



CHAPTER 918—NORFOLK

MEETING

DATE: 3/14/2023

MARCH 2023

TIME: 1800/6PM

LOCATION: OFK FBO

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

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EVENTS

3/4/23 EAA Chap 1055
FIB York, NE

3/18/23 EAA Chap 569

FIB Crete, NE

FIND JOY—30 Ways in 30 Days - Item number : 19
Volunteer where your are needed.

EDITOR'S MEMO. . .

BIRDS! All you have to do is step outside and you can hear the honking of flocks of geese moving about. This morning, early, as I sat on my deck with coffee, fresh snow on the deck and low clouds, the geese were moving below the cloud deck. Not likely many airplanes would have been out but the birds crossed the extended centerline of runway 20 at about the height where someone on a GPS approach would have been. This was before sunrise but the sky was quite bright due to reflected light.

In my near 60 years of flying I can recall hitting four or five birds. Got a couple of owls with the helicopter some years ago, both at night. One low on the nose, on the chin bubble and the other high on the windshield. The accompanying loud **THUMP** was quite startling. They left various parts of their bodies on the helicopter, imbedding feather and bone in the engine intake filter on the upper strike. Got a small bird, sparrow probably with the wing of the Zenith while in level flight near Stanton. No damage but once again, the noise is quite a shock.

In all my reading and study over the years regarding bird strikes and avoiding them, in all honesty the only sure way is to stay on the ground 'til the migration season is done. There are some thoughts that altitudes above 3000' AGL will minimize the hazard, and I suspect that is true. However, you gotta remember, birds have been flying around longer than we have and most species have learned to use the atmosphere to their advantage; to wit, tail winds, turbulent air and such to be avoided. I've seen eagles at 14,000', soaring and cavorting in the sky. Avoid bodies of water if possible at low altitude. Large flocks are relatively easy to see and smaller flocks much more difficult. Maneuvering to avoid a strike may actually result in a strike, as the birds also maneuver to avoid the noise and commotion of an airplane.

The most dangerous strike is one on the windscreen which results in the bird entering the cabin. In some cases, the bird may survive the initial impact, and be fighting to get out by flapping about madly in the confines of the cabin. I recall a bird strike (sea gull) in the Gulf of Mexico some years ago, where the bird broke the windscreen, entered the cabin and struck the overhead throttle levers of a twin engine helicopter. The engines immediately went to idle, so along with all the commotion of the bird loose in the cabin, the PIC now had a bona-fide emergency on his hands. Thankfully, he was aware enough of what was happening and after entering autorotation to maintain rotor RPM, advanced the throttles to the FLY position and resumed flight to the nearest platform.

As you go through the newsletter this month, hope you find something interesting or thought provoking. If you write it down, I'll print it, so take the time to share your experiences with others.

MEETING MINUTES

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14 February 2023

Meeting was called to order by President Tim Miller at 1800. There were ten members in attendance.

- ◆ The minutes of the January meeting were reviewed; motion and vote to approve the minutes was taken.
- ◆ Ray Olson provided the treasurer’s report; he noted that the bank balance was \$2637.55. Motion and vote to approve the report was taken.
- ◆ There was some discussion regarding the medical requirements for the Sport Pilot’s license. As long as an FAA medical has not been ‘flunked’, the applicant may fly without a formal medical examination, using his/her driver’s license as proof of medical authorization.
- ◆ Randy gave a report on the Safety Meeting which he and Jerry Kohles had attended in Yankton, SD. He noted that there is positive value in such sessions, and encouraged others to attend when they have opportunity to do so.
- ◆ Tim Miller reported on the status of the 501(c)3 filing. Costs were discussed for the initial filing. The original chapter by-laws need to be filed with the state filing, and these items are being searched for now.
- ◆ Tim also indicated he is searching for an accounting firm to take on the responsibility for the annual filing and book keeping.
- ◆ Randy presented a video program that focused on the rationale behind military jet aircraft (interceptor/fighter aircraft) being ‘slower’ rather than faster. It all has to do with air to air combat using guns. At high mach numbers, the turn radius can exceed the visual sight capability of the pilots engaged in a ‘dog-fight’. Maneuvering at high speed can use up a LOT of sky; vertical as well as horizontal. This may be related to our flying by remembering procedures for the ‘canyon-turn’, where a turn out of a box canyon can safely be made. Slow down; maneuver within the performance specs in the POH.

