standard Aircraft Company, in their "Tourabout" biplane began Lindbergh's historic journey. As Lindbergh gazed over the patchwork of farmland and the "city" of Lincoln, he knew he was destined to fly. Ira Biffle actually taught Lindbergh how to fly. Lindbergh even began working at the Lincoln Standard Aircraft Company manufacturing plant.

In addition to the aircraft manufacturing and flying school, Page Aerial Pageants, aka air shows, provided extra aviation exposure for Lindbergh. He later became a crew member and aerial performer during barnstorming.

In Lincoln, he learned the extremely valuable skill of parachuting. For years, Lindbergh had been tormented by nightmares of falling from a great height. Parachuting, he was certain, would allow him to face down that fear. For instruction, he went to Lt. Charles Hardin, who, along with his wife Kathryn, designed and demonstrated parachutes. Hardin, a World War I parachute instructor, had been at Fort Omaha ballooning school.

Kathryn Hardin was an aerial circus performer. Working with her husband, she helped demonstrate parachutes. On his very first attempt, Lindbergh barely, but successfully, pulled off a "double-jump." This stunt involved wearing two parachutes, attached to each other. After the first chute opened it was cut off, allowing the jumper to free-fall. Then, the second chute would burst open just before the jumper slammed into the ground. The Hardins taught Lindbergh all the finer points of parachuting, including how to land in almost any wind condition and avoid injury. It was a skill that would serve Lindbergh well throughout his life as an aviator.

In April 1923, Lindbergh was not able to solo in Lincoln because he did not have enough money to insure the plane. Also, since the plane was literally sold before he could fulfill his dream, he went to Americus, Georgia. Lindbergh purchased his first plane – a World War I surplus Curtiss JN-4D, or "Jenny," for \$500 or about \$7,500 today. The fact that he had never flown a Jenny before, or soloed in any plane, for that matter, didn't dent his confidence.

During those early years, Lindbergh, known as "Daredevil Lindbergh," barnstormed. Several Nebraska towns enjoyed his performances, including McCook. He teamed up with Humboldt native flier, Errold Bahn, and Harold "Shorty" Lynch, aerial performing all over Kansas, Nebraska and Colorado. Barnstormers would fly over rural towns and drop leaflets down upon the locals announcing when the next air exhibition would take place. Daredevil stunts were promised, as were five-dollar plane rides, which is like \$65 today.

After the 1927 historic Spirit of St. Louis New York to Paris flight, for a short time the Lincoln airport was called "Lindbergh Field." Lincoln airport flying school ads boasted "Learn to fly where Lindbergh learned!" As we celebrate this world changing flight, let's remember that Nebraska has deep aviation roots and a proud aeronautical history.

Penny Rafferty Hamilton, Ph.D., is the author of "America's Amazing Airports." She learned to fly at Beatrice Municipal-BIE. ■

Fly Young Eagles!

By Tom Winter

Have you ever looked back on a job with happy nostalgia? I sure have! I've had lots of jobs in my three-score years and ten, but one job I kept at for 13 years didn't pay me a dime: Young Eagles Coordinator. It was the best job I ever had. Back in 1999, I took it on for Experimental Aircraft Association (EAA) 569 and THAT was it.

As Yogi Berra says, "you can observe a lot by watching." I decided early on that I did not want to line up a host fixed-base operator (FBO), then have an open event where there was a general call for pilots and a general invitation to the public. I saw that if more public showed up than we could happily fly, there were, to put it mildly, friends we didn't make—including the FBO! We also had an open event where we actually had more pilots than Young Eagles to fly; at least the camaraderie of the pilots at leisure made it a day well spent! At either end of the too many/too few scale, I learned it would be good to know in advance how many kids we were going to fly! Another thing experience taught: No rain dates. This avoids reorganizing the event on short notice, which is bad for coordinator nerves!

So I switched to closed events with no rain dates. If I learned of an organization with a youth program, Junior Reserve Officer Training Corps (ROTC), for instance, I talked to them, and if they liked our program, we flew them. They brought the kids; we picked a date, I gave the Tower a heads up, lined up the host FBO and then I went to work lining up the pilots.

In the early days, the Air National Guard lined up underprivileged kids for the Young Eagle pilots to fly. General Mark Musick, now retired, told me they looked on it as "down-the-road recruiting," as did the Air Force Association. The results bear this out – any number of today's pilots started as Young Eagles.

