

PIREPS

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NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

A Rare Bird, Indeed!

by Penny Rafferty Hamilton, Ph.D.



The Strategic Air Command & Aerospace Museum's mission is to preserve the history of SAC, the Cold War, aerospace artifacts, and inspire STEM-Science, Technology Engineering, and Math. (Wikimedia Commons photograph)

The Strategic Air Command (SAC) & Aerospace Museum, conveniently located between Lincoln and Omaha near Interstate 80, is one of our nation's premier facilities. Visitors flock there seven days a week from around the world and across America. In 1998, the Ashland campus opened. Even if you have visited before, go again because the museum is constantly evolving to inform, engage, and inspire.

Because of the quality of this aviation museum, recently the retired U.S.A.F. F-117 Nighthawk made its way to the restoration team. In a January 20 Lincoln-Journal Star article titled, "You never forget that shape – SAC Museum's Stealth Fighter restoration helped by volunteers who know some of its secrets," Andy Beemer, Restoration Manager said, "The goal of our restorations is to restore dignity to the airplane and to make it as close as we can, under whatever the circumstances are, to what it looked like in service."

The Lockheed F-117 is a very rare bird. A creation of the Cold War and the brilliance of the secretive Skunk Works division, the Nighthawk was the first operational U.S. Air Force aircraft to be designed around stealth



The F-117 is a single-seat, twin-engine stealth attack aircraft. Designed by Lockheed's "Skunk Works," the Nighthawk was not revealed to the public until 1988. (U.S.A.F. archival photograph)

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One of a select few aviation museums restoring the U.S.A.F. Nighthawk F-117 is the SAC & Aerospace Museum, under the leadership of Andy Beemer, Restoration Manager, and a team of dedicated volunteers. (Courtesy SAC & Aerospace Museum)

technology. In 1981, on the dry Nevada Groom Lake salt flat on the infamous Area 51 U.S.A.F. Installation, it made a secret maiden flight. Until 1988, the aircraft was shrouded in secrecy. Few, even those building it, knew what the stealth aircraft actually looked like. Only 64 F-117s were built. The first five were prototypes with 59 production versions. Soon, the SAC & Aerospace Museum will be revealing their restored Nighthawk.

In 2008, the F-117 was slowly retired, largely replaced by the F-22 Raptor. Nebraska is one of only a few institutions given the opportunity to restore and display the Nighthawk. Others will be available at the National Museum of the United States Air Force, Ronald Reagan Presidential Library, Palm Springs Air Museum, Castle Air Museum, Air Zoo Aerospace and Science Museum, and Hill Aerospace Museum. Obviously, the SAC & Aerospace Museum is flying with a select few for this rare bird. Sign up for museum updates at www.SACMuseum.org. A summer of new exhibits, STEM programs, and special events await visitors to this national aviation treasure. Volunteers are always welcomed. ■

Penny is a Laureate of the Colorado Aviation, Authors', and Women's Halls of Fame. She is the winner of the NASAO Journalism Award. Learn more at www.PennyHamilton.com

Hot Spot Symbology Changes Coming Soon

By David Morris

It's vital to know where the hot spots are before you go to any airport – even if you have been there before. Hot spot identification is essential for pilots, particularly during preflight planning and while taxiing on airport surfaces. However, hot spots are currently depicted in a variety of shapes with no particular meaning. Well, that's about to change!

On May 19, hot spots on the Federal Aviation Administration's (FAA) aeronautical charts and publications will have three shapes with two distinct meanings. Circles or ellipses will depict ground movement surface safety risk areas like taxiway/runway configurations and intersections. A cylinder will be used to highlight wrong surface event risk areas such as offset parallel runways, a nemesis for general aviation pilots.

