CALMIT FLYING

By David Moll

CALMIT (Center for Advanced Land Management Information Technologies) is a part of the University of Nebraska at Lincoln, School for Natural Resources, and utilizes aviation to do research analysis. The department utilizes a Piper Saratoga for aerial research by mounting into the cabin and baggage area an imaging fluorometer, along with a hyperspectral and thermal imaging photo devices that gives research scientists the ability to see when plants or crops are stressed and why. For example, solar-induced chlorophyll fluorescence (SIF) refers to a weak emission of light too small to be detected by the naked eye. Plants under stress from a lack of water or other biophysical stressors change photosynthetic activities. Excess light is re-emitted as fluorescence emission. This emission change can be identified and recorded by imaging fluorometers. “The SIF offers to revolutionize remote assessment of plant photosynthesis, productivity and stress, but we really have to learn what this new technology can and can't do”, says CALMIT scientist John Gamon. A lot of the flight and image testing has been done over the UNL Agriculture Research and Development Center near Mead, Nebraska so it’s a very controlled and well monitored testing environment. This airborne technology is so new that in late September, sponsored by the European Space agency along with the UNL School of Natural Resources, Agronomy and Horticulture, Agricultural Research Division and the Office of Research and Economic Development, a workshop was held to investigate methods to standardize the analysis of the huge amount of data this aerial platform captures. Representatives from six (6) countries, NASA and the European Space Agency participated in the conference.

CALMIT’s flying is totally different than what I’m used to when flying state officials. Image acquisition is on predetermined photo runs requiring clear skies, exacting altitudes (typically 7,800 ft. MSL), ground speeds (110 mph) and route accuracy. Rick Perk, a UNL geoscientist, who is the driving force behind this aerial collection, sits facing backward with his double computer screens setting up the parameters for the collection of data. The pilot also has a computer screen in the cockpit providing very accurate speed, altitude and on-course guidance. We try to always fly into the wind utilizing a higher airspeed which gives us a lower angle of attack for a better camera angle while maintaining a lower ground speed – plus a more stable airplane. The first photo run is always the most challenging. Fortunately, Rick sets up a 5 mile lead-in point for the first run. The lead-in provides several minutes for the bracketing of headings and power setting, because when the data capture starts, he wants you to be right on the parameters. Once identified, subsequent flight lines require less lead-in distance to adjust parameters. The typical flight run is also about 5 miles. I have come to really enjoy this precision flying.
Merry Christmas!

I would like to be one of the first to wish you a Merry Christmas and a Happy New Year. The shortest day of the year will be December 22nd but the holidays have just started. Hope you had enough to eat on Thanksgiving; and now for those Christmas goodies!

There are three things I would like to tell you about; pilot shortage, ADS-B deadline, and an aviation license plate for Nebraska.

Do we have a pilot shortage? My thought is yes! There have been major difficulties for the regional airlines in filling cockpits, and according to the Air Line Pilots Association, large jet carriers will need to replace 23,000+ pilots by 2025. They will significantly begin in 2021 and peak in 2025. Since a large portion of the major airlines pilots come from the regional carriers more cooperation will be required between these segments to fill the vacancies.

What about ADS-B? If you think of December 31, 2019 as the deadline you now have two years to become ADS-B compliant. At Air Venture 2017 this summer, UAVIONIX (maker of miniature ADS-B equipment for unmanned aircraft) is working with the FAA to certify its SkyBeacon—a compact ADS-B Out product. Right now, it is only for Experimental and Light Sport Aircraft and replaces the left wingtip position light. There is a bit more to it, but it’s coming soon for certificated aircraft and at a reasonable cost.

Would you like the public to know you’re an aviation enthusiast? The Nebraska Chapter of the Ninety-Nines has stepped up to sponsor a Nebraska Aviation License plate whose design was shown in the last issue of PIREPS and again just below. We will be placing the information for getting one on our website at www.aero.nebraska.gov. You will need to fill out an application from our website, attach a check for $70 made out to the Nebraska Ninety-Nines, and mail to: The 99’s, Care of NE Division of Aeronautics, PO Box 82088, Lincoln, NE 68501. We need to collect a minimum of 250 prepaid applications before the NDOV will make the license plate.