Meeting was adjourned at 1852. Next meeting is scheduled for 14 March 2023, 1800, same ‘bat-place; same bat-channel’. We will discuss returning to the 1900 meeting time in April, Young Eagles events and other interesting things, along with our always lively safety discussions. Be there!! If you haven’t paid your dues, send Ray a check or bring cash money to the meeting.



INSIDE

EDITOR’S MEMO...PG 1
 MEETING MINUTES..PG 2
 ADVENTURES OF DOTSUWA... PG 3
 MEMORIES... PG 4



An electric motor powered Zenith 750 takes to the air in Britain. The amateur built aircraft is a project for missions from a group called, ‘nun-cats’. An innovative approach to charging the battery pack comes in the form of a shelter with solar panels as the roof. For more information, type in ‘nun-cats’ into your search engine. Pretty interesting...



Told my wife I was going flying the other day; she said, “Me too.” So, here we are...thanks Sally!

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 33

By Randy Neuharth

I don't know about you but spring cannot get here quickly enough. These crazy temperature swings, wild wind and snow storms are starting to wear on my normally unflappable mental well-being. In other words, I'm really tired of winter. Hopefully the weather will moderate and we can all get some quality fly-

ing time.

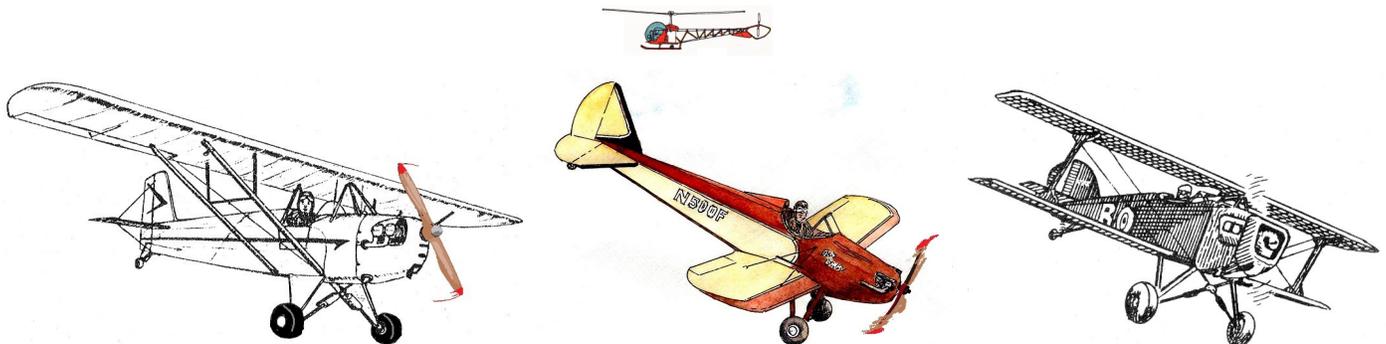
Although I've been complaining, I do have to say, between bad weather days, I was able to get a few good flights in this month. **Dotsuwa** was appreciative of the activity. As many of you know, York holds a fly-in breakfast on the first Saturday of each month. I was able to make that flight and touch base with some old friends. It was a pretty nice day with a good turnout, probably 25 to 30 planes made the trip. Great pancakes and omelets. The first fly-in breakfast of the year. Crete holds theirs on the third Saturday of the month. Unfortunately, I was unable to attend this month but am planning on next month.