Eager to Assist

Events where the Nebraska Air Guard brought in kids were first hosted by Duncan Aviation's north hangar, later by Capital Aviation, and most recently by Silverhawk Aviation. All have been most hospitable and eager to assist. Mark Kuzara at Capital Aviation brought donuts or pizza for the pilots and kids.

The beauty of it was calm summer evenings. I often picked a starting time of 6:30 p.m. for the pilots and a bit later for the youth. By then the afternoon breezes had calmed down, and by the time the last 172 or Warrior, or – yes, a 150! – was down, we had an airport sunset to admire, a ramp and FBO sparkling with airplanes and happy people. Luckily, I never had a July evening let me down. I'll take these Young Eagle memories with me to my last breath, and perhaps the kids will keep these memories, too.

A favorite group, the All Girls Math Camps, came from the University of Nebraska-Lincoln's Math Department. After I told Professor Judy Walker about Young Eagles, she cleared it with the University lawyers, and we flew. The Math Department wanted to demonstrate that math was a perfectly valid field for girls, and we were happy to add to this demonstration that "Girls Fly!"



Left to Right: Josh Mederes, after his first flight on a small plane at Auburn, with Tom Winter.

Ironically, success halted the Math Camp Young Eagle flights: the Math people liked the flight rally so much, that they put it in the camp schedule! That made the flight part of the camp, which was something the kids paid for and was not allowed. Flights for CAP, Scouts, Jr. ROTC or other school groups still continue.

It was always fun hearing parents and Young Eagles thank the pilots. Often I heard the pilots reply, "We love to do it." Personally, when the wheels leave the ground and I watch my shadow getting farther from the airstrip as I climb, I feel that the thrill never fades, and sharing the joy of flight is a joy.

Flying Heroes

Not all pilots in the chapter flew Young Eagles. I quickly learned who my flying heroes were; they would fly Young Eagles again and again. Jeff Clauson flew more than anyone in my early years, and so, too, John Zimmer and Wally Peterson – in his Cub or his 150 – all three are now gone, but gratefully and fondly remembered. Don Shoemaker gave the kids a unique experience in his Camair, that twin Navion. Larry Glabe was also a regular and Phil Jossi before he moved away. In recent years, my Young Eagle flying heroes have been John Cox, Glen Witte, Tom Trumble, and the late John Cox Sr. Tom Trumble has now flown far more than anyone in the chapter, even surpassing Jeff Clauson's numbers.

Christi Higgins, a sparkplug for EAA in many ways, is the current Young Eagle Coordinator for the Lincoln EAA Chapter. It pleases me very much that I served as her Aircraft Owners and Pilots Association (AOPA) Mentor pilot.

My two takeaways: (1) Add fun and sparkle to your flying: Fly Young Eagles; (2) In my professor career, I told every class, "Just being here, in the United States, you have won the lottery, but you have no idea how big the prize is. No other country on the planet makes it as possible for a civilian to be a pilot, own a plane and fly!" This is somehow or other a closely guarded secret. The secret needs to get out. Fly Young Eagles! ■

General Aviation Appreciation Month

By David Morris



On May 11, Nebraska Governor Pete Ricketts proclaimed May 2020 as Nebraska General Aviation Appreciation Month. This proclamation helps shine a light on general aviation and reminds us all that general aviation is not just a form of transportation, but supports the commercial wellbeing of communities throughout the nation.

In Nebraska, general aviation has an economic output in excess of \$1 billion annually, supports in excess of 7,000 jobs and represents 2.4% of Nebraska's Gross Domestic Product (GDP). As indicated by this proclamation, our nation's aviation infrastructure represents an important public benefit, and Congressional oversight should be in place to ensure that it remains a public system and serves communities of all sizes. ■

Experimental Aircraft Association Cancels 2020 Airventure By David Morris

The Experimental Aircraft Association's (EAA) AirVenture fly-in convention held annually during the last full week of July in Oshkosh, Wisconsin, which draws hundreds of thousands of visitors from some 90 countries, has been canceled this year amid the COVID-19 pandemic. The event was scheduled to take place July 20 – 26. Jack Pelton, the EAA chairman and CEO, recently indicated the cancellation was necessary to preserve the health and safety of all who would attend. The EAA AirVenture 2021 is currently scheduled for July 26 – August 1. ■

Director's View

Making Dreams Reality



Ann Richart

Last week I watched the launch of the SpaceX Falcon 9 rocket carrying the Crew Dragon capsule to the International Space Station carrying two American astronauts. This dynamic partnership with NASA, a Federal agency, and SpaceX, a commercial enterprise, literally

launched us into a new era of space exploration. Through a series of "proof of concepts" which involved competition, NASA gained confidence in putting astronauts on a contracted rocket built in America.