Proposed License Plate Design

NEBRASKA 2018

012AB

FLY NEBRASKA

Together, we can make this happen!

New Category

Lee Svoboda

Well if you have not yet heard, I have changed categories. I have moved from the category of “those that will, to those that have” landed a retractable gear airplane with the gear up. It was not a memory/checklist failure on my part to put it down. However, you would think that I would have been able to figure out how to get the gear down on a Piper product even after the emergency extension procedures did not get it down. Hopefully, the investigation will determine why it would not extend. Anyway, a new prop, engine overhaul, flaps, antennas, some belly skin, and four months will get the airplane back to an airworthy condition.

Now let’s get down to practical test issues. Lately I have been getting that deer in the head lights stare when I talk about landing criteria during the preflight briefing. It just seems like applicants have not been exposed to the criteria. The criteria I am talking about is the beyond and within limits. If they have been made aware of the criteria, I find that they do not know how to determine if their landings meet the standard. Well let me tell you, I use the simplest method available to me in determining if an applicant lands within the documented standard. Well me let me tell you, I use the simplest method available to me in determining if an applicant lands within the documented standard. If the runway is painted IAW FAA Standards, a center line stripe is 120 feet long and the gap between stripes is 80 feet. Quite simply, from the beginning of one stripe to the beginning of the next stripe is 200 feet. I just ask the applicant which stripe he/she is aiming for. Makes it simple for me and it should be easy to teach a pilot getting ready for a practical test during both dual and solo training. The beyond and within standards can be found in the appropriate ACS.

The appropriate slow flight and stall standards are showing up during practical tests. Just remember, we no longer fly slow flight with the stall warning device blowing or shining.

In the last issue, I commented about steep turns. Well, just as I expected, you instructors got the word and steep turns have improved tremendously. I have not had a failure because of steep turns in the last two months. Good job instructors.

Again, as winter approaches in Nebraska, we must teach our students how to fly in cold weather. That means things like preheating, proper priming, warm up times, correct throttle movements, etc. Remember, if your applicant cannot get the engine started, it most likely will result in a disapproval notice. Next article to come from Arizona. FLY SAFE!

Art Contest Reminder

A reminder: The due date for having your entries submitted to the Aeronautics Division is Jan. 19, 2018.
I will never forget my first flight. It was in the backseat of a clipped-wing Cub in Ventura, California. I also vividly remember the first time a pilot let me “take the controls,” my first solo flight and other such firsts. I am certain that you remember your similar experiences, as well.

Sometimes a “first” can be unexpected, like the first time I occupied the left seat of a McDonnell Douglas DC-10. I had been a part of a safety team conducting safety seminars in Peru for the Peruvian Air Force Academy, AeroPeru Airlines and some incredible mission aviators flying in the jungles of Peru. It had been a fantastic experience, and I was headed home on an overnight AeroPeru flight from Lima to Miami. I visited briefly with the Captain of our DC-10 while boarding. He mentioned some good things about our seminar, then he went forward and I went aft.

But in the middle of our long flight home, I was suddenly awakened by someone shaking my shoulder. It was a flight attendant getting my attention to tell me that the Captain wanted to see me. Well, I cautiously climbed over the other sleeping passengers surrounding me and then went forward to the cockpit. After visiting with the crew for a few minutes, the Captain, who knew that I was type-rated on the 747 and had also flown MD-80s (with a flight guidance system similar to the DC-10), said, “Jerry, I'm really tired and I'm going to the back. Would you mind sitting in my seat for a while?” You're right, that wouldn't happen today. And yes, the First Officer was in control. But here I was, the very first time I'd even been in a DC-10 cockpit, and I was in the Captain's seat...with 300+ people riding behind me. Sometimes, actual aviation experiences can be stranger than fiction. By the way (in case you're wondering), no, I did not make the landing. Neither did I log the time nor receive a pay check. But the camaraderie with the crew and the experience itself more than made up for that!

