



VOLUME 4 ISSUE 3

CHAPTER 918—NORFOLK

MEETING

DATE: 3/9/2021

MARCH 2021

TIME: 6:00PM/1800

LOCATION: OFK FBO

FIND JOY—30 Ways in 30 Days - Item number : 25

SLOW DOWN...and smell the roses

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

PRESIDENT

Timothy L. Miller

402-750-8638

Tim.mpgpro@gmail.com

SEC/TREASURER

Ray Olson

402-841-5887

raolson@telebeep.com

YOUNG EAGLES

COORDINATOR

Randy Neuharth

402-844-3794

rneuharth@cableone.net

NEWSLETTER EDITOR

John H. Linke

402-379-9991

jhlinke@aol.com

EVENTS

CXL'D EAA Chap 1055

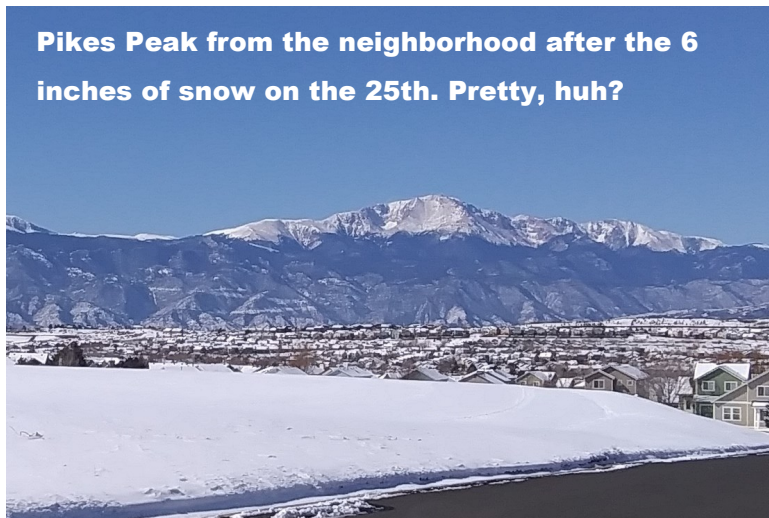
FIB York, NE

3/20/21 EAA Chap 569

FIB Crete, NE

EDITOR'S MEMO...

Pikes Peak from the neighborhood after the 6 inches of snow on the 25th. Pretty, huh?



Coming to you this month from colorful Colorado, after a beautiful, clear day. The wind blew, and it was chilly from the 6 inches of snow that fell yesterday but it was nonetheless, a good day. We have a new grand baby in the family, so are here pestering the family.

The bitter cold in February didn't do much for flying activity around northeast Nebraska. When it did warm up, I have to say, the airport was a busy place. It is good to see snow melting from the piles all over town, and folks coming out to enjoy the sunshine. Each year about this time, the 'transition time' I call it, we come out of the cold, hoping that it's gone but in reality knowing that another storm could come in with more snow. Fortunately, these events don't amount to much, just reminders that change is slow. And each year, I caution every one, especially those with wheel pants and retractable landing gear to avoid the puddles if you can when the temperatures are around freezing. I had gone flying right before I pulled the ship out of service for the annual, and there was patchy snow and standing water on the taxiways. A few days later, when I pulled the wheel pants as part of the inspection, there was a lot of ice inside. Just a warning that it can happen, and if a chunk of ice or mud breaks loose, it could jam a wheel, causing an unexpected swerve on landing. I witnessed just such an event when a chunk of mud broke loose in the pant of a Starduster on landing. The plane immediately ground looped to a stop, damaging the gear and the lower fuselage.

We have **The Continuing Adventures of Dotsuwa** this month, as well as a few photos of flying activity. Plan for the meeting, and enjoy! **JHL**

MEETING MINUTES

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9 FEBRUARY 2021

Meeting was called to order by Vice President Bruce Zimmerman at 1805. There were 8 members present.

- ◆ Bruce advised that the registration as a non-profit organization in the state of Nebraska had been filed. Board members and alternates were provided as follows:

BOARD MEMBERS

Bruce Zimmerman

Randy Neuharth

Tom Bankers

Ray Olson

Bill Squire

ALTERNATES

Timothy Miller

John Linke

- ◆ Ray provided the Treasurer's report: \$1008.09 in deposits in the bank
- ◆ Minutes from the previous meeting reviewed; no additions.
- ◆ Randy presented a video from the Pilot Mastery series on what to do in the event of an inflight fire in the engine compartment.

There was some discussion regarding this topic after the presentation. The selection provided by the instructor in the video was widely accepted, with one caveat: **DECLARE AN EMERGENCY**.

This is a definite emergency, and regardless of what the PIC ultimately does, having someone outside the airplane knowing what is happening can bring on peace of mind, if not relatively immediate rescue after the machine is on the ground. Many pilots are reluctant to declare an emergency, fearing FAA paperwork, or some embarrassing questions later. If the PIC is overloaded due to any in-flight problem, it is good to let ATC know what is happening, and if the situation is emergent, declare that EMERGENCY to receive priority handling.

The meeting was adjourned at 1940. Next meeting scheduled for 9 March 2021 at the Norfolk airport FBO office at 1800 (6PM). Bring a mask and be prepared to contribute. Look forward to seeing you all there.