As I watched the launch, and then the docking, I recalled earlier thrills of space flight: watching Apollo 8 orbit the moon with American astronauts and return; seeing Apollo 11 land the Eagle lunar module on the moon and Neil Armstrong walk on the moon and return; and the Space Shuttle Columbia taking American astronauts into orbit and then landing at Edwards AFB. With all of these events I was filled with awe at the thought of space flight and exploration. I felt hope that science fiction was actually scientific planning. And I definitely had an expectation that we would explore the moon as we had Earth and then move on to other planets. When I began my career as an airport manager in 1990, I had hopes of being the first woman spaceport manager.

Well, my career went in a different direction. But our shared American dream is still alive. Innovation, collaboration and hard work have taken us into space again. Right now, our world is filled with so much bad news. Let's grab hold of this Falcon 9 rocket and be reminded that there is still good news happening right now. That glimmering good feeling of knowing that we just took a bold step and are planning our next steps is back! With our new private-public partnership in space travel we can dream again and actually follow our dreams.

On July 4, our nation's anniversary, when you watch the beautiful fireworks, think about our astronauts and tourists (!) going to the space station, to the moon, and beyond while looking down at our planet as a blue ball. This perspective will help us see ourselves, not divided by borders, religions, races and ideologies, but as residents of our beautiful planet: Earth. This is the bit of cheer we can all use right now! ■

A New Kind of Normal

By William Zimdars, Silverhawk Aviation KLNK

General aviation and commercial aviation have clearly been affected due to the COVID-19 pandemic. Going back to the early days of February, we at Silverhawk Aviation KLNK were sure that the virus would not be contained to the coastlines of San Francisco, Seattle, San Jose and New York. Many organizations in the general aviation community were beginning to take initial steps to start figuring out how to survive in the worst-case scenario.

Nebraska's economy is not only dependent upon internal revenue generation, but also upon external revenue sources such as tech-stop activity from San Francisco International Airport (SFO), Teterboro Airport (TEB), Laurence G. Hanscom Field (BED), Scottsdale Airport (SDL), Los Angeles International Airport (LAX) and Long Beach Airport (LGB). Quickly, we saw decreases in cross-country flights, and saw as an industry that we needed to take immediate action to survive, be safe and continue operations.

As a top quick-turn location for many flights coming from these hotspot regions, Silverhawk Aviation took immediate action to ensure the protection of our staff, families and passengers by implementing common-sense safeguards, and spending thousands of dollars in making our facility safer by the application of a bio-guard protectant to kill and keep away viruses. We changed our schedules to team up; to eliminate any possibility of community transmission we cleaned, washed hands and disinfected surfaces used by customers immediately after use. We wore face masks when needed, and stayed consistent with our core values of "People First." We were able to have a safe environment at work, and that eventually trickled into our homes. No staff member, child or spouse of our organization tested positive for COVID-19.

Tomorrow, the next day, the next month and beyond will require diligent steps to continue to safely operate in a new environment where COVID-19 exists. Fixed-base operators (FBOs) on a country-wide scale saw as much as an 80% reduction in general aviation movements, 70% reduction in fuel sales, and other economic losses even before COVID-19 was at our doorstep here in Nebraska.

In our home state, there have been success stories of no transmission, and stories of struggles of extreme transmission. The consensus of Silverhawk Aviation's network of FBOs in the Paragon FBO Group is that general aviation will return, stronger than before. In the first 15 days of June our FBO, Silverhawk Aviation has already seen clear upticks in charter operations, FBO tech-stops, and maintenance requests. The forecast looks promising as we begin to open the coasts, our homes, our schools and our parks. In the final analysis our lives, businesses and industry will return to a new kind of normal. It will take all of us placing people first to make this want, a reality. ■

My 'Short-Lived' Attempt at Becoming an Air Traffic Controller

By Kim Stevens

In early August of 1981, my quest to earn a commercial pilot's license was put in a holding pattern for a brief time, which led me to contemplate becoming an air traffic controller (ATC). I was working on my commercial rating with 200 hours logged, flying out of Eppley Airfield in Omaha. Back then, general aviation still operated on the west side of the airport, south of the airline terminal.

