



CHAPTER 918—NORFOLK

MEETING

DATE: 4/13/2021

APRIL 2021

TIME: 7PM/1900

LOCATION: Narstadt's place

FIND JOY—30 Ways in 30 Days - Item number : 2

WRITE A LETTER

<https://chapters.eaa.org/EAA918>

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EVENTS

4/3/21 EAA Chap 1055

FIB York, NE

4/17/21 EAA Chap 569

FIB Crete, NE

EDITOR'S MEMO. . .

For all the whining I've been doing over the cold, now I'm on about how it's too warm for this time of year. Never satisfied, huh? In truth, I'm pleased to see things warming up and greening up. The rain early in the month was a blessing, though have to admit, I got real tired of gray days...ugh! Yard work looms around our house, and it's time to put the snow blower away and get the mower ready to go. Oh the joys of home ownership!!

Managed a little flying this month, most of it early. Added a couple of airports but nowhere near catching Randy and **Dotsuwa**. Hopefully, I can get back at it this month when the weather moderates a bit. Too windy for fun flying unless one gets up early, or goes out late in the day.

As the weather moderates, and our thoughts move to returning to the sky, I'll once again offer a few tips. Same as last year, and the year before but each year, a rusty pilot heads to the airport to commit aviation and has a mishap that damages the machine and the pocket book. If you've not flown all winter, consider going out with another pilot or flight instructor, just to knock of some of that rust. Check the airplane over carefully, after all, it's been sitting all winter in the cold hangar. While birds nests are not typically a problem in the early spring, our flying friends can build up a nest in short order, and they really like just inside the cowl intakes for their new homes. Look for telltale signs, bird poop, little sticks and feathers in places where there shouldn't be any. Check the battery to assure it is charged, and capable of holding a charge. Winter cold is tough on batteries, especially when they are idle for months. As the Fly In Breakfast season opens up, review traffic pattern procedures, and review communications procedures from the Aeronautical Information Manual. Just a few reminders...

This month's meeting will be held at Mike Narstadt's place, as we take a look at his **Zenith 750** project. Mike has a nice workshop where we can all gather. Look for directions later in the newsletter, and make plans to drive out just northwest of Madison for a fun time. Meeting time for the summer months is 1900/7PM, so still a bit of daylight to find his place. Look forward to seeing all of you there.

Norfolk Pilot's Association met last month for the first time in over a year. There was a great turnout, and First Choice put on a tasty corned beef hash breakfast. Plan to attend the April gathering; 0730, First Choice Catering on Thursday, 15 April 2021. Breakfast is \$10...cheap with coffee, juice and chef's special. Be safe out there!

JHL

MEETING MINUTES

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9 MARCH 2021

Meeting called to order by President Tim Miller at 1805. There were 12 members in attendance.

- ◆ Meeting minutes were reviewed from the newsletter and approved.
- ◆ Ray Olson reported that the treasury has \$1008.09 in the bank.
- ◆ There was some discussion regarding adding new members to EAA and the chapter roster. It was suggested to approach members of the Norfolk Pilot’s Association to see if any are interested in joining.
- ◆ Mike Gaffney, the FAAST (FAA Safety Team) director has approached Tim Miller regarding topics for sharing at the FAAST webinars and meetings. If you have an idea, touch base with Tim and he will coordinate.
- ◆ A member received a tax notification in the mail from the Madison County Tax Assessor. There was some discussion regarding use taxes on aircraft and the general concensus was there is no tax due on recreational usage. If other members receive such, fill it out and return to the assessor’s office.
- ◆ Randy reported on some actions from the Airport Board Meeting that could have an effect on operations at the airport.
- ◆ Randy presented a video on ‘SLIPS and SKIDS’. The program was very informative and discussed in quite frank terms why slips are good and skids are deadly.
- ◆ John suggested that we meet at Mike Narstadt’s place for the April meeting to view Mike’s project airplane, the **Zenith 750 STOL**. All members were in agreement.
- ◆ Meeting was adjourned at 1940.



REMINDER OF UPCOMING EVENTS

- | | |
|------------------|---|
| April 13 - 18 | Sun ‘n Fun, Lakeland, FL (www.sun-n-fun.org) |
| April 28 - May 1 | MayDay STOL Competition, Wayne, NE (KLCG)
(for more information - www.maydaystol.com) |
| June 20 | Nebraska State Fly In, Hastings, NE (KHSI) |
| June 24 - 27 | Midwest Aerobatic Championship, Seward, NE |
| July 26 - Aug 1 | Airventure, Oshkosh, WI (www.airventure.org) |

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Really pretty 1977 Cherokee Six on the ramp at Norfolk. Flies out of Tecumseh.



Fagen Fighter Museum P-51 Mustang “Sweet Revenge” at Beatrice airport.



Fagen Fighter Museum Grumman F6F “Hellcat” on ramp at Beatrice airport.

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 12

By Randy Neuharth

Spring is in the air and I hope that you have been making plans to get some flying in. This last month has been a real challenge with wind and weather but also an opportunity to sharpen those crosswind landing skills. **Dotsuwa** and I have not had as much time to fly this month but we were able

to get a few airports for the **Nebraska Passports** program. On March 3rd Tom Bankers and I were able to get to Plattsmouth, Millard, Omaha Eppley, and North Omaha. It was a very nice day for flying. On the 6th I flew to York for the monthly fly-in breakfast. Lots of planes there that morning as it was the first breakfast they have had for a long time. When I left there were forty planes on the ramp and more coming in.