The FAA's Runway Safety Group also worked collaboratively with agency and industry stakeholders to develop a visual enhancement tool to help pilots with certain airport locations. These new Arrival Alert Notices offer a visual aid to pilots to enhance situational awareness when a Wrong Surface Hot Spot related to Arrivals is identified. There are 11 airports with Arrival Alert Notices which will be evaluated over a one-year test period. The FAA also would like our help in spreading the word about these important changes. Click bit.ly/airdiagrams to find airport diagrams and view the current noted hot spots. ■

Through Clearance

By David Morris

When making an intermediate stop at an airport enroute to the eventual destination, a single "through" Instrument Flight Rules (IFR) flight plan can be issued at the departure airport. When filing this type IFR flight plan, a pilot can expect to receive a through clearance prior to arriving at the intermediate stop. In the through clearance, Air Traffic Control (ATC) will issue the approach clearance followed by the through clearance, which would include a clearance to the destination airport. The following is an example which illustrates a through clearance that might be issued in the Denver area:

"Cessna N1234, cleared for Greeley VOR-A (VHF Omni directional Range) approach, cleared through Greeley airport to the Denver Centennial Airport (APA) via NIWOT intersection, direct, maintain 8,000 feet. Contact Denver Center 124.1 passing through 6,000 feet."

While not common, a through clearance can be useful when intermediate stops are needed for fuel, offloading freight, etc., prior to the destination on a single flight plan. ■

FLY-IN SEASON!



It's finally that time of year! Though we never had much snow this year, we did have cold weather and unusually windy days. But we've made it through and it's officially Fly-In Season! Of course, the Nebraska State Fly-In is in Grant on June 18. There will also be Fly-In Breakfasts at York the 1st Saturday of every month and at Crete the 3rd Saturday of every month. Hastings will host a Hamburger Lunch Fly-In the last Saturday of each month and Pender will host a Fly-In Breakfast on June 26. Special events this year include the Ford Tri-Motor at Lincoln May 5 – 8, 2nd Annual May Day Short Take Off and Landing (STOL) Drag at Wayne May 20 – 22, and the 50th Anniversary Midwest Aerobatic Championship at Seward June 10 – 12.

These events are a great time to meet old friends and make new ones, learn about the latest innovations and trends in our industry, and support our Nebraska airports. This year I'd like to extend a challenge to EVERYONE to include *future airmen* in these events. The US is running dangerously low on pilots, mechanics, air traffic controllers, airport managers, flight attendants, dispatchers, flight inspectors, and every other professional aviation position you can name. It is up to us (the old-timers) to make sure we're planting the seeds of excitement about aviation in the next generation. What better way to do that than to bring your neighbors or your kids and their friends to a fly-in?!

In 1978 I attended the Arlington SkyFest at AWO. I had no particular interest in aviation at the time. But my friend's dad had a Travel Air that he fixed up. We camped at the airfield, rode in the open cockpit with the wind in our faces, saw lots of airplanes, and met lots of other teens our age that were all having a great time. I was instantly a part of the club! That was the seed that my friend's dad planted that, eventually, brought me to Nebraska Aeronautics. Let's all step up and make sure that we keep this magic going! ■



Consul-General of Japan visits UNK's Aviation Program

By Akira Yasue, UNK Aviation System Management Major



Pictured l to r, five Japanese students at UNK joined Mr. Tajima Hiroshi, Consul-General of Japan in Chicago; UNK faculty member Al Spain; UNK Aviation Program Director Captain David Ballinger; and UNK Chief Instructor Captain Denis Boissonneault during Mr. Hiroshi's visit to UNK on March 11.

Mr. Tajima Hiroshi, Consul-General of Japan in Chicago, visited the University of Nebraska at Kearney (UNK) on March 11, and during his time on campus, had the opportunity to learn more about UNK's Aviation Program. Mr. Hiroshi's visit was hosted by Senior Vice Chancellor of Academic Affairs Dr. Charles Bicak and the faculty and staff from the Office of International Education.

During his visit, Mr. Hiroshi met UNK alumnus and City of Kearney Mayor Stan Clouse. He was given a tour of the College of Business and Technology's Discovery Hall and met UNK's Aviation Program Director Captain David Ballinger and faculty member Captain Al Spain. They discussed the strategic vision of the aviation program, which includes both Professional Pilot and Aviation Management streams. He also had the opportunity to experience a flight over downtown Chicago inside UNK's Redbird simulator with Chief Instructor Captain Denis Boissonneault, enjoying the computer-generated sights from high above the "Windy City."