“First” can also be a helpful attitude. Every time I preflight my airplane, for example, I should do it as deliberately and thoroughly as I would if I were doing it for the first time. The same should be true of my flight planning, my checklist usage, etc. This perspective is a great antidote for a killer in aviation called complacency, which can negatively impact many important responses and actions like general flight and maintenance discipline, traffic pattern and instrument approach precision, stabilized final approaches, etc.

So, yes, “firsts” produce many good memories. And treating each task and/or maneuver as a “first” that is deserving of significant focus and effort can also help to produce better practices and maybe even safer results. Perhaps a first-rate concept?

Flying Naked-Part 1

Last issue I wrote about a Big Boy/Girl trip to Alaska. Hopefully you have marked off your 2018 calendar for your trip to Alaska. If so, plan to do some of the flying naked! Is anybody old enough to remember Speed Simonek at the Lincoln FSS? He was one of the Wx briefers there long before GPS, Sirius or ADS-B. Speed would brief the flight ahead, then a teletype would print out the words on yellow paper. That was then. Alaska today, and the entire route to Alaska, is not a lot different than "then". There is not radar coverage for the entire country or as many metar stations as you would like. ADS-B in Canada? Not. In Alaska ADS-B for radar coverage is only spotty as the stations are clustered around Anchorage and Fairbanks. So, old school it is. Self brief, or call the local FSS and hear it from someone who knows the territory. Accordingly, I planned my two day trip from the U.S. to Alaska on a high, a weather high. If you hear the terms: CAVU (Ceiling and Visibility Unlimited) or CAVOK (Ceiling and Visibility is OK) these are a good thing when traveling 2500 miles. My first overnight was Ft. St. John, and then on to Whitehorse before the trip to Anchorage.

Whew! Now after flying 2500 miles, you are there. The feeling is like no other, a huge notch in your belt for sure! Since I have already been to Fairbanks, I chose Merrill Field in Anchorage as my destination. You'll have to clear Customs at Anchorage International, and while there is transient parking there and fuel, it is not what I call a welcoming place. On the other hand using Merrill is great for your day trips to Talkeetna, Palmer, Kodiak, Wasilla, and THE MOUNTAIN (Mt. McKinley or Denali, whichever you prefer). Be sure the weather is clear for your flight to the Mountain as it's worth it. I chose Anchorage because you unpack only once, fly daily, and then you're back "home" at night. Repeating myself, sourdough pancakes are a must! And these smaller airports are also a must. But it's great to see how others live. So shop, enjoy a meal and live large. Why did I name this story Flying Naked? My next column will explain.
**Parachute Boogey!**

*By Jess Banks*

What a great day for parachuting out of a perfectly good aircraft! That’s what the Lincoln Sport Parachute Club did on Sept. 29th through Oct. 1st at Plattsmouth’s Municipal Airport. I went there on Saturday and the temperature was a balmy 78°F with SW winds at 10-16 knots. Tandem jumps (novice attached to an experienced parachutist) were offered with 21 on Friday and 40 on Saturday. It’s fun to watch.

Tonya O’Shea was there to do a tandem jump and with her husband who had done so several times. Now it was her first time! After receiving instruction and buckling on the tandem harness, she boarded the twin engine Otter aircraft for a ride up to 13,500 feet. 21 other jumpers rode with Tonya and the aircraft took off in an amazingly short distance, climbing out at 1400 feet per minute. Once at altitude and directly over the field, you have to jump! What? How exciting is that?

After a successful landing, Tonya and her instructor did a high five and the adrenalin rush slowly began to fade. It was all over till the next thrilling jump. Several parachutists had over 1,000 jumps to their credit, and when you are that proficient, you can do some interesting things, such as flying formation with your buddy. As you can see, parachuting can be a lot of fun, but what about the guy who does all the flying? Twin Otter pilot Dave Schwartz is a native Nebraskan who lives in Chicago during the spring, summer and fall, flying parachutists over the midwest. During the winter, Dave takes the aircraft (also his wife and daughter) to Sebastian, FL and takes up jumpers there. What an exciting life! I’m almost ready to do a tandem jump, but not right now!