Although I don't recall the details, my logbook indicates that my short hiatus was between August 3rd and August 8th. You may recall that on August 3rd of that year, 13,000 air traffic controllers walked out after contract talks with the Federal Aviation Administration (FAA) collapsed. Some 7,000 flights across the country were canceled on that day at the peak of the summer travel season.

The Professional Air Traffic Controllers Organization (PATCO) was a US trade union that operated from 1968 until its decertification in 1981, following what was considered an illegal strike that was broken by the Reagan Administration. On August 5th, the President fired more than 11,000 of the PATCO controllers.

The sweeping mass firing of federal employees slowed commercial air travel, but it did not cripple the system as the strikers had forecast. Some 3,000 supervisors joined 2,000 non-striking controllers and 900 military controllers in manning the commercial airport towers. Before long, about 80 percent of flights were operating normally, with air freight remaining virtually unaffected.

What followed for me was a lot of buzz around the airport about the need to hire new controllers. That was when I started second-guessing my career choice of flying for a living and considered ATC. When an announcement was made that there would be a test given in Omaha, I quickly signed-up. I don't think I truly considered what it would be like to be a controller and if I'd even like being in a dark room or the cab of a tower, rather than in the cockpit flying the wild blue yonder. As fate would have it, it didn't matter.

When the day arrived to take the test, I showed up at a downtown Omaha office with around 20 others. We listened intently as the instructor went through the final details of the test – emphasizing that there was a strict time limit to complete the task.

As I flew through the test, I realized that the questions were straightforward, common sense stuff and I gained more confidence by the minute. I finished up with time to spare, noting with growing pride that everyone else was still at it. Just as I was dreaming of a life in the tower and patting myself on the back, I noticed that the other test-takers were working on the back of their test booklets. I looked down at mine and realized to my horror that there were a dozen questions on the back cover – I never turned over the last page.

I quickly started to answer the remaining questions when the instructor hollered out, "times up."

Needless to say, my dream of becoming a controller came to an abrupt end – which, looking back, and knowing what I

know now, was probably a good thing. I have a tremendous respect and appreciation for what controllers do, and often wonder if I had the right stuff or if I would have washed out trying to excel in those confines.

I did, however, muster a little restored pride. I did well on the test – scoring in the 90s. However, the cutoff to be considered for the job was a couple of points higher than I obtained.

I did go on to earn my commercial license with an instrument ticket and remember fondly those days of performing touch-and-goes in a C-150 along-side of Convair 580s, 727s and other big-iron aircraft on the parallel runway. I can still hear the calm, reassuring and authoritative voices making sure this low-time pilot did what he was trained to do – fly the airplane and operate safely in the airport environment. Cool times indeed. ■

Nebraska Receives Airport Improvement Grant Funds

By David Morris

Recently, the Federal Aviation Administration (FAA) announced that four Nebraska airports are among the 439 U.S. airports in all 50 states that will receive a share of \$1.187 billion for construction and improvement projects. The total includes \$731 million through the Airport Improvement Program (AIP), the main federal airport capital grant program. An additional \$455 million is through supplemental discretionary grants approved in the FY 2020 annual transportation appropriations law.

The money will be available for 100 percent of the eligible costs under the Coronavirus Aid, Relief, and Economic Security (CARES) Act. Projects slated to receive funds include: runway rehabilitation; access road expansion; taxiway construction and rehabilitation; and pavement surface and joint sealing.

The following Nebraska airports are recipients of the funds:

- Omaha Eppley Airfield (OMA), Improve or Modify Access Road
- Loup City Municipal, (OF4), Construct Building
- Rushville Modisett, (9V5), Construct/Modify/Improve/Rehabilitate Hangar
- Sargent Municipal, (09K), Seal Runway Pavement Surface/Pavement Joints

These projects were released in April and are in addition to the 19 Nebraska airport projects released in February.

This list of all released AIP grants can be found at:

https://www.faa.gov/airports/aip/grantapportion_data/media/FY20-AIP-Grants-Only-Announced-Cumulative.pdf ■

Fit to Fly

By Dan Petersen

As airline pilots, before every leg of a trip we are required to sign in on either our phone or computer that we are “fit for flight.” If we forget to do this step, the company is unable to send our load closeout to the aircraft as we are taxiing to the runway. It is a quick fix by signing it through the Flight Management System with our employee number plus the last four digits of our certificate number.

