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THE *Voice*

www.nebraskaaviationtradesassociation.com

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Meet The Commissioner . . . Tom Trumble – NDOT Aeronautics Commissioner.

By Tom Trumble, NDOT PIREPS



My passion for aviation began in 1964 with my first ride in a Piper TriPacer at the Fairmont State Airfield. I officially had the aviation bug.

Building radio-controlled models followed into my college years when in 1970 I discovered that I could rent a Cherokee 140 for \$12.50/hr. through the University Flying Club. Doing the math with the rate at which I crashed models led me to the decision to learn to fly. Over time I have observed some faults in this financial plan. I obtained my Private Pilot Certificate from Lincoln Aviation through the University Flying Club in August of 1971 with a huge 40 hours in the log book.

Graduating from the University of Nebraska in 1971 with a Degree in Engineering launched my career in

building infrastructure projects. Paving, buildings, water, sewer, airports, and industrial plants were typical.

My wife Sharon and I raised six children which limited the flying until around 1991 when I confessed to having a pilot's certificate and she gave me forgiveness to rent an airplane from Jim Polack at the Wahoo airport to return to flying.

We obtained a ½ interest in a Cessna 172 in 1995 that we have now owned for 28 years. This airplane is a familiar visitor at many Nebraska airports. It has taken us to the East and West Coasts and many destinations in between.

I currently have a commercial pilot's certificate with an instrument rating and 3,400+ hours of time. I received the Wright Brothers Master Pilot Award in 2022.

My good fortune with aviation has allowed me to share my passion through the EAA young Eagles program by giving over 1000 kids an introduction to flight.

As a registered Professional Engineer, I designed and managed the construction of airport projects in the State of Nebraska for the last 20 years of my career.

I am honored to be an aeronautics commissioner and it is my privilege to assist the Division of Aeronautics and State Airport Officials with the development of the Nebraska State Aviation system.



THE NATA VOICE

Published by the Nebraska Aviation Trades Association

521 First Street, Milford, NE 68405 - Phone: 531-289-8323, Email: taylor@youraam.com



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NATA ADVERTISING

Contact Taylor Moore with questions or to purchase an advertisement.

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Drone Collides with Helicopter in Daytona Beach

Published by: NAAA

A drone collided with a helicopter that conducts sightseeing tours this past weekend over the Daytona Beach, FL flea market. Although no one was injured, the drone collision caused \$60,000 in damage to the helicopter and the incident is under investigation by the Federal Aviation Administration (FAA). The drone operator was reportedly looking down at his computer tablet when the collision occurred.



This incident is another reason why NAAA's position is that Uncrewed Aerial Systems (UAS's) operating either within visual line of sight or beyond visual line-of-sight (BVLOS) be required to equip and utilize detect and avoid (DAA) technology which has been FAA-certified as effective at protecting the unique nature of crewed manned aircraft, aerial application operations or otherwise. Just in the past few months, NAAA has submitted comments to the FAA regarding exemption petitions by Wing Aviation LLC and American Aerospace Technologies Incorporated, amongst many others over the years, requiring UAS equip with DAA and give right-of-way to manned aircraft.

NAAA urges adherence to the following UAS safety protocols:

- Crewed aircraft should always have the right-of-way over UAS.
- Commercially utilized UAS should be certified by FAA as airworthy
- Before UAS operate in areas commonly trafficked by crewed aircraft, such as above farms, they should be equipped with ADS-B In to be able to detect crewed aircraft with ADS-B Out. Ultimately, NAAA believes that UAS should be mandatorily equipped with FAA-certified detect and avoid (DAA) technology that detects crewed aircraft (both cooperative and non-cooperative) and alerts UAS to their position so they can give way to them.
- The above DAA technology should be a prerequisite for Beyond Visual Line of Sight (BVLOS) operations.
- UAS should be equipped with visible strobe lighting, and ideally painted in readily distinguishable colors, such as aviation orange and white, to increase visibility.
- UAS pilots should be held to a standard similar to crewed aviation pilots. This includes requiring a pilot certificate to demonstrate proper knowledge of the NAS, as well as a third-class medical certificate to demonstrate physical capability to operate a UAS.

NAAA will continue to advocate to policymakers the importance of regulating drones to ensure they safely operate amongst manned aircraft and the public.

Do you have an Aviation event to promote? Let us know! Article and pictures are always welcomed. Contact us via the information below.

