



VOLUME 4

ISSUE 10

CHAPTER 918—NORFOLK

MEETING

DATE: 10/12/2021

TIME: 7PM/1900

LOCATION: Norfolk FBO

[https://chapters.eaa.org/
EAA918](https://chapters.eaa.org/EAA918).

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EVENTS

10/2/21 EAA Chap 105

FIB York, NE

10/16//21 EAA Chap 569

FIB Crete, NE

OCTOBER 2021

FIND JOY—30 Ways in 30 Days - Item number : 5

Compliment a stranger

EDITOR'S MEMO. . .



Randy Neuharth lands in Grant, NE this morning, 4 October 2021 at 0920, completing the last of the Nebraska Pilots Passport program of making a flight operation at each of the 80 airports in the state. Randy began on the first of January 2021, and has steadily worked his way around the state. Congratulations Randy!



Here he is at the fuel pumps in Grant after topping off "Dotsuwa" at \$4.25 a gallon. What a deal!! I was pleased to meet him there so we could share photos of his accomplishment.

MEETING MINUTES

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14 September 2021

Meeting was called to order at 1900 by President Tim Miller. There were ten members present, and two guests.

- ◆ Minutes from the August meeting were reviewed and approved.
- ◆ Treasurer's report was carried forward from August: \$1501.22.
- ◆ Pat Carney from Carney Law was available to discuss the affects of applying for designation as a 501c3 corporation. He confirmed the Chapter is registered in good standing with the Secretary of State's Office. It is important to keep good financial records for IRS filings.
- ◆ There was much discussion on the upcoming Fly In Breakfast to be hosted by the Chapter on 26 September at the Norfolk Airport. Responsibility for needed items was established and a menu voted upon. Pancakes, cheese omelets, biscuit and gravy and sausage will be available. Price is set at \$8.00 per person.
- ◆ Randy reported on his continuing adventures to make a flight operation at each of the 80 airports in the state. He recently completed five more, leaving 10 to go. Congrats Randy!
- ◆ John mentioned a gentleman he had met from Neligh who is constructing a **Zenith 750**. He was unable to connect with the gentleman but did invite him to the chapter meeting.
- ◆ Jerry gave a report on his **SONEX** which had recently been moved to the airport. Getting the brakes working properly was the immediate issue.
- ◆ There was some discussion regarding finding a local doctor to issue the **Basic Med** certification. Several names were suggested and will be investigated, as several members are interested in going with this certification.

The meeting was adjourned at 2030. Next meeting scheduled for 12 October 2021 at the Norfolk Airport FBO office at 1900.



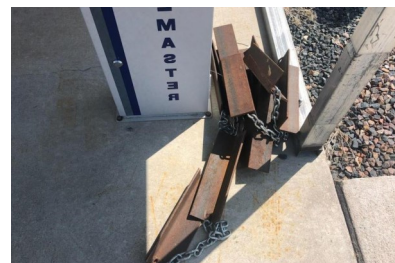
Here's Randy rolling out on runway 32 at Grant, a big grin on his face, and a proud 'thumbs up'. His landing was a good one; told me later he was really concentrating on making it so. Be sure and pat him on the back when you see him!

INSIDE

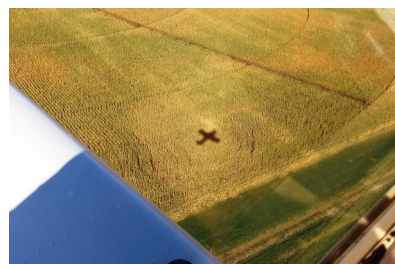
EDITOR'S MEMO...PG 1
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 FLIGHT BREAKFAST PG 4



Classy looking brick terminal building at Imperial, NE.



Check out these 'thrift proof' wheel chocks. Made with 1/4" steel angle and a healthy chain.



Chasing my shadow into Utica, NE (Flying V) on 3 Oct. Beautiful day for flying!

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 17

By Randy Neuharth

The quest continues, the goal is in sight; now weather and schedule have to cooperate. **Dotsuwa** has worked very hard to help me reach the 80 Nebraska Airport goal. This month,

on the 8th, we were able to add Curtis, McCook, Imperial, Wallace and North Platte to the list. Along the way I also was able to get permission to land at a couple of private strips that were near the route. I landed at Johnson Lake just southwest of Lexington. This is a very nice grass strip within a short walking distance to the lake. Unfortunately, there was no one around to visit with but a nice stop along the way. I also landed at Jones field at Benkelman. This strip, according to a couple of gentlemen that I met there, was a private strip that the owner allowed the city to use because they would have some medical flights land there quite often. It is paved, 3500' by 25', quite narrow. When the owner needed to make some improvements, the city decided that they did not want to help pay for the cost so the owner closed it down for public use. It does not get a lot of use as is shown by the weeds growing up in the cracks.

