



# CHAPTER 918—NORFOLK

## MEETING

DATE: 9/8/2020  
TIME: 7:00PM/1900  
LOCATION: OFK FBO

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

**EAA918.**

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### EVENTS

9/5/20 EAA Chap 1055  
York, NE

9/19/20 EAA Chap 569  
Crete, NE

## EDITOR'S MEMO...

**FIND JOY—30 Ways in 30 Days - Item number 15:**

**Say THANK YOU... and mean it.**

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The heat is gone – HOORAY!! As September hastens, it is nice to have a break from the heat and humidity of the past 10 or 12 days. I was actually able to do a bit of flying, even on those hot days, and have to say, I was mildly surprised by the lack of turbulence at altitude. The haze from smoke out west limited slant visibility but otherwise, the air was comfortable and easy flying. Made a flight down to a grass strip (CLYDE) south of Holdrege and the cruise southwest at 4500' was smooth. I had installed the canopy shade so it was even pleasant sitting under the bubble. The trip home, after a fuel stop in Kearney (Holdrege has big "X's" on the runways) was made at 7500' and the air was glassy and cool. The descent into Norfolk got a few bumps low but overall, it was a good trip.

Lots of photo coverage this month, as a goodly number of local pilots made the flight to Hartington on the 23<sup>rd</sup> for their annual fly in breakfast. I'm not sure of the final count on the ground but it was impressive, with Norfolk and Millard being very well represented. More on that later...

You will find "The Continuing Adventures of Dotsuwa" in this issue, and I want to thank Randy again for his contribution. The Chapter meeting on the 11<sup>th</sup> was well attended, considering the times, and we had good discussions. You'll note in the minutes that we discussed having a "Poker Run" later in September, and while we have not finalized the details, for now, we continue to move ahead with plans. I would invite everyone to the next meeting on September 8<sup>th</sup> so that we can put it all together. Thanks to Eric Lordmann for the suggestion.



**Parked on the ramp in Kearney after fueling.**

Enjoy the newsletter, and consider putting something down for publication. Each of us has a story to tell, and believe it or not, they are all of interest. It is good to see so much activity at the airport, and I urge you to get out and commit aviation when you can. Share the flight...you never know what interest may be sparked in the passenger sitting next to you. Take care and fly safely...

**JHL**

## MEETING MINUTES

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11 Aug 2020

Meeting called to order by John Linke at 1905. There were eight members present. Minutes were reviewed from the newsletter; Treasurer's report was reported with \$1216.16 in the bank. Randy advised that all Young Eagle activity has been postponed indefinitely.

- ◆ John encouraged members to consider contributions to the newsletter. There is much talent in the chapter, and each person has an interesting story to share.
- ◆ There was discussion of hosting a Poker Run in late September. Members present were in favor of sponsoring such an event. Logistics were discussed, along with possible airports for routing. Members of the Norfolk Pilots Association will be contacted for participation.
- ◆ Jerry Kohles is continuing with installation of a turbocharger oil cooler on his SONEX. The blue machine is otherwise ready to fly.
- ◆ Mark Berger's Pietenpol AirCamper needs an annual to be airworthy. Matt will get busy on that as soon as he can.
- ◆ Bill Squire's PULSAR is near completion but health issues have stalled further work.
- ◆ John Linke brought out panel blank and DYNON cut outs to illustrate a panel upgrade for the Zenith. After flying 'glass' in the Bell 407 for a couple of years, he's a little spoiled.
- ◆ Randy presented a video on the Lockheed SR-71 Blackbird. Considering it took flight in the mid-sixties, the airplane is a remarkable piece of engineering over 40 years later. There is nothing quite like it in the skies.
- ◆ Discussion on flight planning and how it has changed over the years. The convenience of easy access to weather information, even in flight, mapping and flight monitoring has all but taken the paper chart out of the cockpit. A few of us dinosaurs still carry them but I have to admit, the HIS feature on my simple Garmin 496 makes flying a course much easier than the old days.

Meeting was adjourned at 2040. Next meeting scheduled for 8 September 2020 at the Norfolk airport FBO office. Discussion on the planned Poker Run will be the main topic of discussion. Be there!!



## HARTINGTON FLY-IN BREAKFAST - 23 AUGUST 2020

I have to say, the annual fly in at Hartington is right at the top of my 'go to' list of places to fly for breakfast. Best sausage around - bar none! This year's event was a good one, considering the COVID event, with good fly in participation. Norfolk was well represented, as was Millard Airport in Omaha. There was a bit of ground fog around for the early departures and this may have delayed some of the arrivals. You will find a photo essay on page 4. My apologies to those who may have been left out but I departed a bit early as I had an appointment to fly the Ford - the Pietenpol AirCamper. Enjoy!

