



VOLUME 6

ISSUE 2

## CHAPTER 918—NORFOLK

### MEETING

DATE: 2/14/2023

FEBRUARY 2023

TIME: 1800/6PM

LOCATION: OFK FBO

FIND JOY—30 Ways in 30 Days - Item number: 29

List three goals for your New Year

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

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### EVENTS

2/4/23 EAA Chap 1055

FIB York, NE

2/18/23 EAA Chap 569

FIB Crete, NE

### EDITOR'S MEMO. . .

The bitter cold, wind and snow of January will likely continue as the winter wears on but the forecast for the next seven to ten days is promising, as temperatures moderate and some melting will be going on. While we all complain about the wind, snow and cold, the reality is that it is a blessing in disguise. I noted on the TV weather a few days ago that Norfolk is above average for snow fall since the first of the year. That can't hurt as we look forward to spring.

I was able to do a little flying this month, mostly short flights to a couple of different airports to begin anew my quest to make the 80 in Nebraska. Snow removal at some of the smaller airports is challenging for the staff but I've generally found that the grounds are pretty well maintained. It is important however to check ahead and see what runway and ramp areas may be like, especially in the first couple of days after a storm. I've read several reports in recent weeks where an aircraft was damaged due to sliding on packed snow or ice which was not anticipated. Another was a pilot hitting a snow bank on final approach as he did not maintain glide path and did not anticipate the height of the piled up snow.

I'd like to remind everyone that **DUES ARE DUE!** I know many of you who were in attendance last month dutifully filled out the information form and gave Ray a check/cash. Thanks!! That makes the bookkeeping a bit easier. For those of you locally who receive the newsletter and are not members, I would ask that you consider joining our little group. The more the merrier really is true.

I noted an article in the Norfolk Daily News that was referenced from the Omaha World Herald regarding improvements at the North Omaha airport. The present owner, Patrick Ackerman plans on extending the runway (17/35) 400 feet on the north end. There are deep displaced thresholds on each end now, effectively shortening the runway for landings so the extension would be welcome. He also plans to erect a hotel on the airport property, with hangars for storage of overnight guests, as well as a parking garage below the hangar deck. The fuel facility on the airport will be improved, and new hangars and clubhouse erected on the west side of the runway. The plans are ambitious and approvals rest with the City of Omaha Planning Board but this could be a welcome 'fly-out' destination for a change of pace. Imagine: flying in, parking your airplane in a sheltered parking area, then walking across the hall to your room. Pretty cool! For my part, I wish him well in the endeavor and look forward to flying in one of these days.

JHL

## MEETING MINUTES

**MEETING MINUTES****10 January 2023**

Meeting was called to order by President Tim Miller at 1815. There were 11 members present and one guest.

- ♦ Tim opened the meeting with a discussion of The Eagles Nest Project, sponsored by one of the Wisconsin chapters. An airplane project is donated and chapter members work with young people through the STEM program to construct the Vans airframe. When completed, the plane is raffled and proceeds are used to purchase a new project, or other activities in the program.
- ♦ This led to a discussion as to what Chapter 918 might be able to do to attract more youth to flying, particularly through the STEM programs which have been successful in other venues. More discussion to follow...
- ♦ The Minutes of the December gathering were reviewed and approved by the membership.
- ♦ Ray Olson reported there is \$2362.51 in the treasury after disbursements for Chapter registration and liability insurance to EAA National. Treasurer's report was approved.
- ♦ Randy presented a video training session on night flying operations. There were some important points brought out in the video and there was good discussion afterward.
- ♦ January 27, 28 and 29 is scheduled EAA Leadership Training. Tim and Jerry are planning to attend, weather permitting.
- ♦ Randy reminded everyone assure their required Young Eagles Youth Protection Program is completed, and voluntarily take the Risk Management course offered by EAA for Young Eagle Leaders.
- ♦ A motion was put forward to authorize the expenditure of up to \$200.00 (two hundred dollars) to cover fuel costs for Tim and Jerry's trips to OSH for the Leadership Conference. Motion seconded and vote approved for such expenditure.

Meeting was adjourned at 1940. Next meeting is planned for February 14, 2023 at the Norfolk Airport FBO office at 1800.

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A couple of 'unknown' Cherokees, at a grass strip somewhere for a gathering. How come, you ask? Well folks, it really will be spring one of these days, the earth will again turn green and scenes like this will be played out all over America. I can hardly wait!!

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A barren landscape stretches off the right wing as we cruise over to Albion. This is before the 'big' snow.



Flying into the sunset on a cold Nebraska winter's day. Air was smooth and flying was good. Earlier in the day, most of eastern Nebraska was covered with fog, and remnants can be seen between the sun and the top of the cowl. Not all that unusual with a lot of snow on the ground and the sun warming up the world. Lovely!!

## ADVENTURES OF DOTSUWA



## THE CONTINUING ADVENTURES OF DOTSUWA - 32

By Randy Neuharth

I can't believe it's that time already! Time to report all the wonderful new adventures for **Dotsuwa** and I in the New Year. How can I let you down easily? I know that each of you is anxiously awaiting to hear what glorious new adventures we have been up to. Well, January has pretty much been a bust. The

weather really has been a deterrent to flying. Pulling the plane out in the cold is not much fun; neither is digging out the snow in front of the hangar. As I get a little more mature, I have decided that the cold is not my friend and that digging out is hard on my back. Luckily the airport maintenance crew does a really good job. If you push the snow away from your hangar, they will do their best to get it out of the way for you. Hats off to them.

