



VOLUME 4 ISSUE 2

CHAPTER 918—NORFOLK

MEETING

DATE: 2/9/2021

FEBRUARY 2021

TIME: 6:00PM/1800

LOCATION: OFK FBO

**FIND JOY—30 Ways in 30 Days - Item number 5:
COMPLIMENT A STRANGER...OR A FRIEND**

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

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EVENTS

CXL'D EAA Chap 1055
York, NE

2/20/21 EAA Chap 569

FIB Crete, NE

EDITOR'S MEMO. . .

We've had snow on the ground for just over a month now; and by the looks of the short term forecast, it appears as if we could have a goodly amount still on the ground into March. The fog and low clouds in recent days have curtailed flight operations in most of eastern Nebraska, so I hope that each of you is planning to get out when the weather finally clears.



It is interesting to note how creative we can get when it comes to getting things done in the winter. The snow shovel to push or toss snow is the old "Armstrong" method; the snow blower in all shapes and sizes makes the job easier, and the snow plow comes into play when the piles are just too deep. Unfortunately, that doesn't take care of the ice that is associated with melting on the bottom of the pile, particularly on pavement. Friend Richard came up with a tried and true way to remove ice from in front of his north facing hangar. The propane torch, even on a cold day, does a respectable job of melting the ice. The worst is, when it's below freezing, the water just freezes again five feet away from the torch, so the process is long and tiresome, and requires a lot of patience. Here's Richard working away...you can see, he's found a semi-comfortable perch from which to wield the torch.

Lots of pictures to share this month, as well as **The Continuing Adventures of Dotsuwa** to look forward to. Plan on attending the meeting on Tuesday the 9th, 1800 (6PM) at the Norfolk FBO. I'm sure we will have another learning presentation, and the lively conversation that follows. Bring your mask, and plan on wearing it. One of these days, we'll all get 'shot' then we can set 'em aside...well, maybe; maybe not. Take care and fly safely...and often.

JHL

MEETING MINUTES

MEETING MINUTES**12 JANUARY 2021**

Meeting was called to order by President Tim Miller at 1805. There were 9 members in attendance.

- ◆ Treasurer's Report: Ray reported that the bank account has \$988.09.
- ◆ Secretary's Report: Reviewed previous meeting notes from the newsletter; vote to approve as recorded.
- ◆ There was some discussion regarding fund raising, as the annual Chapter renewal with headquarters is a hefty sum, which would soon deplete the treasury if we don't plan ahead. The discussion centered on a Fly In Breakfast. All are in agreement that when things improve regarding the COVID event, that a breakfast event be hosted by the Chapter. Tim suggested canvassing local suppliers for supplies. Further discussion tabled until next meeting.
- ◆ Randy presented Young Eagle caps to members which were purchased with Young Eagle credits. The remaining funds will be donated to the ACE youth education fund.
- ◆ John offered the 2021 EAA calendar to members. He also had a calendar available of his artwork for sale.
- ◆ President Tim asked for interesting items which can be brought to discussion in the meetings, or presented in the newsletter. One suggestion was a 'heads-up' display.
- ◆ John presented AC-90-66B to members. This FAA issued Advisory Circular discusses operations at airports without an operating control tower. A review is good for all of us.
- ◆ Randy presented a program from the Pilot Mastery series on landing after a power failure at night. The presentation was well done, and each participant was asked to select one of four possible scenarios. The presentation was well received and sparked a lively conversation on night operations in general and how to deal with emergencies.

Meeting was adjourned at 1940. Next meeting scheduled for 9 February 2021, 1800 at the Norfolk FBO.

**LINCOLN TOWER HOURS OF OPERATION**

Offutt Air Force Base will be closing for runway resurfacing, and the functions of the Wing there will be moved to the Lincoln airport. This will necessitate a revised schedule of operation for the control tower at the Lincoln airport. Please make a mental note, and as always, check NOTAM's before a flight to the Lincoln area. Approach control will continue to operate 24/7.

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Randy took this near Smith Falls out in western Nebraska on one of his Passport flights.



On the ramp at Wayne on January 27. Note the difference between the two photos—lotsa snow, huh?



Snow removal at KOFK with the BIG BLOWER.

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 10

By Randy Neuharth

The New Year is upon us; let's hope that things can get back to normal as soon as possible. I hope that everyone is looking forward to getting some great flying in this year.