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GONE FLYIN' ... PG 4



8-23-20 View looking east climbing out from Norfolk.



Gary Bruns taxiing out in his GlaStar for an afternoon flight.



Dan Kuether's SONEX after a day of flying. The airplane is powered by the Jabiru engine and looks good and flies well. Nice!

## ADVENTURES OF DOTSUWA



## THE CONTINUING ADVENTURES OF DOTSUWA - 5

By Randy Neuharth

I was really hoping that this month I would be able to report that **Dotsuwa** and I had been of on some exotic adventure in far off western Nebraska but alas, I have not yet been able to work it in to my schedule. So, what have we been up to this month? On the 15<sup>th</sup> I was invited by Seth Harder to fly

up and land at Coppertop on the grass. For those who don't know, Coppertop is a very nice grass strip at the intersection of highway 13 and 121, northwest of Pierce. It was the first time I have landed there. It is a very nice strip and a treat to land on. Thanks for the invitation Seth.

On the 19<sup>th</sup> Tom Bankers (my friend with the great simulator) and I went on a flight to Sioux City and Vermillion. Tom is very interested in flying so I decided to give him a taste of what it was like to interact with ATC. The controllers in SUX are always very accommodating so we did a touch and go and then headed to Vermillion. We did the touch and go to runway 13 and were turned right down wind to go to VMR. The controller was adamant that we stay clear of the approach path to runway 13 as there was an airliner on final approach. We were able to see him on the ADS-B screen and watch as he passed below us and to our right. Very cool.

The wind at Vermillion was slightly favoring runway 12, which by the way is right traffic. I say slightly because it was almost a direct crosswind at about 8-10 knots. There's where that crosswind practice comes in again. Dance on the rudders, drop the wing into the wind and keep the nose pointed down the runway with the rudder. A piece of cake! We had a nice visit with the airport manager Denny Martens who was mowing grass but came over as soon as we landed.

I would like to say that this was an uneventful flight, however it was one that served to remind me of the importance of being vigilant at uncontrolled airports. We were departing on runway 12 at Vermillion. After the run-up and making the proper radio calls, I turned toward the runway and began my taxi on to the runway. As I made my way toward the runway, I made my check of the approach to the runway just I was about to cross the hold short line. Lo and behold there was an airplane coming in for a landing about 50 yards from the end of the runway. We heard no radio calls in all the time we were taxiing out or during the run-up. Our "**Oh Crap**" moment for the day. I am not even sure he saw us though he did land a bit long. It served as a reminder of the importance of that last look to the final approach before taking the active.

Sunday the 23<sup>rd</sup>, Tom and I flew to Hartington for their Fly-In Breakfast. We had a nice turnout of people from Norfolk. I am not going to say much about it because John has pictures and will report more about it. Suffice it to say that it was really nice to get to a fly-in for a change. It was probably one of the few that has been held recently so it drew quite a few people. It did hold up its end by having the best sausage in 100 miles. Until next time, happy flying.

*Randy*



Nicely finished Van's RV-12 from Creighton, NE



Christen Eagle, Pitts Special, Piper Colt 160; just three of the eleven tail draggers on the field



Cute little 'coupe from Wayne, NE



Zenith, Cherokee 140, Cessna 152, Cessna 150, Beech Bonanza and that nice RV-12



Piper Jet-Prop, Citabria taxiing in and another RV, this one an RV-8, believe. The RV family was well represented on the parking ramp.

So there you have it...a fine day for flying, and a good turn out. They were still coming when I left. Thanks to all who set up and the young men and women who waited tables and cleaned up.

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**...and finally...FLYING THE FORD**

Mark and Matt finished up the annual inspection on the Pietenpol, and the weather was nice so after returning from Hartington, we dragged the machine over in front of Barnstormers and got 'er running. Taxied out to runway 20 and made a takeoff into the late morning warm air. Flew around for about 20 minutes, and actually got to smell the green of fields below as I flew along 1000' above the ground between Pierce and Norfolk. Nice flight...Have you ever wondered what the view from the cockpit is? Well, this is what you see!



Dear friends, that's all for this month. I hope you have enjoyed the photos and the glimpse of flying activity in Northeast Nebraska. Take care of one another, and keep flying safely.

**JHL**