**ADS-B/RVSM/CPDLC**

*By David Moll*

The FAA is considering a revision for application to operate in RVSM airspace. Their proposal would eliminate the requirement for operators to apply for an RVSM authorization when their aircraft is equipped with qualified ADS-B Out systems and meet specific altitude keeping equipment. This proposal recognizes the enhancements in aircraft monitoring resulting from the use of ADS-B Out systems and responds to requests to eliminate the burden and expense of the current RVSM application process for operators of aircraft equipped with qualified ADS-B Out systems. The technology and avionics are so good right now, this proposal makes all the sense in the world. The final rulemaking will be the determining factor, and hopefully, all the slowdowns in approvals that operators have complained about since the inception of RVSM will be removed. Right now, each FSDO office approves RVSM applications for all the airplanes in its region. Some FSDO offices are really fast, while some are overloaded, slowing approvals down to a crawl.

A company I'm very familiar with bought a brand new 2017 Gulfstream certified with the latest avionics package. The Chief Pilot started the RVSM application four months before aircraft delivery, and it still took another month after delivery before final approval was received. Why is this slowdown a problem? Until the airplane is certified for RVSM, the airplane cannot climb from 29,000 feet to above 41,000 feet unless the ATC controller has an acceptable workload, plus the airplane must be able to climb unrestricted through RVSM airspace, nor can other RVSM airplanes be within 2000 feet. When high performance jets are restricted to 28,000 ft., the fuel flow is terribly high.

Also, in this Gulfstream is a communication device called a CPDLC, which is short for: Controller – Pilot – Data – Link—Communications. This device is very similar to texting between the pilot and the air traffic controller instead of talking over the radio via VHF or UHF. The advantage to Data Link really shines as the number of airplanes increase in areas of high saturation, because instead of adding more controllers, standard clearances such as frequency changes or standard routing can be “texted” to the flight crew saving time. In order to get this approval, the crew must be trained and an application sent to Washington DC. Unfortunately, the approval time is now over 6 months with a communication device that's been around for many years.

When airplanes are FAA certified with standard equipment that meets the criteria such as RVSM and/or CPDLC, and the crew is fully trained by an FAA approved training facility, the bureaucratic approval processes are not advancing as fast as technology.
Different Airplanes  

In the course of some 53 years, and counting, of flight instructing, this old CFI has enjoyed a few interesting experiences. It seems that pilots transitioning to an aircraft they have not flown before have a few little surprises that instructors can help smooth over.

I was stationed at Otis AFB on Cape Cod flying KC-97’s, an off-shoot of the B-29. I had just earned my CFI in a Cessna 140 and Dave asked me to check him out in our AF Aero Club’s new 1964 Cessna 172. Dave was a pilot in the C-121 Super Connie radar picket ships. We started down the big runway at Otis and were still on the ground as the airspeed indicator was stabilizing around 90 mph indicated. Dave looked over at me and stated “It won’t go any faster!” I suggested that he pull back on the yoke and “Wow” did we get airborne. The checkout flight then went well until Dave rounded out for landing at the usual height that he was used to landing the Connie only it was about 25 feet higher than the Skyhawk likes and we fell a bit to the runway, cushioned by me adding power.

Almost 20 years later, I had the great job of transitioning pilots to fly the KC-135. Now the KC has swept wings and slowed down for final approach to landing, gear down, flaps set to 50 degrees, yaw damper off, it dearly loves to Dutch roll. For the pilot new to the KC, the natural correction is to roll the yoke to the right as the right wing comes up uncommanded in Dutch roll. By the time the pilot puts in the correction, the wing is already going back down and the intended correction just adds to the movement—makes it worse. The technical term is inertial coupling, but we pilots don’t see the technical. We just want what works. Then the IP shows the student. It is simple, just roll the yoke opposite from what you think is the proper correction, a quick input, then hands off, and the beautiful Boeing airplane just flies along straight and level. Makes the CFI look good, and we like that!

