



VOLUME 4 ISSUE 7

CHAPTER 918—NORFOLK

MEETING

DATE: 7/13/2021

TIME: 7PM/1900

LOCATION: Norfolk FBO

<https://chapters.eaa.org/EEA918>.

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EVENTS

7/3/21 EAA Chap 1055

FIB York, NE

7/17/21 EAA Chap 569

FIB Crete, NE

JULY 2021

FIND JOY—30 Ways in 30 Days - Item number : 26

GIVE YOURSELF A BREAK

EDITOR'S MEMO. . .

A little late this month, for which I apologize profusely. We were on the road for the latter part of June, and when we got home, it was catch up time; you know, mowing, weeding, trash, etc., so I'm late wishing one and all a **HAPPY INDEPENDENCE DAY!** It is right for us to remember our roots, at least once a year. I'm not sure our forefathers would recognize the America we have become but we still enjoy freedom which most of the rest of the world envies. We stand for the National Anthem, Pledge Allegiance to the Flag and sing God Bless America in celebration of these freedoms. We fill the night sky with noise and exploding fireworks to let the world know that what we have is something special - something worth remembering and keeping. As flyers, we are perhaps more appreciative of our freedoms, as we fly pretty much when and where we want, with little government interference. Our fuel prices are crazy high but they are still less than anywhere else in the world. So we do have something to celebrate -- something real, every day. God Bless America!!

Got a little patriotic there but I sure appreciate living in America, and I'm proud of it. June was a better month for flying all around, and indeed, got some flying in. Mark Berger got the Pietenpol out of its winter clothes and on the 14th of June (Flag Day) we managed to get me current in the tail skid equipped flyer.



On the 12th, the Chapter held its first Young Eagles event. Five pilots flew 33 kids on a really great morning for giving rides. Lots of smiles, from both pilots and passengers. We had a great turnout of chapter members, and I want to thank each and every one for bringing smiles and good attitudes to share with kids and families. Kudos!!

LOTS INSIDE, SO TAKE A LOOK, AND ENJOY!

JHL

MEETING MINUTES

MEETING MINUTES

8 JUNE 2021

(Meeting minutes are a shade abbreviated this month, as yours truly was unable to attend the meeting. If I've missed anything, we'll discuss at the meeting.)

- ♦ Reviewed the May meeting minutes; approved.
- ♦ Ray Olson gave Treasurer's report - \$968.09 in bank.
- ♦ Randy asked for volunteers for ground crew for the planned Young Eagles event on 12 June. He discussed safety and briefing procedures, and called for volunteers to be at the Norfolk FBO at 0730 for pilot and ground crew briefing.
- ♦ Some discussion on the upcoming Chapter sponsored Fly In Breakfast, scheduled for 18 July 2021 at the Norfolk Airport. Final planning to be discussed at the July meeting.

Meeting was adjourned at 1945.



Lifted this from www.barnstormers.com; dedicated to low and slow flyers!

REMINDER OF UPCOMING EVENTS

- | | |
|-----------------|--|
| 15 July | Norfolk Pilots Assn. breakfast (7:30AM) |
| 17 July | EAA 289 FIB at Lincoln Cty (Y14) |
| 18 July | EAA 918 FIB at Norfolk Regional (KOFK) |
| July 26 - Aug 1 | Airventure, Oshkosh, WI (www.airventure.org) |

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Highlights from the Nebraska State Fly In, held this year at Hastings. The B-29 "DOC" gave rides and flew in the airshow, the 4 R-3350 radial engines throbbing in the southern Nebraska skies.



One of two Mustangs in attendance; North American SNJ/AT-6 trainer. Good time!



ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 14

By Randy Neuharth

It's been two months since I last reported on the exciting adventures of **Dotsuwa**. Last month John asked if he could use the space to do an article about Bill Squire. I was happy to do that since Bill was a friend and longtime EAA chapter member.