On the 11th, Jerry Kohles flew with me to a **Safety Seminar** in Yankton. One of the presenters talked about his recent trip, in his Cirrus SR22, from Minneapolis to the Caribbean with his wife and sister-in-law. At 9000 feet over Kentucky his engine blew a hole in its side. He was on an IFR flight plan but in VFR conditions. He immediately declared an emergency. Luckily, they had just passed by an airport and with the help of ATC were able to get to the airport safely. The presenter discussed his thought process and decision to not pull the chute, as called for in the **POH**, based upon his altitude, the proximity to the airport, the terrain and the multitude of power lines in the area. The pilot was able to easily make the field. He did say that if he was not sure he was going to make the field he was prepared to pull the chute. He is currently awaiting the installation of a new engine. Unfortunately, the latest Continental engine AD is causing issues with that. The rest of the seminar was general safety issues related to general aviation. Worth the trip.

On the way home Jerry acted as safety pilot so I could go under the hood and get some simulated instrument time for currency with an approach to runway 20 at Norfolk. Thanks Jerry.

Tim Miller also helped with my IFR currency by acting as safety pilot on another flight. We did an approach to Columbus and one back at Norfolk. Strong winds out of the southwest had about a 15 to 20 degree correction angle on the approach to 20 at Norfolk with a ground speed of on 58 knots at one point. At about 1500 feet AGL the turbulence made for a really wild ride. Another successful crosswind landing.

There were a couple of other flights this month just for fun, including one in which I was able to practice some formation flight with John Linke. Always fun, challenging and a good way to develop my flying skills. As I look back this month I guess that it wasn't all that bad. What the heck am I complaining about, it was better than January. Until next time, Happy Flying.



Early homebuilts on parade. On the left, the Baby Ace; Bowers Fly Baby; Wolf Boredom Fighter. Fun flyers!!

MEMORIES...

I may have shared these before with you, and if so, I apologize. My dad was a pilot, so growing up around airplanes and airports gave me the yen I have today for flying things and aviation in general. For a time when I was very young, he owned a dark red Piper J-5 Cruiser. Here is a photo of him, posing at the prop, in Roswell, NM at Callens Flying Service.



Fast forward 62 years or so, and I had an opportunity to ferry a Piper J-4 Cub Coupe to a new owner in Wisconsin. While not a J-5, I decided to strike a similar pose with this beautiful red airplane.



Dad always wore slacks and a white shirt; drove my mother nuts with him working on cars and airplanes in the white shirt. The times change...but not the habits. I still ruin a good shirt every now and then from working on a car or an airplane. Like father, like son, huh?

JHL

...AND FINALLY...



Everyone should be able to identify these Cirrus type clouds in a bright, blue Colorado sky. Lenticular clouds; smooth surface as the wind whips the atmosphere at high altitude, and the ice crystals form, shift, disappear and reform constantly. The winds off of the eastern slope of the Rocky Mountains can be fearsome, resulting in some often severe downwind turbulence at lower altitudes.

Our recent road trip out west was an interesting study in change. Ultimately, we ended up with 3300 miles on the Buick, covering most of five states in the process. Lots of snow on the way out though skies were clear and blue for our drive. About the only place we did not see snow on the ground was in far southern Utah, parts of northeast Arizona, Arizona south of Flagstaff and New Mexico from Grants to Albuquerque. Eleven inches of snow fell in Flagstaff while we were there; even a half inch in Tucson, believe it or not. The mountains in Colorado, Utah, Arizona and New Mexico had quite a lot of snow, and it made for a sharp contrast to some of the more stark landscape.

Each of us has unique opportunities to see and share the beauty that is America. I've seen a lot of it by air, and for me, there is no better vantage point. That does not lessen however the beauty of looking out across the stark red buttes near Moab, UT with white mountains behind, painted on a beautiful, blue sky. Take time to enjoy and celebrate the beauty that surrounds you; yep, even here in flat-land Nebraska. Fly safe...see you soon!

JHL