In General Aviation (GA) we do not have to communicate to a company that we are fit to fly, but we should always do an honest self-assessment before flying an aircraft. The FAA has a handy mnemonic to help us with this assessment called the I/M SAFE Checklist, which stands for Illness, Medication, Stress, Alcohol, Fatigue, and Emotion.

Most of us are required to have an FAA Medical Certificate to fly, but this really only ensures our general health is good enough to safely fly an aircraft on that day we took the exam. Hopefully, you would not fly with a sick engine; that same caution should apply if you are ill or impaired. Something as minor as a cold can turn serious in the air. A cold can disturb your equilibrium or cause a sinus blockage in the air, greatly reducing your physical and mental ability to perform safely during the flight.

Many over-the-counter and prescription medications can affect our ability to fly safely. Make sure any medications that you are currently taking are allowed when you fly. Ask your Aviation Medical Examiner if you have questions about any medications. The Aircraft Owners and Pilots Association (AOPA) has an online database that can be checked to see if your medications are approved for flight.

As I am writing this article, the coronavirus pandemic (COVID-19) has affected the airline industry in a very detrimental way. Our airline alone has reduced our international flights 70 percent and our domestic flights 30 percent. Stress can be a huge distraction for a pilot. Many of the First Officers that I have been flying with lately have been worried about furloughs that might be coming. I have modified my trip briefings to include acknowledgement of what the industry is currently going through, as well as a reminder that when we strap into our seats we need to think about flying our passengers safely, following our Standard Operating Procedures and not letting this distraction take us away from that mission. If we cannot do this, we are simply not fit to fly.

We all know that we cannot consume alcohol within 8 hours of beginning a flight, but if it has been 12 hours and we are still hung over, we are suffering the ill effects of alcohol and must not fly. Fatigue is another disqualifier for flight. If you are fatigued, you are not fit to fly. This has become a big emphasis item for the airlines in recent years. Emotion is the last item on the checklist. If you were in a huge fight with someone or are sad due to a relative passing, you probably are not thinking about flying because you are distracted by your emotions. You must have the discipline to pick a better time to fly. As you preflight your aircraft, don't forget to preflight yourself. Fly safe! ■

Faster is Better?

By David Moll

I had a chief pilot who once described another pilot, saying he had a “Challenger Type” rating, but a “J-3” mentality. Now for all of you who like J-3's like we all do, this isn't a cheap shot at the airplane, but was his slang description of unprofessional behavior from a pilot who thought it benefited the company.

I'll only use speed issues in this article to describe poor decisions by other pilots I've seen. For example, I was going into KIAD (Dulles) when Air Traffic Control (ATC) asked the United flight in front of me for his speed, and the answer was “200 knots as assigned.” Then ATC asked me for my speed, which was also 200 knots. Lastly, ATC asked a Hawker behind me for his speed, to which he answered “200 knots.” ATC said to the Hawker, “If you're doing 200 knots, tell me why you are 50 knots faster than the two airplanes ahead of you.” Absolute silence.

Here's a better one: I was doing contract pilot service in a Citation 10 going into San Francisco International Airport (KSFO) when ATC gave us several speed reductions because we were at .92 Mach and passing everybody. Instead of slowing down as ATC asked, while also ignoring my demands that he must comply with the ATC slowdown clearance, the captain got out of his seat. When I asked him where he was going, he said to ask the passenger if he should slow down because he was already late for the meeting. While he was in the back, I pulled the throttles to idle. To say he was mad at me for correcting his unprofessional behavior and getting us back into ATC compliance, avoiding a violation for both of us, is an understatement. That was my last trip with this “professional pilot.”

Many corporate pilots claim their boss bought a jet to go fast, so riding the red-line is their normal cruise speed technique. Why cruise next to the red-line when any small bump will set off the overspeed warning? My opinion is the PIC's right hand during cruise is for holding a coffee cup, (or a sports drink on those long trips to keep you hydrated) and not jacking away constantly on the throttles between activation of the overspeed warnings. If the boss wants a faster jet, he'll buy one. Is cruising faster by .02-.03 Mach number going to impress the boss? Probably not. The only thing sitting on the red-line does is add unnecessary workload to the flight.