Dotsuwa and I have been continuing the quest to land at all 80 of the public airports in Nebraska. It has slowed down a bit due to some weather and the fact my busy schedule got in the way but I was able to get to Sargent, Broken Bow and Lexington. On June 7th I got six more, Nebraska City, Auburn, Falls City, Pawnee City (a very nice grass strip), Tecumseh and Lincoln. With those airports I have now been to 54 of the 80. Well on my way.

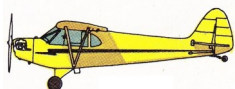
May was a good month to do some IFR work. John Linke was gracious enough to act as safety pilot for me as we did three approaches at night, one to Columbus and two to Norfolk. A great learning experience; thanks John.

On May 17th I was able to get three approaches in actual IFR conditions with Rich Clausen in the right seat making sure I kept the shiny side up. We did approaches to Wayne, Columbus and Norfolk. It was great to get work in actual IFR and because of it I feel a lot more confident. I was also able to knock off my flight review at the same time. Quite a workout!

June 12th was an exciting day for **Dotsuwa** and the rest of Chapter 918. It was **Young Eagles** day. We were able to fly 33 Young Eagles. Thanks to all the pilots and ground crew for making it run smoothly. All the help makes for an easy day.

As I stated this article I was thinking we hadn't been doing much but May and June were actually pretty darn productive. Oh, by the way, **Dotsuwa** was able to get her owner assisted annual done in June also!

Here's wishing you blue skies and fair winds for your own flying adventures.



Here is the 'family photo' of the pilot and ground support crew who were instrumental in the success of the Young Eagles event on the 12th.

From the left:

Jerry Kohles, Mark Richtig, Randy Neuharth, Mike Nahrstedt, Tom Reigle, Tom Bankers, Tim Miller, John Linke, Matt Berger and Mark Berger. A personal thank you to each and every one...and not to forget our two most important volunteers. . .

Kay Neuharth and Janet Miller.



SAFETY CORNER. . .(from Pilot Mastery)

"It seems like there's been a spate of turnback stall-spin crashes recently. I don't want to become another—but clearly there's a point where you can turn back. How do you prepare to make that choice in an emergency?" — Jeff D.

Bob Martens reply:

"There is an altitude at which every pilot can make it back to the airport, and I absolutely agree with that comment. But unless you know what that altitude is for your aircraft, and have validated your ability to accomplish the maneuver recently, you have no business attempting it. And it's not a 180-degree turn back to the airport. It's a series of turns, and you're doing this when your heart is beating off the charts.

A big key to successful execution of engine failure on takeoff is a pre-brief on every takeoff. It only takes a second but it does prepare us mentally for the possibility of an engine failure and sets us up to make our first step the right one rather than the wrong one. So, we need to assess our best landing options on each and every takeoff and give a short 10-second briefing. 'If I experience an engine failure on takeoff, this is what I'm going to do ...'

If obstacle clearance isn't an issue, climb out at **V_y**, best rate. Be aware of the safe altitude that will enable you to turn back to the airport, and monitor closely until you reach this altitude. Make your choice simple in the case of an emergency, and if it's marginal you have no business turning back to the airport.

Statistics tell us that the tendency to turn back is overwhelming. It takes a lot of discipline to lower the nose and accept the fact that we're going to make an off-field landing. So let's look at that and make sure that we're ready mentally to do just that. Because turning back to the field is all too often a fatal choice."

EDITORIAL COMMENT:

A couple of things to keep in mind regarding rate of climb, safe altitude, and available terrain for an emergency landing. A **controlled crash** on the airport may be better than a landing in a cornfield off the end of the runway. Accept the fact that you will not make the runway...**FLY THE AIRPLANE and LAND WHEREVER, UNDER CONTROL!**

GONE FLYING...



Recognize that Young Eagle smile? This is what makes it all worthwhile.



The 'chow line' at the Atlantic, IA airport Fly In breakfast hosted by the Rotary Club on July 4. Fun time!! That's the grill working with the Pancake Man!