Following his simulator flight, the Consul-General spoke with UNK's Japanese students to learn about their experiences while enrolled at UNK and living in Kearney. Although the tour was relatively short, it was a mutually beneficial learning opportunity for UNK leadership, students, and Mr. Hiroshi to exchange a wide range of ideas and experiences from education to the aviation industry.

In addition to his current service as Consul-General of Japan in Chicago, Mr Hiroshi has held the title of Ambassador in charge of Economic Diplomacy and Senior Official of Japan for APEC. From 2008 to 2015, he was the Official Interpreter of His Majesty the Emperor of Japan. Mr. Hiroshi also worked in the Japan-U.S. Security Treaty Division, Japan-U.S. Status of Forces Agreement Division, and National Security Policy Division dealing with National Security issues. His experience also included portfolios dealing with foreign affairs with Western European countries and economic relations with North America in the Ministry of Foreign Affairs. He received his B.A. (Economics) from Keio University and an M.A. (Politics and Economics) from the University of Oxford. ■



Mr. Tajima Hiroshi, Consul-General of Japan in Chicago, experiences a flight over downtown Chicago inside UNK's Redbird simulator with Chief Instructor Captain Denis Boissonneault.

A Primer on Logbooks

By Daniel J. Hassing

During my aviation training, I was always excited to fill out my logbook. Completing the pages, totaling the hours, and carrying over the number to a new page carried with it a sense of achievement. But as an aviation lawyer, I know that logbooks are much more than mementos; they are legally required documents. And the Code of Federal Regulations contains very specific rules regarding logbooks. This short article aims to provide a brief overview of the regulations' requirements on logbooks.

14 C.F.R. § 61.51 is the regulation governing pilot logbooks. Importantly, under the regulation, not every flight has to be logged. The rule requires only two types of time be logged. First, "training and aeronautical experiences used to meet the requirements for a certificate, rating, or flight review" must be logged. Second, a pilot must log the "aeronautical experience required for meeting the recent flight experience requirements." In short, a pilot must log only the time that shows that they have completed the requirements for the certificates and ratings that they have, the time that shows they have completed any flight review, and the time that shows that they are current.

Section 61.51(b) also includes the information that is required to be recorded in a logbook. These include, among other things, the type of experience gained during the flight—solo, Pilot in Command (PIC), Second in Command (SIC), and training; the conditions of the flight (day/night, actual or simulated instrument); and general information about the flight.

Section 61.51 also contains the rules on when a pilot is permitted to log time. The rules can be complex and differ based on the type of certificate a pilot holds. A careful review of the regulation from time to time is advisable to ensure that all of the time you hope to log is actually permitted to be logged.

While some pilots are required to carry their logbooks on at least some flights, private pilots are not required to carry their logbooks while they fly. All pilots are, however, required by the regulation to provide their logbook for inspection "upon reasonable request" by the Federal Aviation Administration (FAA), the National Transportation Safety Bureau (NTSB), or any federal, state, or local law enforcement. The NTSB has held that no justification is necessary for a request for a logbook to be reasonable: *FAA v. Weinstein*, NTSB Order No. EA-3675. All that is required for a request to be reasonable is for the pilot's compliance to present no undue or inappropriate burden. In other words, if adequate time is given to produce the logbook, the FAA does not have to provide a reason why it wants to review the pilot's logbook.

Of course, the most important thing to remember about logbooks is that pilots should do their best to ensure that the entries are accurate. Falsifying a logbook is a ground for revocation of certificates under § 61.59. And as a pointer, it may be a good practice to avoid including information that is not required. Extraneous information could raise unnecessary questions. For example, if you unnecessarily recorded passengers' names as a keepsake, it could pose a problem if your other entries (or lack thereof) indicated you were not current to carry passengers at the time of the flight.