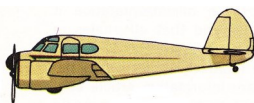
Nonetheless, I did get three flights in January. On one, Tom Bankers and I flew to Yankton. It was a beautiful day to fly. We had a nice visit with the new mechanic before our trip back. Nice fellow. On the other two flights I was solo and just out for fun. I did follow the river west for a distance at a fairly low altitude looking for signs of river otter. I had seen a post on the Nebraska Pilots Facebook page where some guys had done that. I did not see any but I think it is more of a two man job, one to fly and one to spot. It was still fun.

As a member of the airport board, I had the opportunity to attend the Nebraska Aviation Symposium in Kearney on January 25 and 26. There are sessions on airport management, FAA regulations as they relate to airports as well as sessions that are of interest to the general pilot population. The session on airframe icing confirmed in my mind that without deicing equipment on your aircraft, you really don't want to deal with it. Even if you do you can still get into trouble.

The session on aircraft refueling mistakes really made me think. The amount of time after takeoff until an engine failure with the incorrect fuel is about 23 seconds. Our line guys do a good job but given the various aircraft engine configurations, conversions and not always correct fuel tank openings or missing fuel decals, I can see that it can easily happen. My take away from this is to make sure that the line guy knows without a doubt what type of fuel you want put in your aircraft. How many times do we just say, "top me off" without specifying what fuel you want. I am going to be better about saying, "top me off, 100 low lead please" and then make sure they have the right truck, particularly at other airports.

Another interesting session was by the Nebraska National Guard Refueling Wing. The KC 135 is quite an old aircraft that still fulfills an important mission. They did talk quite a bit about their job of refueling F16's in the MOA's and the fact that they are not looking for civilian aircraft because they have enough to think about with their mission, especially the F16's. Military aircraft generally do not have ADS-B out so we cannot see them. They are on radar and in contact with Center so if we do wander into the MOA Center will give them a heads up. It is probably better to avoid them if they are hot. It was interesting to find out that there are MOA's that are not depicted on the charts. Often, they are an extension that is attached to an MOA or a corridor from one MOA to another. They are generally at altitudes that are higher than what we would fly. Usually above 18,000 feet but of interest to some of the higher performance aircraft such as turbo Cirrus's, King Airs etc. There is an undepicted corridor between the O'Neill MOA and the Lake Andes MOA. According to what they showed us, they are everywhere. Good to know.

Well, that's it for now. Until next time, stay warm, pre-heat and Happy Flying!





## NIGHT FLYING - HAZARDS and HELPS

While not everyone is interested in staying current or flying at night, for many of us, there is a serenity that night flying engenders that is hard to beat. In my years of professional flying, the flights that stand out in my memory are often night trips. Cruising fat, dumb and happy at 4500' MSL, OMA to OFK in that Bell 407 (or the AStar) on a clear, full moon lit night, with a blanket of white on the ground. In many ways, the ground is featureless but it is so bright that trees cast shadows and depending upon the moon's angle, rills and hills are shown in sharp contrast. With NVG on, it is so bright as to be almost daylight.

So here are a few reminders that came out of our safety video presentation at the meeting that everyone may find helpful. Certainly not an all inclusive list but enough here to keep a pilot thinking...

1. Practice approach and landing without the landing light. With the new LED lamps that many have installed, the likelihood of a failure is remote but you never can tell...
2. Take the time to get eyes 'night adapted'. If you preflight in a full lighted hangar, or by the lamps of your automobile, be aware that it takes about 30 minutes for the eyes to dark adapt. Bright lights will 'dim' your ability to see out of the cockpit on take off.
3. When departing into a sparsely lighted area, be aware of the 'black hole' effect, where what you see out the windscreen is nothing but black. This is effectively an instrument take off, so establish a positive rate of climb and maintain wings level until well clear of obstructions.
4. Keep a sterile cockpit: Very important for all take off and landing operations but a distraction at night can quickly lead to spatial disorientation, and close to the ground, this can be deadly. Keep the chatter with passengers to a minimum.

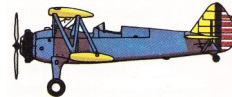
## NIGHT FLYING - HAZARDS and HELPS

## CONTINUED

5. Inadvertent IMC at night is a very real possibility. The black hole takeoff just described can easily lead to spatial disorientation. When flying over sparsely populated and lighted terrain, or in reduced visibility situations, clouds or other obscuring phenomena can put the unwary PIC in IMC very quickly.

6. Night Vision Goggles: While not readily available in the civil market, the advent of NVG in EMS and law enforcement has had a positive safety effect. When used correctly, the goggles paint a 'greenish' picture of the world around you, quite detailed. They have some limitations and the user must be aware of these limitations. Perhaps the biggest is the lack of depth perception. Other cues are used to assure this fault is compensated for. Because the goggles use available light to amplify the image, inadvertent IMC can also be an issue, since the cloud is basically 'invisible'.

While flying at night is not everyone's cup of tea, it can be done safely and adds utility to our flying which can be of benefit.



One of my flying sorties this past month was over to Pender. As you can see, a lot of melting going on, with puddles all over the ramp. A caution here; water can freeze in the wheel pants, perhaps locking up a wheel on the next landing. No such problems this day...just a nice evening flight.

JHL