Dotsuwa and I are actually off to a great start. We have started anew on the quest to land at all the public airports in Nebraska as part of the **Nebraska Pilots Passport Program**. If you have a chance, I encourage you to check out the Nebraska Pilots group on Facebook and join in the fun. The **Passport** program is being sponsored by some of the Nebraska aviation businesses. They have published a Passport Booklet in which to keep track of airports you have visited. You also earn extra points for making a purchase such as fuel or meals, etc. There are also prizes to be awarded for the most points earned. If you are interested, let me know and I can get you a book. They cost \$2.50.

So on to the **Adventures of Dotsuwa**. To date we have knocked off 23 of the 80 airports, so we are well on our way. New Years day was the first adventure. We were able to get to Pender, Wayne, Hartington, Bloomfield, Creighton, Neligh and Norfolk. It was a beautiful day for flying and I had a great time visiting with another pilot from Aurora who was getting in a few airports himself. We followed each other from Bloomfield to Creighton and Neligh where we had a nice visit with Brian Wilcox (Brian is one of the Passports sponsors).

On the 3rd I was able to get to Columbus, Wahoo, Fremont and Scribner. I was going to land at David City but the runway was NOTAM'd closed because of the snow.

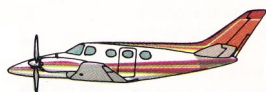
I was able to talk Tom Bankers into going along on the 11th. Our route included David City, Seward and York. The 13th was another great day of flying. This time solo to Albion, Loop City, Ord, and Burwell. Joe Rudloff's plane was parked on the ramp at Ord.



On the 21st I again talked Tom into going along. We put in a pretty long day going to O'Neill, Stuart-Atkinson, Bassett, Valentine (lunch at McDonald's) and Ainsworth. It was a bit windy so crosswind landings were the norm. It was a quick trip back as the tailwind gave a 140 knot tailwind, nice for **Dotsuwa**.

On the 27th John Linke and I chased each other to Wayne and back. We were able to do a little formation flying and take some nice pictures of our planes in flight. Another great day of flying.

I hope each of you will have the chance to get in some great flying. If you can, please share your adventures with us. It is always fun to hear where others have been flying. Please check out and join the Nebraska Pilots Facebook page and get in on the fun. Until next time, **Happy Flying**.



LINCOLN AIRPORT TOWER HOURS

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IMPORTANT – NEW ATCT HOURS!

1. The Air Traffic Control Tower (ATCT) will be operating on a 24/5 schedule beginning on 1 March, 2021. ATCT will open at 0600L on Monday, March 1 and then remain open continuously until Saturday, March 6 at 2200L. They will open again on Sunday, March 7 at 0600L and close Sunday night at 2200L.
2. The subsequent weekly schedule will have ATCT opening at 0600L on Monday and remaining open until Saturday night at 2200L. They will then open at 0600L Sunday morning and close at 2200L on Sunday night.
3. This will be the normal weekly schedule for the duration of Offutt's stay at LNK. The Air Force's move back to Offutt AFB is scheduled for October, 2022.



PILOT HITS GLIDER AFTER CUTTING CORNER

The pilot of the tailwheel-equipped Cessna 180 reported that, after landing at the airport in Moriarty, N.M., while exiting onto the taxiway, he decided to "cut the corner" instead of following the taxiway centerline.

He did not see the parked glider to his right. When he did see it, he applied the brakes, the airplane's tail came up, and the elevator struck the glider's vertical and horizontal stabilizer

The airplane sustained substantial damage to right elevator.

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 see and avoid a parked glider while taxiing from the runway.

FOLLOW THE YELLOW BRICK ROAD

GONE FLYIN'...

As Randy mentioned, we were able to take a nice flight right after the snow storm to Wayne. Right off the bat, I have to thank the grounds crew here in Norfolk, and Jim in Wayne for doing such a good job getting the ramps, taxiways and runways cleared for operations. With the amount of snow, the wind and the cold, it was no small task. KUDOS, gentlemen!



As winter deepens, days like this may be fewer and farther between, which has so aptly been illustrated by the past four days, with fog and low stratus clouds. When parked outside in conditions like this, frost can form on the airframe, water that was splashed up when taxiing can freeze in wheel fairings and brakes. Always do a walk around inspection before heading off to fly, even if you've only been on the ground for a few hours. A chunk of ice breaking loose in a fairing could jam a wheel, causing a BIG problem. So, be careful out there and enjoy flying when you can...always SAFELY!!

JHL

Randy caught this photo of the Zenith over his shoulder on the way up to Wayne. Pretty day, huh?