If you have any questions about logbooks or any other legal matter related to your flying, please consult with an experienced aviation attorney. ■

Daniel J. Hassing is a private pilot, a remote pilot, and a partner at the law firm of Lamson, Dugan & Murray, LLP in Omaha. Dan is a member of the firm's transportation group, which advises clients on issues arising in the railroad, trucking, and aviation industries.

Pilots Now Able to Track Medical Applications in Real-Time

Federal Aviation Administration Press Release

WASHINGTON—The Federal Aviation Administration (FAA) has added a new feature to MedXPress that allows pilots to track the status of their medical certificates online throughout the application and review process. Prior to adding this new feature, pilots had to call the Office of Aerospace Medicine to check their application status.

"If you can track where your ridesharing car is or the status of a company delivering your package, pilots should be able to see online the real-time status of their application," said Federal Air Surgeon Dr. Susan Northrup. "We will

continue to explore how we can be more transparent with the aviation community."

As soon as an application is submitted, it will appear in the pilot's MedXPress profile. Status updates will change as the application moves through the FAA's review process. If an application is deferred or denied, the applicant will receive detailed information through the mail.

The certification process itself does not change. You can learn more about FAA's medical certification process at https://www.faa.gov/licenses_certificates/medical_certification/ ■

Hastings Municipal Airport to host antique plane fly-ins

By Hailey Mach, KSNB

Mark your calendars! Antique fly-ins and hamburger feeds are coming to the Hastings Municipal Airport. The events will be held on the last Saturday of each month, from 11:30 a.m. to 1:30 p.m., through the end of August.

The Antique Airplane Association is hosting the events at the Hastings airport, which has doubled as their new home. Matt Kuhr, manager for Meyers Aerial Service at the airport said there were reasons why the association found interest in Hastings.

"With our success from last year's fly-in, the fact our airport is really growing, they looked at us as a place to drum up more support and more members," Kuhr noted. "Plus this old hangar, that's one of a kind left on the national historic registry...has really brought them here."

On Labor Day, there will also be a fly-in held in Hastings, involving 16 planes from around the United States.

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Great things happening in Western Nebraska

By Ryan Robinson, President EAA Chapter 608



Panhandle Flyers Flying Club members (and Gering High School Career Pathways Program students) pictured with Ryan Robinson, left. Allie, middle, recently completed her PPL and flew the group from the Western Nebraska Regional Airport (BFF) to the Nashville International Airport (BNA) to attend the Women in Aviation International Conference in March.

I was a typical youth growing up in the 80s and 90s in western Nebraska. We lived in Alliance, but I found jobs working on ranches and farms starting at a young age. At age 15, I was dragging my poor mother along so I could drive a truck and help with the sugar beet harvest. By age 18, I held my intra-state Class A Commercial Driver's License (CDL). I enjoyed operating machines and had a good understanding of mechanics. I also had a grandfather who was a private pilot in Fairbury. He loved talking airplanes and taking his grandkids (and anyone else willing to crawl into the single engine Piper he rented at the airport) for a ride around the area. This seems like it would have pointed me to my eventual career in aviation, right?

Despite these early experiences, I never considered a career in aviation. I was not the young kid staring up at the sky at knowing he would become a pilot one day. In fact, I chose a college path based on high school aptitude testing and flipping through a careers catalog. It was not a good fit, and after performing poorly in my first college semesters, I looked for something else.

While on a training event with the Nebraska Army National Guard, (I was a tow truck operator/mechanic) the 9/11 attacks occurred. While those events were devastating to the aviation industry, they sent me down my path to flying. By November 2001, I was headed to Fort Campbell, KY to help fill the ranks of the Army's Special Aviation Operations Regiment (160th SOAR) as they began sending soldiers and equipment to what would become the War on Terror. This interaction with pilots, mechanics, and operations personnel led me to my career in aviation.