521 First Street, Milford, NE 68405
Phone: 531-289-8323 | Email: taylor@youraam.com



Convention Schedule

Monday, February 19, 2024

- 9:00 – 3:00 pm Exhibitor Set Up
- 9:30 AM Board of Directors Meeting
- 10:30 – 4:00 pm Registration
- 11:00 am – 12:00 pm Support Personnel Class – Fieldwatch
- 11:00 am – 12:00 pm AgPilotX Training and Troubleshooting – Anthony Fay
- 1:00 – 2:00 pm Chem-Man Presentation Mapping, GPS, Billing and More – Drake Martin
- 2:00 – 3:00 pm NDOT Update – Jeremy Borrell, Director of Aeronautics
- 3:00 – 5:00 pm Compaass Rose – Craig Bair and Matt Hordenes
- 4:00 – 6:00 pm Exhibit Hall Open – Open Bar
- 5:30 – 7:00 pm Reception & Open Bar
- 7:00 PM Big Apple Fun Center

Tuesday, February 20, 2024

- 7:00 – 12:00 pm Registration
- 8:00 AM President's Welcome
- 8:15 – 9:30 am PAASS Recertification Session
- 9:30 – 11:00 am Athena Program/NATA Support Committee
- 9:30 – 10:00 am Coffee Break in Exhibit Hall
- 10:00 – 11:00 am PAASS Recertification Session
- 11:00 – 12:00 pm NATA Annual Business Meeting
- 12:00 – 1:30 pm Awards Luncheon & Speaker
 - Dan Gryder
 - Sponsored by Syngenta
- 1:30 – 3:00 pm PAASS Recertification Session
- 2:00 – 3:00 pm Allied Exhibitor Meeting
- 3:00 PM Coffee Break in Exhibit Hall
- 5:00 – 7:00 pm Exhibit Hall – Reception & Hors d'oeuvres
 - Sponsored by BASF
- 6:00 PM Live Auction

Wednesday, February 21, 2024

- 7:00 – 12:00 pm Registration
- 8:00 – 9:00 am Coffee Break in Exhibit Hall
- 8:00 – 12:00 pm Commercial Applicator Certification Test
- 9:00 – 9:50 am Recertification
- 9:50 – 11:00 am Recertification
- 11:00 – 11:10 am Coffee Break
- 11:10 – 12:00 pm Recertification
- 12:00 – 1:00 pm Luncheon
 - NAAA Representative
- 1:00 – 2:00 pm Recertification
- 2:00 – 2:50 pm Recertification
- 2:50 – 3:40 pm Recertification

FEBRUARY 19-21, 2024
YOUNES CONFERENCE
CENTER NORTH
KEARNEY, NEBRASKA

The Nebraska Aviation Trades Association invites you to the 2024 Annual Convention. The Convention is a great opportunity for you to network with companies from across the state. Join us February 19-21, 2024 at the Younes Conference Center in Kearney, Nebraska!

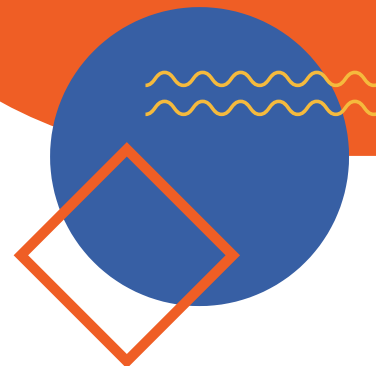
QUESTIONS?

NATA OFFICE

PO BOX 10, MILFORD, NE 68405

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KELSEY@YOURAAM.COM



DARRIN PLUHAR

Darrin Pluhar, raised on a farming and ranching operation in Montana, was introduced to agricultural aviation early on through his father and brother's involvement in aerial application. Despite initially pursuing engineering at Montana State University, he redirected his career path toward agricultural aviation, earning degrees from the University of Minnesota - Crookston and Rocky Mountain College. Darrin purchased his first aircraft, a Cessna Ag. Husky, and started flying for his brother's aerial application business before establishing his own company, Plu's Flying Service, in 1996. Over the years, he expanded his fleet to meet growing demand, investing in newer aircraft like the Weatherly and an Air Tractor. Active in the Association of Montana Aerial Applicators (AMAA), Darrin served on the board and held various leadership positions, including president and NAAA Board representative. He emphasizes training and safety, advocating for programs like PAASS and assisting with Operation S.A.F.E. pattern checks.