During the month I was also able to get my night currency and had the opportunity to fly with John Linke. John was flying **Dotsuwa** and getting a few instrument approaches with the Garmin under his belt. I also had the chance during this flight to do some take offs and landing from the right seat. Something I had never done before. It sure feels different.

On the 20th I had the opportunity to fly to Minden. I got two birds with one stone on this trip. I was able to check off another airport and was also able to use the flight for business. I was conducting a conference band clinic there, so flying was a way to shorten the trip, or so I thought. The winds that day were predicted to be very strong and gusting and they were right, but since it was a nice sunny day I chose to fly. The winds on the ground when I took off were about 15 gusting to 22 down runway 20. Winds aloft were another thing. I climbed to 4500 feet. Above 3000 It was as smooth as glass however the ground speed was agonizingly slow. The Garmin was showing 38 to 42 knots on the nose. It "seemed" like the cars on the ground were passing me. I took an hour and forty-five minutes to get to Minden. Still better then driving. The wind during the day was gusting 35-40. Needless to say, I tied **Dotsuwa** down. I knew the winds would be a bit less when I headed back that evening but as luck would have it the wind shifted a bit and was a bit lighter. I was still able to get back to Norfolk in 50 minutes at 5500 feet and smooth as glass. An interesting day of flying. Luckily the winds were pretty much down the runways as strong as they were. No flaps and a bit more airspeed does the trick.

On March 28 I decided to fly to Beatrice. I had seen that some of the Facebook group were heading down there so I decided to head that way also and get another airport. Little did I know that there was something special going on. **Fagen Fighters WWII Aviation Museum** in Minnesota was flying in with a Hellcat fighter and a P51 Mustang to honor a local WWII Hellcat ace that lived in the area. When I landed there was a Legion Riders color guard and a whole bunch of planes. I thought they were waiting for me until I landed and found out was going on. The P51 was already there having been flown in by Fagen himself.

The Hellcat landed shortly after I got there. A very cool experience.

Dotsuwa also had an improvement made to her ignition system this month. On the 24th I had a **SureFly** electronic system installed to replace the left, impulse coupled, magneto. I have not had a lot of flying to determine what difference it makes. It is set to be able to adjust the timing based on the manifold

With this month's flying I now have logged 40 of the 80 airports in Nebraska. I am bound and determined to get them all this year. I hope that all of you will get some quality flying in with the coming of spring. Until next time. Happy Flying.

Parking ramp at Beatrice on 28 March 2021. Do you see any high wing airplanes there? Hmmm...



PLANE FLIPS OVER WHILE TAXIING IN GUSTY CROSSWINDS

GENERAL AVIATION NEWS STAFF

The pilot reported that, after landing at the airport in Springfield, Illinois, while taxiing in gusting wind conditions, the Zenith CH-701 flipped over and came to rest inverted. He added that, a few minutes after the airplane was righted, it flipped over again.

The airplane sustained substantial damage to the empennage, and fuselage. The pilot reported that there were no pre-accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation system at the accident airport reported that, about the time of the accident, the wind was 270° at 27 knots, gusting to 41 knots.

Probable Cause:

The pilot's improper crosswind correction during taxi operations in gusting crosswind conditions.

(EDITORIAL COMMENT: Taxiing a light weight, high wing airplane such as the Zenith 701/750 series in such wind conditions is asking for trouble. While the above narrative doesn't explain why the PIC thought it necessary to fly in such conditions, caution is advised in ANY aircraft in such conditions. Correct control inputs are vital to keep control on the ground as well as in the air.)



GONE FLYING...



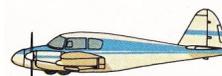
The Norfolk airport was easy to find on March 25th, as the field adjacent was burning a white 'signal' smoke. Always a new adventure when flying.

EAA MEETING DIRECTIONS

Mike has graciously provided the following directions for finding his place for our meeting on the 13th.

“From Norfolk take HWY 81 south to Enola Road (Degroot Apple Orchard corner); turn right off 81 and drive west 4 miles; on 551 Avenue, turn left (south) and continue 3.5 miles to 82960. House is on east side with long, curving driveway.

“From Madison, take HWY 32 west and 2 miles west of town. Turn right (north) on 551 Avenue and continue 1.5 miles north. Address is 82960, on east side of highway 551.”



“Is being on flight following enough to enter Class B, C, and D airspace? Or do I need a clearance?” (Reply from John Krug, below)

A separate and specific clearance is always required for Class B airspace. Even if you are receiving advisories from the Class B controller outside the Bravo, it does not constitute a Class B clearance.

Class C airspace *never* requires a separate clearance. If you are in two-way communications with the controlling facility, you satisfy the requirements for authorization through Class C airspace.

Class D transitions are the sticky point. Talking to a Center or Approach controller on flight following does not necessarily satisfy the requirement for communication with the controlling agency: the Class D tower.

However, the Controller's handbook says a pilot is not expected to obtain their own clearance through a Class C or D while receiving advisories. The controller should step up and coordinate for the pilot, and should also let the pilot know this has occurred. Sometimes coordination is unnecessary even though it looks like you'll pass through the Class D. It's common for the top 500 feet of Class D airspace to be delegated to an Approach Control.

Overall responsibility for complying with Class D communications requirements still lies with the pilot.“