Fast forward 20 years, past all the ups and downs of being a pilot after 9/11 and the 2008 financial crisis, and I found myself back in western Nebraska raising my own family. With the help of Scottsbluff's Robbins Aviation, I was able to add single and multi-engine ratings to my helicopter ratings earned with the Army National Guard. This led to a position

flying for SkyWest Airlines. It also led me to a desire to give back to a career that has offered me so much, with more to come. Seeing a pilot and mechanic shortage play out across the country further showed me that I am able to help others realize their love of aviation and possibly attract others to the career. My personal goal is to ensure that youth know that aviation provides an exciting and rewarding career that is full of varying challenges and opportunities.

We should all be playing a part in introducing the next generation to our passion, or re-introducing aviation to those who may have had life's responsibilities get in the way. Western Nebraska has some great things happening that I am proud to be assisting with in any way I can.

Here is a sampling of some opportunities to engage our youth in aviation:

- The Panhandle Flyers Flying Club was formed in 2014 with 6 members and a Piper Tri-pacer. That club has grown to around 40 members, two Cessna 172s, a Cessna 152 Sparrowhawk, and a Piper Cherokee 235. The club's objective is to keep flying as affordable as possible and has been very successful in controlling costs.
- Experimental Aircraft Association (EAA) Chapter 608 holds the Western Nebraska Regional Airport Appreciation Day annually, two or more Young Eagles Rallies annually, new Visual Meteorological Conditions (VMC) and Instrument Meteorological Conditions (IMC) clubs, and are making plans to host flyouts, youth events, and, hopefully, a scholarship in the next year.
- Gering High School is in its first year with an Aviation Career Pathway Program. Sophomore to senior-level students can elect this pathway where they will learn about aviation careers, completing their private pilot and remote pilot licenses. One student has completed her Private Pilot License (PPL), with 5 to 6 more working on it after just forming this school year. The program was awarded a substantial Federal Aviation Administration (FAA) Aviation Workforce Development Grant this year that has really helped advance the program!
- Western Nebraska Community College continues to provide a path for our maintainers. While the pilot shortage seems to get all the headlines, a shortage of qualified Airframe and Powerplant (A&P) mechanics is hampering everything from general aviation to large airlines.

This is just a short list of possible ways we can share our passion for aviation. There are many other ways to help get the word out about aviation for both recreation and careers. Invite the public to airport events, fly-ins, and pancake feeds, or just invite a neighbor for a quick flight! Whether you can spare one day per year, or several days per week, there are ways to share your passion with others: You never know when you may spark a lifelong interest or career! ■

FAA Levies Largest Fines Ever Against Two Unruly Passengers

By Federal Aviation Administration (FAA)

The U.S. Department of Transportation's Federal Aviation Administration (FAA) proposed the largest-ever fines ever against two passengers for alleged unruly behavior. The fines of \$81,950 and \$77,272, respectively, are part of the approximately \$2 million the agency has proposed since Jan. 1, 2022.

"If you are on an airplane, don't be a jerk and don't endanger the flight crews and fellow passengers. If you do, you will be fined by the FAA," U.S. Transportation Secretary Pete Buttigieg told ABC's "The View" on April 8 when he announced the fines.

The \$81,950-fine involves a passenger on a July 7, 2021, American Airlines flight from Dallas-Fort Worth, Texas, to Charlotte, N.C. The FAA alleges the passenger threatened to hurt the flight attendant that offered help to the passenger after she fell into the aisle. The passenger then pushed the flight attendant aside and tried to open the cabin door. Two flight attendants tried to restrain the passenger, but she repeatedly hit one of the flight attendants on the head. After the passenger was restrained in flex cuffs, she spit at, headbutted, bit and tried to kick the crew and other passengers. Law enforcement apprehended her in Charlotte.

The \$77,272-fine involves a passenger on a July 16, 2021, Delta Air Lines flight from Las Vegas to Atlanta. The FAA alleges the passenger attempted to hug and kiss the passenger seated next to her; walked to the front of the aircraft to try to exit during flight; refused to return to her seat; and bit another passenger multiple times. The crew had to physically restrain her.

The FAA's Zero Tolerance policy against unruly passenger behavior and its public awareness campaign has decreased the rate of unruly incidents by nearly 60 percent. But as today's announcement demonstrates, more work remains.

