



CHAPTER 918—NORFOLK

MEETING

DATE: 3/8/2022
TIME: 6:00PM/1800
LOCATION: OFK FBO

MARCH 2022

FIND JOY—30 Ways in 30 Days - Item number : 28

“Clean your space - enjoy the results”

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

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EVENTS

3/5/22 EAA Chap 1055
FIB York, NE
3/19/22 EAA Chap 569
FIB Crete, NE

EDITOR'S MEMO. . .

February is done and gone; and I don't think anyone will miss it all that much. There were some good flying days but also a lot of frigid ones, and wind...lots of wind. The forecast for the next several days looks really promising so expect to see a lot of aviation activity at the airport.

We spent a lot of time on the road this month, with trips to Colorado for family birthdays. Met the new great granddaughter over in Grand Junction and had a good time with the family there. Just got back from a last minute road trip to New Jersey for a family funeral. Met cousins there I've not seen since the 60's and enjoyed beautiful weather along the way. I had planned on flying over to Marion, IL to meet with my brother for the drive out but I didn't like the look of the weather for the trip home. The ice storm that blanketed much of the Midwest made me think better of trying to get home by air. So, the Mustang took a long road trip, and did very well, thank you.

I share all of this with you I suppose to illustrate the importance of family. We each place our own value on relations, and on relationships. We each also have something to share with others, family members and acquaintances and friends alike. In the aviation community, I've noted that in many cases, it is like one big, extended family. When fly in season starts in April, many will once again make contact...contacts that are seemingly abandoned through the winter months, to be renewed when aviation activity begins again in earnest. Take the time to reflect personally on those whose lives you may touch, even for but a few moments, and the long term affect that contact may have; on them, and on you. We are in the journey through life together; we in aviation are blessed to be able to share our love for flight with our peers, and with others. Make that blessing count...

JHL



Grandson John's first instructional flight in this vintage Cessna 150 in Tucson, AZ.

MEETING MINUTES

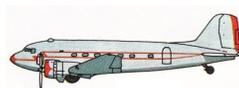
MEETING MINUTES

8 FEBRUARY 2022

Meeting called to order by President Tim Miller at 1805. There were 11 members present.

- ◆ Ray Olson gave Treasurer’s report: \$1888.48 after dues collection at the current meeting. Report was approved as submitted.
- ◆ Meeting minutes reviewed from newsletter; approved as submitted.
- ◆ There was a lengthy discussion regarding the chapter moving forward with application for status under 501.c3 designation. Tim has agreed to examine more closely funding required to move forward and maintain such designation, and report at a later meeting.
- ◆ There was discussion regarding other fund raising means, such as a BBQ, burger cook out, or poker run. A suggestion was made to set aside Saturday, 26 March as a possible date. Further discussion at next meeting.
- ◆ Randy suggested hosting a Young Eagles event to coincide with the national event. June 11 was suggested; further discussion.
- ◆ Randy reported that he had flown a young man who is interested in pursuing an aviation career. He will check what is available through the Ray Foundation or YE credits to see about assisting this young man in his pursuit.
- ◆ Builder reports:
 - Tim: continuing maintenance on the nose gear of the Pazmany;
 - Ray: ad for sale of Challenger has yielded some positive results;
 - Bruce: Has power parachute for sale;
 - Joe: Working on lights and building jig for stabilator;
 - Tom: Reported on his continuing improvement of personal flight simulation devices at his residence. Open invitation for anyone to come fly the simulator. Quite realistic;
 - John: agreement with son to build wings for the RepliCub;
- ◆ Randy provided a training session on stalls, recognition and recovery. There was some discussion after the video presentation.
- ◆ Randy reminded everyone to assure that their Young Eagle youth protection program was up to date. EAA should send a reminder when the training is due.
- ◆ Bruce advised that he has a Stratus ESG Transponder kit available for sale; like new, in the box. Contact Bruce at 402-649-5050.

Meeting was adjourned at 1940.



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That cold February sky, heading southwest out of Norfolk. Nice day, just crispy



Panel view, same flight.



Mom and dad and the PA-12 at a fly in breakfast, circa 1954.

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 22

By Randy Neuharth

I would really like to report that this month has seen a great deal of aviation activity on my part but it would be a fabrication. February has been a difficult month given the roller-coaster that is the weather. I did get a few flights in as I try as much as possible to fly at least once a week. As we all know a flying airplane is a healthy airplane.

Most of my flights this month have been local flights to continue to stay proficient with instrument approach procedures. I generally try to fly an approach or two on each flight just for practice even if I don't have a safety pilot. Of course, I have to remain vigilant and maintain see and avoid. Not the best way to practice but at least I can study the approach plates and practice with the autopilot. During one of the flights, I was surprised to find that Norfolk lost two VOR approaches; VOR approaches to runways 2 and 20 have suddenly disappeared and are no longer available. I never saw any **NOTAMS** or any publications indicating their loss, and have not been able to find out why. It seems strange to me since the VOR approaches to 14 and 32 are still there. They all use the same VOR so I don't see the point. All other approaches are still available, ILS to 2 and RNAV/GPS to all four runways. Those are probably the most used approaches but the loss is curious nonetheless.