Then I met the Quad City Challenger. The owner did not have a POH, but he had a builders log, and I gleaned what I could from that. Solo, I launched into the blue. Roll left and right to learn aileron rudder coordination. Slow to a power off stall—it just mushed. Power on stall pretty normal. Figured 1.3 Vso for final approach. I round out for landing, and oops, the nose won’t come up. Full power and pusher prop blast over the elevator made it flare nicely. Nice flying airplane if you learn its way of doing things. And, yes, the dual instruction for my student went well. Every airplane that I have checked pilots out over the years seem to have their own idiosyncrasies. Read the book (POH or Owner’s Manual) and then find a competent CFI with experience in make and model and go enjoy.

My Favorite Airports  

Last month’s flying vacation took the 150 and me to 11 airports in five states. The take-away: Well-designed airports with welcoming people help turn a flying vacation into pleasant memories.

For me, Kankakee exemplifies the ideal airport layout. The runway and apron are the FBO’s front porch. You land, taxi to the apron, and park. And there is also an apron for people, with benches where people can watch the landings and take-offs. The FBO itself has a glass front, giving a view to the apron and to the runways. Look up from your charts, and you can see your plane and the runways.

VPZ (Valparaiso, Indiana) is great for getting around the tip of Lake Michigan, while avoiding O’Hare and Midway! Fast turnarounds are a specialty: Step out of the john and your plane is fueled!

Grand Ledge, Michigan is worth noting. You park with the mains on grass, and nosewheel on the edge of pavement. They invite you to a standing buffet of coffee, muffins, sweet rolls, and baggies of trail mix. When I was preparing for departure, the office manager, a slender young woman, towed the 150 to the fuel farm, and topped me off. I passed on the muffins and the coffee, but grabbed a baggie of mixed nuts, and lived on it all the way to Davenport, Iowa. Nice.

Jet Air at Galesburg can’t be topped for hospitality, and it has a good layout: apron and runways just like the FBO’s front porch. A notable plus: every yellow tie-down T on the apron has the ropes, thick as your thumb, right there in place, right side, left side, tail. They have two civilian courtesy cars (not ex-police). And they let you have one overnight, or any time during the day if you are weathered in at Galesburg. And I certainly was!

At Bloomfield, Iowa the pilot lounge is a corner of the big maintenance hangar. Duke Ball, the IA, A&P, and mgr, made Bloomfield memorable. He waved off my VISA card. No plastic! “They charge too much,” he said. “I’ll make you out a bill and you can send me a check when you get home.” At Bloomfield, the pilot fraternity is like we were old neighbors.

The Knoxville, Iowa FBO has a glass front, so you can see your plane out there on the large apron. The forecast being thunderstorms, they helped me put the plane in a hangar, packed my folding bike in the trunk of a car, and gave me a lift to my motel.

For me, VPZ exemplifies the ideal airport layout. The runway and apron are the FBO’s front porch. You land, taxi to the apron, and park. And there is also an apron for people, with benches where people can watch the landings and take-offs. The FBO itself has a glass front, giving a view to the apron and to the runways. Look up from your charts, and you can see your plane and the runways.

Well-designed airports with welcoming people help turn a flying vacation into pleasant memories.
OPTIONS

Dan Petersen

The other day, while flying from New York's JFK airport to Miami International Airport (MIA), I was listening to radio transmissions more than a 100 miles ahead of us. Air Traffic Control (ATC) was issuing holding instructions on the arrival into MIA. It sounded like they were holding aircraft over Palm Beach and the Treasure VOR. “Hmm, I wonder why they are holding” I said as I pulled up the latest weather for MIA. The weather said MIA had a thunderstorm over the field with heavy rain, with wind shear advisories in effect, and lightning in all quadrants.

Our dispatcher had predicted this because of the forecast, so he gave us an alternate airport, Fort Myers (RSW), which was on the other side of the state, extra fuel for holding and enough to fly an approach to MIA, then proceed to RSW and land with enough reserve fuel. Since the dispatcher cannot predict where we would need hold, it is up to the pilot to figure out how long we could hold before we would have to give up and go somewhere else to get fuel. I pulled up our flight plan and saw that it showed that it would take 3,000 pounds of fuel from Palm Beach to MIA and another 6,500 pounds to RSW. The flight plan said our reserve fuel was 7,000 pounds. I asked the captain how much he wanted to land with at RSW, since no one wants to land with minimum reserve fuel. He said 10,000 pounds. So we would need to leave Palm Beach when the fuel gauges hit 19,500 pounds.