At Curtis, I visited a gentleman who works with the aerial applicator. Not much going on that day. The FBO is pretty nondescript but nice inside. Visited with a nice lady at McCook. They have an avionics shop on the field so they get more traffic. It is named after former Governor Ben Nelson. I believe that they have some commercial flights out of there. I put fuel on at Imperial, \$4.35 a gallon. A nice FBO building and very heavy-duty chocks. They used quarter inch angle iron and a heavy-duty chain between them. I guess they didn't want anyone to steal them! There was not much going on in Wallace so just a short stop. At North Platte I took the time to have lunch at the restaurant on the field. Pretty good food, but a little slow. Oh well, time to spare go by air.

As has been typical on my trips so far, I have had contend with warm temperatures and some bumpy air. On the trip back to Norfolk I needed to climb to 7500' and still it did not get very smooth. At least there was a bit of a tail wind. I have learned that you always need to check **NOTAMS** and be ready for a cross-wind landing because that is inevitable.

I was really proud of myself, thinking that I had the eastern half of the state done until I went back to double check. I found out I had missed one. I had left out Utica. It is called Flying V on the charts so it looks like it is a private strip. On the 10th I decided to knock that one off. This is another strip that doesn't get much use. Lots of weeds in the cracks. At any rate, I now have 71 of the 80 airports and am planning an overnight trip out west to get the rest. It sure has been fun.

Also, this month I was able to get to breakfasts at Yankton and of course a pre-breakfast flight at Norfolk, which by the way, was a great breakfast. Great job EAA Chapter 918. Now let's get out there and fly!

SAFETY CORNER

Right of Way

I heard of a mid-air collision just a few days ago at a busy, towered airport in Arizona. Lots of training going on there, helicopter and airplane. This particular incident was between a PA-28 and a Robinson R-22. It appears the landing gear of the Cherokee collided with the rotor system of the Robby, and the resulting impact was fatal for the two helicopter occupants. The NTSB is investigating and will ultimately find a cause and assess blame. I am not here to speculate, merely reporting what I know, which isn't much, and reminding everyone what is in CFR Title 14, FAR Part 91.113. The preamble reads...

“When weather conditions permit, regardless of whether an operation is conducted under instrument flight rules or visual flight rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft. When a rule of this section gives another aircraft the right of way, the pilot shall give way to that aircraft and may not pass over, under, or ahead of it unless well clear.”

While many of us operate in an ‘uncontrolled’ airspace environment most of the time, the responsibility to “see and avoid” falls squarely on the shoulders of the PIC. I agree; it is not always easy to see another aircraft in flight. Many light planes today have ADS-B equipment that allows for collision avoidance but remember, that puts the PIC’s attention in the cockpit, not paying attention to what is going on outside. With such equipment, there is a balance which must be achieved to ‘see and avoid’. It is clear that in the incident related above, some one, or several some ones, perhaps including the tower operator missed cues that perhaps could have prevented this crash.

Each of us, as pilots, and even our passengers, have a responsibility operate an airplane safely. Sterile cockpit procedures come to my mind as I bring our passengers into the picture. When two aircraft meet in flight, it is not an accident: **IT IS A TRAGEDY!** Take time to review the rules in Part 91, and traffic pattern operations in the Aeronautical Information Manual. Remember: The life you save may be your own!

JHL

GONE FLYIN’...

The **Fly In Breakfast** sponsored by the chapter was hosted on 26 September. Thanks to the **Norfolk Airport Authority** for allowing the use of the main hangar for the event. Lots of space and a good view of the ramp area. There were quite a number of fly ins and lots of food. Post-event comments were positive. Thanks to each of the chapter members who were available for duty during set up, the breakfast itself and clean up. Thanks to Steve Falk for his culinary skills on the grill and Janet Miller for ‘manning’ the service line, along with Mike N. and his wife and others. Here’s a few pics...



As you can see, a beautiful day! Thanks again everyone!

That’s it for this month folks. Had a few more photos but felt Randy’s achievement was worthwhile to share. Even if you decide not to land at all 80 airports, there are lots of ‘em nearby to check out. Don’t forget meeting night and time. Look forward to seeing all of you.