BRIAN TOWNSEND

Brian, a second-generation aerial applicator, developed a passion for aviation at a young age, particularly helicopters. Despite earning a fixed-wing license after high school and obtaining a degree in Aviation Administration Technology from Purdue University, his desire to fly helicopters persisted. He joined the Army, becoming a Warrant Officer, and enjoyed a 10-year career flying the AH64D Apache with two combat deployments. After fulfilling his military obligations, he joined his father in aerial application, starting with the Bell 206 and progressing to the turbine thrush 602 and 802. In 2018, he purchased a helicopter and equipment from his father, establishing On Target Applicators. Brian primarily flies the helicopter for applications and handles maintenance logistics during the off-season, spending time with his two children and dog. His hobbies include fishing and golfing.





2023-2024 PAASS Program Summary

The 2023-2024 PAASS Program will be four hours in length and cover several topics including preventing human factor related accidents, environmental professionalism for aerial applications, and the importance of having an operational security plan in place. The program will begin with a review of agricultural aviation accidents from the 2023 season. It will also include a discussion of accident trends seen over the 10-year period from 2013 to 2022. Studying agricultural aviation accident trends allows participants to better understand the causes of accidents, information they can use to prevent similar accidents from occurring at their operations.

For the human factors segment, PAASS will take on the subjects of stall spin accidents and overly aggressive flying. Participants will hear from a variety of sources, some with advice on how to safely turn an aircraft and others with a cautionary tale of what can go wrong when an ag pilot turns too aggressively. Fran de Kock of Battlefords Airspray in Canada provides both classroom and cockpit instruction on how to turn an agricultural aircraft safely, training to learn how an aircraft feels as it approaches a stall, and why agricultural aviation is not aerobatics. Segments from an updated version of the Turn Smart video will display the four left-turning tendencies that impact a fixed-wing aircraft in a turn and how they can lead to a stall in an unsafe turn. A survivor of a stall spin accident will provide a glimpse of how severe the consequences can be when an aircraft is turned aggressively. For those pilots who feel they must fly fast and turn hard in order to get their work accomplished, one pilot explains how he learned that slowing down can speed you up. The subject of how to safely turn a helicopter will also be covered.

PAASS will go back to the basics in environmental professionalism – discussing the importance of droplet size and boom length. Using larger spray droplets and reducing the length of the boom are both proven techniques for reducing drift. The 2023-2024 program will use graphics based on the AGDISP spray drift model to visualize how various droplet sizes move once they are released from the aircraft and how the release point along the length of the boom further impacts their movement. The results of spray pattern testing conducted by the USDA-ARS Aerial Application Research Technology Unit will demonstrate how different droplet spectrums, based on nozzle selection, and boom length impact the effective swath width from an agricultural aircraft.

To reinforce the importance of security at ag aviation operations, the 2023-2024 PAASS program will provide details on an incident where a perpetrator attempted to steal an agricultural aircraft. By learning about this incident, operators and pilots can better assess their own security measures in order to prevent criminals from stealing or damaging equipment and contaminating fuel and agrichemicals. PAASS will also provide an update on FieldWatch, ADS-B usage in agricultural aircraft, and how technology designed to improve accuracy and safety can sometimes become a distraction. The PAASS 2023-2024 program will also include a question-and-answer session to improve aerial applicators' knowledge.

Straight-in Approaches

By David Morris, NDOT PIREPS

You're inbound on an IFR clearance in visual conditions and are cleared for a visual approach at a non-towered airport. Do you continue straight in to land? You've canceled IFR or flying VFR and your direction of flight and the runway alignment are about the same. Do you need to fly the full traffic pattern? Is a straight-in landing even legal? Is it in some way safer? What are the risks and rewards, and how do you manage one and benefit from the others?

Non-towered airports are where the risks of straight-in approaches have the potential to outweigh their advantages. There are ways to mitigate the risk and safely mix with the normal pattern traffic—if you fly predictably, see and be seen, and follow the rules for right of-way. How do you do that?

First, flying a straight-in approach at a non-towered airport is not illegal. The FAA “discourages” it but then provides suggestions on how it should be done. What does the FAA say?