You probably have read in my past articles about the necessity for good planning and always having a way out in case the flight can’t be completed as planned. By listening to what was going on way ahead of us, we were able to come up with a solid plan more than a hundred miles from where we would have to divert. We also asked ATC if we could slow down early so that we could save fuel and hopefully, by the time we reached Palm Beach, we wouldn’t have to hold. We actually still had to hold, but nothing was rushed, because we were ahead of the situation. We also were directly over Palm Beach with great weather, so we had that as an option as well.

In our General Aviation flying we can do the same. Always be ahead of the airplane, know what is going on around you with other aircraft and the weather. Know your fuel status and where your options are to land with a comfortable amount of fuel.

Airport of the Year

Remember to submit your application for Airport of the Year as soon as possible.

NOAA

WEATHER READY

On behalf of the six National Weather Service (NWS) offices serving Nebraska, I would like to welcome you to our first aviation weather column in PIREPS. The NWS is working with our partners, like the aviation community, to build a Weather-Ready Nation. While you may know the NWS as being responsible for the Terminal Aerodrome Forecasts (TAFs), we truly want everyone to be Weather-Ready. That includes pilots. We want you to be aware of weather which may be hazardous to aviation, whether it's low ceilings and fog, heavy precipitation, strong crosswinds, low-level wind shear, icing, or turbulence. We all should be ready, responsive, and resilient in the face of weather, water or climate extremes.

That is why we have teamed up with the NDOT Division of Aeronautics to write a regular weather column. We plan on providing informative articles on a variety of aviation weather topics to help you make the best decisions possible for your go or no-go decisions, and from wheels up to wheels down. We also hope to provide a face to the many NWS forecasters serving Nebraska pilots, as well as those who fly into and out of Nebraska.

We are also available beyond the written page. In addition to our weather information on the Internet or social media, meteorologists from one of offices serving Nebraska would love to visit with you, or your organization, about aviation weather or any weather-related topic. We may even be able to come to a local Fly-In. If you would like to have a NWS presence at your next aviation event or have a topic you would like us to address in PIREPS, please email me at jeff.kelley@noaa.gov.

Master Pilot Award

Long time EAA Chapter 80 member, Mike Howard, received the Wright Brothers Master Pilot award the evening of Nov. 13 at the EAA 80 monthly meeting at Oracle Aviation, Millard Airport. Mike soloed in 1967 and has since flown over 50 different aircraft and built at least four. His wife, Billie, also received a stickpin similar in design to Mike's lapel pin in recognition of her support to his aviation career. Congratulations to Mike on 50 years of safe flying.
USA Aerobatic Team

David Moll

In September of 2017 the International Aerobatic Club sponsored the U.S. National Aerobatic Championship at the Oshkosh Wisconsin airport. The winner of each category then touts the title of National Champion for his or her category. Additionally it allows competitors to vie for spots on the U.S. Advanced or Unlimited world team. This year it was the selection for the Advanced team. Two very familiar aerobatic pilots from the Midwest, Aaron McCartan and Michael Lents, qualified for the Advanced team after this contest. The U.S. Team will compete against aerobatic pilots from all over the world at Strejnic, Romania August 16-26, 2018.

Aaron McCartan, from Algona, Iowa, is no stranger to the Midwest Aerobatic Club, winning Sportsman category in 2009, and the Advanced category in 2016 for our contest at the Seward airport. Nor is Aaron a stranger to winning at the U.S. Nationals by successfully taking the top spot in the Intermediate category in 2013, plus the Advanced category in 2016 and 2017. Winning the title this year qualifies him for the U.S. Advanced team, as well as being selected as the Team Captain, a title he has earned which is well deserved. Aaron currently flies a monoplane called a Panzl S-330.