Federal law prohibits interfering with aircraft crew or physically assaulting or threatening to physically assault aircraft crew or anyone else on an aircraft. Passengers are subject to civil penalties for such misconduct, which can threaten the safety of the flight by disrupting or distracting cabin crew from their safety duties. Additionally, federal law provides for criminal fines and imprisonment of passengers who interfere with the performance of a crewmember's duties by assaulting or intimidating that crewmember.

The passengers have 30 days after receiving the FAA's letter to respond to the agency. The FAA does not identify passengers against whom it proposes civil penalties. ■

Duncan Aviation's Bartlett Wins FAA Wright Brothers Master Pilot Award

By Mark Phelps, AVweb



Duncan Aviation Senior Captain Larry Bartlett (left) receives the FAA Wright Brothers Master Pilot Award from FAA FAASTeam Program Manager Mark Gaffney.

Duncan Aviation announced on March 29 that its senior captain, Larry Bartlett, received the FAA's Wright Brothers Master Pilot Award. The award is the agency's most prestigious for pilots certified under Title 14 of the Code of Regulations (14 CFR) part 61 and "recognizes individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft."

Raised on his family's farm in Gothenburg, Nebraska, Bartlett would climb to the top of the windmill and watch airplanes arriving and departing from a nearby airport. He wrote his senior paper in high school on agricultural flying, having watched aerial applicators from his roost at the top of the windmill from a young age. After entering the University of Nebraska at Lincoln, he discovered skydiving, which continues to be a passion. He began flying lessons in 1971 and soloed with eight hours logged, earning his private license at 39.1 hours.

His first professional flight after earning his commercial certificate (at 188 hours) was transporting ag chemicals from Salina, Kansas, to his home airport in Gothenburg. As he built up ratings, he joined the ranks of instructor pilots, charter pilots and even agricultural pilots, learning to spray crops from a Piper Pawnee.

In 1982, Bartlett moved his family to Lincoln, where he won the job of chief flight instructor for Duncan Aviation's flight school. When the school closed in 1985, he became Duncan Aviation Flight Department's chief pilot.

Bartlett joins Duncan Aviation Chairman Emeritus Robert Duncan, previous Duncan Aviation pilot David Moll, and the late Harry Barr as the company's proud Wright Brothers Master Pilot Award recipients. ■

Article and photo courtesy of AVweb, the world's premier independent aviation news resource.

Let's Test Our Aviation Knowledge

David Morris

1. The era of aviation began with which type of craft?
2. True or false, the Wright Brothers were the first ever to put a heavier-than-air controlled aircraft into the skies?
3. What is "General Aviation"?
4. You are flying an old King Air 350 (equipped with DME) up to FL260 along a jet route. Passing FL250 in VMC, the DME becomes unreliable. Can you continue the climb to FL260?
5. True or false, the world's first aviation fatality was one of the Wright brothers?
6. You're taxiing out to the runway in preparation for an Instrument Flight Rules (IFR) flight when you notice the clock next to your instrument panel has stopped working. Both you and your friend have wrist watches if you ended up needing to reference the time during the flight. Can you continue with the flight?
7. What's an "aeronaut"?
8. You are performing an instrument cockpit check while taxiing to the runway in preparation for an IFR flight. During your turns, you notice the inclinometer isn't moving. Does this need to be operative for you to takeoff into Instrument Meteorological Conditions (IMC)?
9. Is a Vertical Speed Indicator required for IFR flight?
10. What does wing washout do for your aircraft?

Lightning Myths & Facts

Myth: If it is not raining, then there is no danger from lightning.

Fact: Lightning often strikes outside of heavy rain and may occur as far as 10 miles away from thunderstorm clouds.

Myth: Structures with metal or metal on the body attract lightning.

Fact: Height, pointy shape, and isolation are the dominant factors controlling where a lightning bolt will strike.

Myth: Lightning will never strike the same place twice.

Fact: Lightning often strikes the same place repeatedly, especially if it is a tall, pointy and isolated object.

Myth: The rubber soles of the shoes or rubber tires on a car will protect you from being struck by lightning.