My former boss was never on time, and even flying a much faster airplane didn't fix that. I don't think even a time machine would have helped him. Not once did he ever say, “Go faster because I'm late.” He and I discussed his schedule just once, and his comment was: “I'm fully aware of my time.” So you red-liners, sit back, enjoy the flight and lower your workload. ■

The Silent Troublemaker

By Jesse Schulz, NDOT Meteorologist

Turbulence is one of the biggest troublemakers for all pilots; it is also one of the most unpredictable of all weather phenomena. Turbulence is defined by the irregular movement of air. There are four different causes of turbulence: mechanical, thermal, frontal, and wind shear.

Mechanical turbulence is the result of airflow being disrupted by irregular terrain or man-made obstacles. This results in eddies which cause turbulence at the lower levels. The other three types of turbulence can be caused by weather.

Thermal turbulence is similar to mechanical turbulence, in that it happens most at the lower levels; however, the cause is much different. During warm summer days, the sun heats the ground. Different surfaces heat at different rates. Barren ground, rocky and sandy areas heat more quickly than grass-covered terrain and water. When the ground heats up, it causes air to rise differently than the air around it. These vertical motions of air are what cause thermal turbulence, leading to a bumpy ride for any pilot. If there is enough moisture present, these thermals will form cumulus clouds in the vicinity of greatest vertical motion. The top of the clouds is the location where the vertical motion begins to decrease, and there should be a smooth flight motion above the level of the clouds. Thermal turbulence is strongest during the late afternoon hours after peak heating.

Another cause of turbulence, frontal, is when two different air masses collide. When a cold air mass is moving into a warmer air mass, the cold air will force the warm air up. The friction of the warm air rising

above the cold air is what causes the turbulence. It is most prevalent in cold fronts, but can be seen in warm fronts as well.

The last cause of turbulence is wind shear. Wind shear is defined as the change of speed and/or direction of wind with height. There are several different conditions in which wind shear can be present, such as temperature inversions, along troughs and ridges, and in association with jet streams at higher altitudes.

A temperature inversion is an area in the atmosphere where the temperature gets warmer as you go higher rather than cooler. In a sense, you get warm air above cool air. This phenomenon is a cause of several weather-related issues, such as trapping pollutants near the surface. Flying from the cooler, stable air up into the warmer, less stable air can cause turbulence.

Clear air turbulence is usually associated with the jet stream at higher altitudes. This is harder to predict or see because, as the name would suggest, usually there are not any clouds or thunderstorms associated with it. The jet stream is a narrow band of fast-moving air found in the upper levels of the atmosphere. It is a result of the boundary between cold polar air and warm tropical air. The jet stream is more pronounced and faster during winter rather than summer. Thinking back to the concept of wind shear, when you are flying from a region of slow-moving air into the jet stream, the wind shear between the slower-moving air and the faster-moving air of the jet stream is a cause of clear air turbulence ■

Coping with Turbulence

By David Morris

Turbulence is probably the single most common cause of anxiety for our passengers, yet it rarely causes pilots any concerns about the safety of their aircraft. In most cases, turbulence is not a danger to the safety of the flight, rather it is more of an uncomfortable inconvenience.

While we do our best to avoid turbulence, sometimes the forecasts miss the mark, and we fly into it without knowing it's there. That's why it is always good to recommend our passengers keep their seat belts fastened whenever seated, regardless of the status of the fasten belt sign. When pilots find themselves maneuvering to avoid turbulence,

it's not because it's dangerous, but because it's uncomfortable for both the passengers and the crew.

Next occasion you have for this situation, try writing your name while your pen is in the hand that you don't normally use. It first causes us to focus extra-hard on what we're doing, because we normally write with our other hand. And the second thing is, it's actually crossing over our motor function in our brain, using the other side of our brain from what we would normally do. It's all about distraction, which is the key to coping with turbulence. ■

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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 AM.

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

Aurora Airport (KAUH), Fly-in breakfast
June 27, 2020 has been canceled

O'Neill Municipal Airport Air Show
July 19, 2020 has been canceled

50th Anniversary of Genoa Airport (97Y)
Fly-In and Breakfast

July 26, 2020 7:30-11:30 AM

NG Rescue Helicopter-Med Vac

Lions Club Pancake Breakfast

Lions Club Eye Screening

Fly-Ins eat free

Contact: Ike Anderson at 402-362-8631