Advisory Circular 90-66C, NonTowered Airport Flight Operations, was updated in June 2023. In that update, the FAA specifically added recommendations about straight-in approaches. First, the AC notes, “The FAA does not regulate traffic pattern entry, only traffic pattern flow.” Except in Federal Aviation Regulation (FAR) 91.126, where regulations require complying with the direction of marked traffic patterns when a traffic pattern is flown, it's up to the pilot-in-command to decide how to approach a runway.

The AC continues to say, “To mitigate the risk of a midair collision at a non-towered airport in other than instrument conditions, the FAA does not recommend that the pilot execute a straight-in approach for landing, when there are other aircraft in the traffic pattern. The straight-in approach may cause a conflict with aircraft in the traffic pattern and increase the risk of a midair collision.” But it then states, “However, if a pilot chooses to execute a straight-in approach for landing without entering the airport traffic pattern, the pilot should self-announce their position on the designated Common Traffic Advisory Frequency (CTAF) between 8 and approximately 10 miles from the airport and coordinate their straight-in approach and landing with other airport traffic.”

Sometimes, a straight-in approach is your best option. The FAA discourages it, but it is not against regulations, and the FAA confirms that by making suggestions for when you choose not to fly the full pattern. It really comes down to the pilot In command to determine how safe a given straight-in approach will be.

NATA ELECTIONS

Elections of members of the NATA Board of Directors and Officers will be held at the annual business meeting on Tuesday, February 21st. Please consider donating your time to help your association.

NATA AUCTION

Please donate an item for the Tuesday evening auction to support the continuing programs of NATA.



**FUTURE NATA
CONVENTIONS**

February 24-26, 2025

Younes Conference Center North, Kearney

February 23-25, 2026

Younes Conference Center North, Kearney



Membership Application 2024

Lifetime Membership - \$1,500 \$ _____
2024 Voting Membership - \$160 \$ _____
2024 Non-Voting Associate Membership - \$85 \$ _____
2024 Allied Membership (Supplier/Non-Voting) - \$70 per person \$ _____

40% of your dues not tax deductible due to lobbyist expenses

Total Enclosed \$ _____

The following information will be used in the membership directory

Name _____ Spouse's Name: _____
Address: _____
City _____ State _____ Zip _____
Email: _____ Cell Phone: _____
Business Name: _____
Business Phone: _____ Fax: _____

Make Check Payable to:

NATA
PO Box 10
Milford, NE 68405

Phone: 531-289-8323 | Email: kelsey@youraam.com

Deadline to be included in the 2024 membership Directory is March 1, 2024

2024 NATA ANNUAL CONVENTION ATTENDEE REGISTRATION FORM

February 19-21, 2024 - Younes Center - Kearney, NE

CONTACT INFORMATION

(The following information will be used as your membership listing in the 2024 NATA Directory)

MEMBER NAME: _____

COMPANY: _____ SPOUSE NAME (if applicable): _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

PHONE: _____ EMAIL ADDRESS: _____

Name(s) of other(s) who will attend and name for badge:

NATA MEMBERSHIP DUES COST

(40% of your dues not tax deductible due to lobbyist expenses)

	COST	QUANTITY	TOTAL
Lifetime Membership	\$1,500	_____	\$ _____
2024 Voting Membership - (Pt. 137/Owner/Operator/Pilot)	\$160	_____	\$ _____
2024 Non-Voting Associate Membership (Non-Pilot/Employee)	\$85	_____	\$ _____
2024 Allied Membership (Supplier/Non-Voting)	\$70/per person	_____	\$ _____

CONVENTION REGISTRATION

	COST	COST	QUANTITY	TOTAL
	Before Jan. 15th	After Jan. 15th		
Full Registration - Member <i>(includes PAASS)</i>	\$185/person	\$225/person	_____	\$ _____
Full Registration - Non-Member <i>(includes PAASS)</i>	\$360/person	\$400/person	_____	\$ _____
Convention Only/Support Personnel <i>(No PAASS)</i>	\$85/person	\$110/person	_____	\$ _____
Convention Meal Package <i>(Two Luncheons)</i>	\$75/person	\$75/person	_____	\$ _____
NATA Spouse	\$60/person	\$70/person	_____	\$ _____
			TOTAL	\$ _____

**Convention Registration does not include meals.*

*******YOU MUST ATTEND THE PAASS PROGRAM ON TUESDAY AND RECERTIFICATION ON WEDNESDAY TO BE CERTIFIED*******

PAYMENT OPTIONS:

Payment Method <input type="checkbox"/> Visa <input type="checkbox"/> Mastercard <input type="checkbox"/> Check <i>(Payable to NATA)</i> <input type="checkbox"/> Invoice
Name as it appears on credit card _____
Account # _____ Exp. Date: ____ / ____ CVV: _____
Signature _____

On-site registration is provided, but only credit card or check payments will be accepted before entry is allowed into the event.