Fact: Rubber-soled shoes and rubber tires provide no protection from lightning. The metal frame of a hard topped vehicle provides increased protection if you are inside and not touching metal.

QUIZ ANSWERS

1. In 1783, the French Montgolfier brothers launched a hot air balloon and flew just over a mile. The era of human aviation had begun.
2. False. Several other inventors created variants of aircraft into flight before the Wright brothers. But thanks to their 1903 efforts, Orville and Wilbur really were the first to put a heavier-than-air controlled plane into action.
3. General aviation is an overarching term referring to all unscheduled, civil flights. It can refer to pilots out joyriding, hang gliders zooming from clifftops, or non-airline commercial air traffic.
4. Yes. FAR 91.205(e) states that you must have a reliable DME or suitable RNAV system that is operable if you plan to fly above FL240 on an airway using a VOR. However, if it becomes inoperative at these altitudes, you need to tell ATC but you can continue along your route above FL240 to a place where repairs can be made.
5. False. Five years after the Wright brothers pioneered controlled flight, Orville crashed a plane, killing his passenger, Thomas Selfridge -- now known as the world's first airplane fatality. Orville survived.
6. No. The clock that is a part of the required equipment for IFR flight refers to a clock that is installed in the airplane. It cannot be from an external source such as a wristwatch or a smartphone.
7. Aeronauts are the men and women who fly lighter-than-air aircraft, like a balloon.
8. Reference FAR 91.205 (d)(4), the inclinometer or 'ball' is required to be operative for IFR flight.
9. No. Refer to Federal Aviation Regulation (FAR) 91-205.
10. The angle-of-incidence of the root is higher than the angle-of-incidence at the wing tips. This causes the wing root to stall first, preserving aileron effectiveness during a stall.

Lightning Safety

What To Do Next

- Stay away from windows and doors and stay off porches.
- NO place is safe outside, however, if you avoid open fields, avoid tall isolated trees or other tall objects, and if you stay away from water you may be able to reduce your risk of being struck.
- If you are caught in your car, safely pull over to the side of the road, turn on your hazard lights and turn off your engine.
- Fold your hands in your lap and avoid touching anything metal in your car.



Be Prepared!

On average 400 people are struck by lightning each year.

ALL storms produce lightning that is dangerous.

Plan ahead for the potential of hazardous weather.

If you hear thunder that means lightning is present and you should seek shelter immediately.

Stay in your shelter for 30 minutes after you hear the last sound of thunder.

PIREPS

Events Calendar

Great Plains Wing of the Commemorative Air Force Third Wednesday Cookout (TWCO) Third Wednesday every month April through October Council Bluffs Municipal Airport KCBF GPW Hangar 1730-1900 hours Burgers, brats, chicken
Jeff Hutcheson
jeffhutcheson3@gmail.com
402-981-4633
Free will donation requested to continue to support the GPW and P51D Gunfighter

Nebraska Chapter of the Antique Airplane Association hamburger cookout last Saturday of the month March-October.
Hastings Municipal Airport.
Open to anyone interested in aviation.
Cookout held 11:30am-1:30pm at KHSI.

Annual chapter fly-in also at Hastings August, 26th-28th. Includes an air tour from there to the AAA fly-in at Blakesburg, Iowa.

30th Annual Nebraska State Fly-In Grant Municipal Airport (GGF) Saturday, June 18, 2022
Contact: 308-352-2100, City of Grant

Pender, NE (OC4)
Fly-in breakfast Sunday, June 26, 2022
8am until 12 PIC eat free.
questions call John Miller
816-210-2081

Great Plains Wing of the Comm. Air Force Annual Pancake Breakfast, Flight Breakfast and Open House Sunday, August 7, 2022
Council Bluffs Municipal Airport KCBF
Contact Jeff Hutcheson, 402-981-4633
Or jeffhutcheson3@gmail.com

EAA Chapter 608 Airport Appreciation Day and Fly-in at Western Nebraska Regional Airport/ KBF

September 10th, 2022
Contact: Ryan Robinson, President
EAA 608, 402-430-6718

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

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