**REMINDER OF UPCOMING EVENTS**

April 13 - 18	Sun 'n Fun, Lakeland, FL (www.sun-n-fun.org)
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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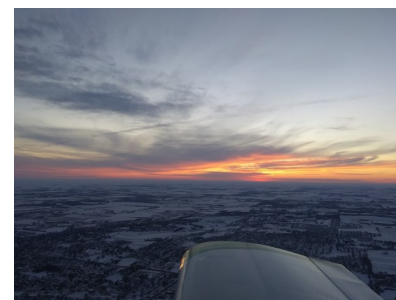
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GEAR UP DUE TO I-PAD... PG 4

GONE FLYIN'... PG 4



Bare metal RV-12 at Millard airport earlier this year.



February sunset - evening flight on 2-19, over Norfolk coming in.



23 February climbing out of David City enroute to Central City. Beautiful day; turbulent down low but a good day.

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 11

By Randy Neuharth

February has certainly been an interesting month for flying. The frigid weather has certainly been a challenge and makes me grateful for the ability to turn on the engine preheater from home. I have a **SwitchBox Control** in my hangar that is controlled by an app on my phone. The box has two outputs which gives me the ability to turn on two different outlets. I have one outlet plugged in to the engine heater and the other to a small ceramic heater in the cabin. If I know I am going to fly I turn on the engine heater as soon as I get up in the morning. I will turn on the cabin heater just before I leave for the airport or possibly a little sooner if it's really cold. Everything is nice and toasty when I get to the hangar. Preheating the engine, I believe, is critical for engine longevity. It also makes the engine start so much easier. I think the cabin heat is also important, not only for the comfort factor but it also warms up the avionics and gyros. Avionics and gyros don't like the cold any more than I do. There are a couple of different products available that can remotely turn on outlets. I think they are well worth it if you fly regularly in the winter.

Okay, so what have **Dotsuwa** and I been up to? As I mentioned before, I am working on the **Nebraska Pilots Passport** program to land at all of the public airports in Nebraska. Even with the cold weather, I have been able to get a few more this month. On the 21st I was able to get Tekamah and Blair. I have to say that was the coldest day that I flew; it wasn't the most pleasant. I don't know about you but I find that older airplanes are not real airtight. I found cold air coming in from lots of places and spent some time on one of the "warmer" days blocking vents better and trying to seal up areas where air was coming in. It is a little better now.

On the 19th I was able to get to Central City, Aurora and Grand Island. It was actually a pretty nice day to fly. At least I didn't freeze. The 23rd found me on my way to Fairmont, Harvard, Hastings and Kearney. Again, not a bad day to fly except for the 25-30 knot headwind going south. I was hoping for a real fast trip home, but alas, the wind had shifted and I only got a 15 knot tailwind. Go figure. Tom Bankers was able to go along on the 25th so we went to Martin Field in South Sioux City. With that trip all of North-east Nebraska has been covered.



Since the first of January **Dotsuwa** and I have been to 33 of the 80 airports. At many of the small airports there was no one to visit with but it is still interesting to land there. I have, at other airports, had the opportunity to meet and visit with some new people and that is what the **Passport Program** and flying is all about. One of the great benefits of winter flying is the outstanding aircraft performance and generally smooth air. I can put up with a chilly cabin for that and for the great winter scenery. I hope you can all get some winter flying in. Until next time, keep the shiny side up.

RUSHED PILOT LANDS WITH GEAR UP... (blames iPad for blocking his view of landing gear position light)

The pilot of the retractable landing gear-equipped Cessna 172 reported that, during approach to the airport in Atlanta, he noticed he was a little high, so he reduced power to idle and heard an alert horn.

He quickly scanned the engine gauges and observed that the manifold pressure gauge was "pegged at the bottom with no indication." He considered performing a go-around but decided to land and assess the situation on the ground. The pilot landed the airplane with the landing gear retracted.

The pilot added that he did not see the landing gear position light because his iPad sitting on the yoke blocked his view.

He added that leading up to the approach and landing, the flight was fast paced, and he felt rushed, which distracted him, assuming he was in his "typical" fixed landing gear airplane.

The airplane sustained substantial damage to the fuselage.

The pilot reported that there were no pre-accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause: The pilot's failure to extend the landing gear before landing. Contributing to the accident were the pilot's inability to see the landing gear position light because his iPad was blocking his view of it and his feeling of being rushed during the approach and landing.



GONE FLYIN'...

The upside to flying around the state of Nebraska, or Iowa, or South Dakota, is seeing how the airports are maintained or 'decorated'. Randy shared the photo in the column to your right at the Aurora airport. I was in there a couple of years ago, and took a photo of the same F-100 from a different perspective. Even if you don't elect to fly the **Passport Program**, visit one of our nearby fields. You just never know what you might find.



The "gate guard" at the Aurora, NE (KAUH) air-



port from two different perspectives

The F-100 Super Sabre is the first of the 'Century Series' of fighters flown by the United States Air Force. It was also the first to fly supersonically in level flight. In service from 1955 to 1970, the F-100 was popularized by it being the primary 'mount' for the USAF **Thunderbirds** for many years. Later versions were modified or manufactured as ground support aircraft and widely used in Viet Nam as a ground strike weapons delivery system, equipped with 20 mm cannon and external mounts for bombs, rockets and additional fuel. While being phased out in favor of the F-4 Phantom in the latter years of the Viet Nam conflict, I still saw and heard them during my tours in 1969 and '71.

That's all for this month fellows. Spread your wings!
JHL