Michael Lents is an aviation lecturer at the University of North Dakota (UND). Michael is also the coach for the UND aerobatic team who have won the International Aerobatic Clubs Collegiate series ten years in a row. His aerobatic expertise has earned him a Master CFI in Aerobatics, an honor which very few CFIs hold. It is a thrill to watch Michael's students at our aerobatic contest in Seward, who may have 200 hours total time, scoring higher, and taking home more trophies than older pilots who have thousands of hours more flight time. In his personal aerobatic flying,

Manager of the Year

Governor Pete Ricketts honored David Morris as the Manager of the Year for the Division of Aeronautics. David is the Flight Operations and Aviation Services Division Manager and demonstrates leadership by example in each and every situation. He is an effective communicator, communicating with numerous outside entities to keep his division in top notch shape. David also manages the annual International Aviation Art Contest for the entire state. Each year over 200 participants enter the contest with some winners advancing to the national and international levels.

Employee of the Year

Governor Ricketts honored Skylar Steffes as the Employee of the Year for the Division of Aeronautics. Skylar is the manager of the Scribner State Airfield. Skylar started at the same time as the major reconstruction of the primary runway on the airfield. He quickly proved himself as a team player and able communicator, maintaining a relationship between the contractor, tenants and the department that resulted in an unparalleled level of cooperation among all impacted and involved in the project.

USA Aerobatic Team (continued)

Michael has taken these same precision flying skills and has risen to world competition levels. He currently flies a Extra 300L.

Past world competitors from the Midwest were Chandy Clanton from Lincoln, who flew with the U.S. Unlimited team in 2003, 2005, and 2007. Jessy Panzer, also from Lincoln, flew with the U.S. Advanced team in 2012. One of Michaels UND students, Cameron Jaxheimer, flew with the U.S. Advanced team in 2016, finishing in an outstanding 5th place overall, and the highest scoring U.S. pilot. Linda Meyers-Morrissey, now from the Kansas City area, and Debbie Rihn-Harvey, who grew up in Nebraska, were two of the longest serving Unlimited team members.
**Events Calendar**

- **York Airport (KJYR)**, EAA Chapter 1055 Fly-in breakfast (free-will donation) on the 1st Saturday of every month, 8:00-10:00.
- **Crete Airport (KCEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month, 8:00-10:00.
- **Norfolk Airport (KOFK)**, Fly-in Breakfast Brunch Buffet Special, the last Sunday of every month, 10:00-1:30. PIC’s get 50% off buffet price. Barnstormers 402-316-4099.

- **For sale**: A complete set of Ameriel ODAL lights. Call Diana Smith at Beatrice Airport. 402-223-5349.
- **NATA Convention**, Feb 19-21, 2018 at the Cornhusker Hotel, Lincoln, NE. For more information: http://gonata.net.

**UND $1.5 Million Scholarship to Fight Pilot Shortage**

Mary Grady of Avwebflash.com is reporting the following: Citing the growing global pilot shortage, the University of North Dakota on Wednesday announced it has established a $1.5 million scholarship endowment for high-achieving students to earn their wings. The endowment is funded by $500,000 contributions from the nonprofit UND Aerospace Foundation, UND Promise Scholarship Program and the James C. Ray Foundation. The scholarships will go to incoming freshmen. “We are constantly looking for ways of attracting the best and brightest students to UND,” said UND President Mark Kennedy. “Endowments like this will help us by providing scholarship dollars specifically for recruitment.”

**NE Aviation Symposium & Aviation Maintenance IA Renewal Seminar**

January 24th thru the 27th, 2018, aviation enthusiasts from across the state will come together in Kearney to take advantage of:

- Cutting-edge educational programming.
- Gain invaluable connections at the exhibit hall.
- Enjoy banquets and entertainment.
- Network with fellow aviation management, airport operations, aircraft maintenance and aviation safety personnel.

Registration can be found at www.nebraskaaviationcouncil.org.

Registration fees (per person) prior to January 5, 2018 are:

- Symposium and Maintenance Seminar which includes breakfast, lunch (25 / 26) plus the banquet on the 25th. $150.
- Symposium only including meals as stated above plus the banquet on the 25th – $95
- Banquet only on the 26th – $40
- Aviation Maintenance and IA Renewal Seminar on the 26-27, including lunch and banquet on the 26th – $95

Please join us in this exciting and educational event!