I did make a night flight to Fremont on the 17th for their IMC club meeting. They meet once a month to discuss IMC scenarios and talk about Instrument procedures etc. IMC clubs are a part of EAA, which provides materials for club use. Fremont does not have an EAA chapter but EAA has given them access to the materials as an IMC club. Maybe that might be something we can look into starting if there is enough interest. I know our current membership does not have a large number of instrument pilots but maybe an IMC club would promote some interest in instrument flying.

Coming back from Fremont was interesting. Besides being quite cold, there was a 25+ knot headwind on the way home. Not fun and pushing the airplane into the hanger in the cold and wind made me wish I was in Florida with Richard. Thank goodness for the electric tug.

Some of you may be aware the Fremont built a new FBO building. The construction has been completed but they are awaiting the furnishings. It should be opening soon. It looks very nice and is located much closer to the runway and has a nice new ramp.

I am really looking forward to some nicer weather and hopefully beginning a new flying challenge for 2022. For now, I just keep reading aviation books and articles and watch aviation webinars. Got to keep the mind sharp! Until next time, Happy Flying!



MILLER MUSINGS...by Timothy Miller

Conventions and Assumptions

Little did I know it then but my first ground school flight lesson was given to me while I was still in high school. Mr. Scott was a math instructor who was also tasked with teaching drivers' education. Mr. Scott approached teaching with a bit of a philosophical bent. He also happened to be a musician and had played with the likes of Joe Walsh. Driving and music. He had my attention! Mr. Scott's classroom drivers-ed curriculum had two main categories: Conventions and assumptions. The conventions were all of the rules of the road....Signs, markings, limits and all of the material the written drivers test could cover. And we covered that thoroughly! But the philosopher /artist part in him had us discussing the assumptions and implications of all of the other drivers on the road also following and obeying those conventions (or not) and how we might react to that. His approach encompassed a **'defensive driving'** mindset in the days prior to the phrase really being common-place.

Fast forward to this past summer; my wife and I were enjoying a short sunset flight from Norfolk to one of the nearby airports. The air was smooth, wind 140 degrees at 8 knots as I set the Grumman up for a smooth landing on runway 13. I had opted for a full stop and taxi back to give Janet some time to adjust. She is prone to motion sickness and one of the mission goals for the evening was to get her more comfortable in the plane. As we rolled off of the runway onto the taxiway, I used the CTAF to advise local traffic of our presence on the field. The sun was setting as the take-off check list and run up was completed. Runway 13/31 is slightly lower at the ends than in the middle but there is a partial line of sight between ends. Impending darkness required all of my lights to be on. With departure announced on CTAF, I turned onto 13 and looking at the nearly dark 31 end, saw no lights or traffic at the 31 end and started my takeoff roll. Airspeed alive, speed increasing and rotation speed met, I eased back on the yoke and was airborne. In an instant, I knew my assumptions and conventions were wrong, as I saw a shadow moving from the other end of the runway.

"Aviate, navigate and communicate" is an oft repeated adage but fortunately, not often tested. I was now head-on with an unidentified aircraft doing a down-wind takeoff. Without much thinking or time, I pointed the Grumman to a place in space the oncoming plane wasn't and couldn't get to. He was slightly higher in his climb and a little off to my right so I put the nose down and leveled out at about 20 feet, and went left staying parallel to the runway. Two wingspans separated us as we passed. Clear of the danger, I proceeded to fly the plane and asked Janet to see if she saw any lights or tail numbers and to check my frequencies. She saw no lights and my comm frequencies were correct for that airport. I never found out what or who was the oncoming traffic..

In my post-flight review, my assumptions about other pilots following conventions nearly ended in disaster.

Convention 1: AWOS clearly indicated runway 13 as the runway to take off from.

Assumption 1: Other pilots would follow it.

Convention 2: Use of radio to notify area traffic of intentions and location.

Assumption 2 and 3: All aircraft had and used their radio for communication.

Convention 3: Lights on for aircraft during night operations.

Assumption 4: That an aircraft would have, and a pilot would use, at least navigation lights for a night operation.

Too many "what ifs" can slow you down or freeze you up.

Not enough "what ifs" can put you in an equally dangerous place.

Mr. Scott's **"conventions and assumptions"** provides a perspective that all pilots should consider.

I know I will.



That's all for this month. Tim's article is an important reminder to expect the unexpected, especially when operating from uncontrolled airports. Pay attention outside the airplane during takeoff and landing operations.

JHL