When you provide a check as payment, you authorize us either to use information from your check to make a one-time electronic fund transfer from your account or to process the payment as a check transaction. When we use information from your check to make an electronic fund transfer, funds may be withdrawn from your account as soon as the same day we receive your payment, and you will not receive your check back from your financial institution.

Complete, sign, and date this form and return to:

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2024 NATA ANNUAL CONVENTION EXHIBITOR REGISTRATION FORM

February 19-21, 2024 - Younes Center - Kearney, NE

CONTACT INFORMATION

Name (as you want it to appear on your badge): _____

COMPANY: _____ SPOUSE (if applicable): _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

PHONE: _____ EMAIL ADDRESS: _____

Name(s) of other(s) who will attend and name for badge:

EXHIBIT BOOTHS

	COST	QUANTITY	TOTAL
____ Exhibit Booth	\$400 Before Jan. 15th /	_____	\$ _____
<i>(Includes one allied membership dues)</i>	\$425 After Jan. 15th		
____ Exhibit Booth Electricity	\$45	_____	\$ _____

ADDITIONAL EXHIBITOR ITEMS

____ Additional Allied Memberships		_____	\$ _____
____ Meal Package <i>(Includes two luncheons)</i>	\$70/per person	_____	\$ _____
	\$75/per person	_____	\$ _____

SPONSORSHIPS

____ Diamond Sponsorship	\$5,000		\$ _____
____ Casino Night Sponsorship	\$5,000		\$ _____
____ Platinum Sponsorship	\$2,500		\$ _____
____ Gold Sponsorship	\$1,000		\$ _____
____ Silver Sponsorship	\$500		\$ _____
____ Bronze Sponsorship	\$400		\$ _____

TOTAL \$ _____

EXHIBIT BOOTH INFORMATION

Please refer to the Exhibitor Registration Information & layout to complete the following.

Exhibit location preferred: 1st Choice: _____ 2nd Choice: _____ 3rd Choice: _____
(Please indicate, by number, the location of your choice.)

Please list any exhibitor(s) you do not wish to be located by: _____

SPONSORSHIP

Please provide a JPG or PDF copy to NATA of your company logo.

____ Yes, I wish to sponsor an event during the convention. **List event to sponsor:** _____

____ Yes, I will donate an auction item - **Item Description:** _____

PAYMENT OPTIONS:

Payment Method <input type="checkbox"/> Visa <input type="checkbox"/> Mastercard <input type="checkbox"/> Check (Payable to NATA) <input type="checkbox"/> Invoice
Name as it appears on credit card _____
Account # _____ Exp. Date: ____ / ____ CVV: _____
Signature _____

On-site registration is provided, but only credit card or check payments will be accepted before entry is allowed into the event.

When you provide a check as payment, you authorize us either to use information from your check to make a one-time electronic fund transfer from your account or to process the payment as a check transaction. When we use information from your check to make an electronic fund transfer, funds may be withdrawn from your account as soon as the same day we receive your payment, and you will not receive your check back from your financial institution.

I understand that NATA has no obligation to refund all or part of the exhibit fee. I have read the enclosed Exhibitor Agreement and comply with its terms. Sign: _____ Date _____

Complete, sign, and date this form and return to:

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2024 NATA MEMBERSHIP DIRECTORY

The directory will contain the contact name, company name, address, phone, fax numbers and emails for each NATA member and allied member.

Please complete the below form and return with payment by March 31, 2024.

Advertising Space Order Form

Company Name: _____

Contact: _____

Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

\$225 Half Page (4.5x3.5) - Full Color Ad

\$325 Full Page (4.5x7.75) - Full Color Ad

AD SPACE AUCTIONED AT THE 2024 NATA CONVENTION

***Inside Front Cover
Opposite Inside Front
Inside Back Cover
Opposite Inside Back
Back Cover***

PLEASE EMAIL YOUR AD IN JPEG OR PDF FORMAT TO [KELSEY@YOURAAM.COM](mailto:kelsey@youraam.com)

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