



CHAPTER 918—NORFOLK

MEETING

DATE: 7/14/2020
TIME: 7:00PM/1900
LOCATION: OFK FBO

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

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EVENTS

CANCELED EAA Chap 1055
York, NE
7/18/20 EAA Chap 569
Crete, NE

JULY 2020

EDITOR'S MEMO...

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

Clean your space; enjoy the results

It's HOT! Oh, you noticed, huh? And humid! How about that? Guess summer is here. We've come through another month of keeping it close to home and many are suffering 'cabin fever' to one degree or another. I'd say as pilots and aviation enthusiasts, we have an advantage in that we can sneak away for an hour or so and commune with the sky. Found this little cartoon...



I've not done a lot of aviating this past few weeks but have had the Zenith out a few times. Did a little 'cloud dancing' one afternoon when it wasn't 90 degrees, and enjoyed some cool air at 8500'. The air was smooth and the flight a fun time. Cast a shadow on the cloud and relished in the 'glory ring'. Ahhh...



Inside you'll find some more photos, a bit of fun history and more flying adventures from Dotsuwa. We are planning on having the meeting in July, at least tentatively at the FBO but maybe at someone's hangar. Stay tuned to your e-mail.

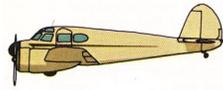
JHL

MEETING MINUTES

With the continuing COVID restrictions the June meeting was canceled. All activities planned for the summer have been put on hold as we wait for more information on reopening of gatherings safely

I hope that each of you is keeping healthy and yet still able to be active in one way or another, encouraging friends and family. The times are interesting to be sure. As noted last month, several of the area chapters are able to meet via ZOOM, and if you are interested in seeing what's going on in Omaha or Lincoln, check chapter websites for chapter 80 and 569. Look forward to seeing you all again, live and in living color on the 14th of July. In the meantime, take care and fly safely.

JHL



CROSSWIND LANDING TECHNIQUE by Ryan Koch

A pilot asks...*I just became a part owner in a Cessna 182. When I was doing some touch and goes with one of the other owners, he kept saying I was landing crooked and the wheels shouldn't chirp so much on landing. I was flying straight and winds were light; what gives?*

"Pilots often touch down a little sideways when winds are light because they're not in '**crosswind landing mode**.' Similarly, variable wind direction is going to be a problem for a pilot who thinks in terms of using 'left crosswind technique' or 'right crosswind technique.'

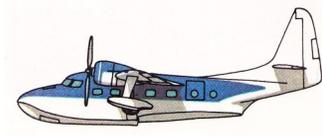
Often, pilots describe a landing like this:

I have a left crosswind, so I'll be using right rudder and left aileron, and touching down on the left main wheel first.

"To me, that describes the result, not the technique. The proper technique on every landing is to use whatever rudder it takes to align the nose of the airplane with the centerline of the runway, and whatever bank it takes to control drift so the airplane itself stays over the center of the runway. Point the nose with your toes, and use the ailerons to move laterally to stay over the centerline. Use that technique on every landing, and good crosswind landings will follow.

"This works when there's no wind, when winds are strong or variable, and for everything in between. After touchdown, position the ailerons fully into the wind—they should already be deflected that way as a result of the technique—and keep pointing straight down the centerline with the pedals.

"A home simulator can be a great tool for practicing this. The controls won't feel the same, but the concepts are. You can get as many reps as you want in different wind conditions until the relationships between aileron, rudder, drift, and alignment become intuitive."



INSIDE

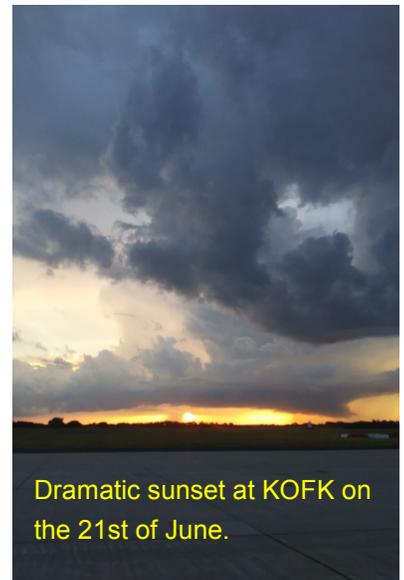
EDITOR'S MEMO...PG 1

MEETING MINUTES...PG 2

CROSSWIND LANDINGS... PG 2

ADVENTURES OF DOTSUWA . . . PG 3

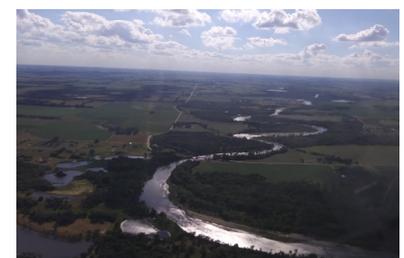
GONE FLYIN' . . . PG 4



Dramatic sunset at KOFK on the 21st of June.



Visiting Tri-Pacer at KOFK from Pennsylvania. Back seat was loaded with stuff.



Elkhorn River looking west after takeoff on runway 32.

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 3

By Randy Neuharth

Another month has passed and here we are, four months into the pandemic and no relief in sight. Interesting times. **Dotsuwa** and I have been trying to keep occupied and actually have been able to be pretty regular with our flying activities. In general, I have been able to fly at least once a week if not twice. Unfortunately, there are no great adventures this month. Last month I reported that I had a new audio panel installed which has the intercom system integrated into it. Very nice! The panel works great however, because it is so good it brought to light some other issues. Namely, alternator whine and grounding problems so we have been chasing that down. Hopefully by the time this goes to press we will have it solved.

June is also annual time for **Dotsuwa** so she was down for about a week getting that all done. One of the things that I have always done with the airplanes I have owned is to do an owner assisted annual. That is not an issue for you homebuilders because you generally do your own annuals. For us certified plane owners it is a good way to really learn about your airplane and get a good look at things yourself. I think it is a great way to learn about your plane and gives you much more awareness about things that you may want to look at when you do your pre-flight. I know that I have added a couple of things to my pre-flight list that have caught my eye during the annual. An owner assisted annual also is a great way to save yourself some money. If your mechanic/IA is ok with you assisting and you have the time, I would recommend it. I am happy to report that the annual went well. No surprises and **Dotsuwa** has had several flights since I got her all back together.

A couple of newsletters ago, when the pandemic first hit, I talked about ways to stay engaged with flying. I mentioned several newsletters and websites that I thought were worth looking into. I don't know if any of you have checked them out but one that I think is worth mentioning again is Boldmethod.com. They send out an email several times a week that includes different kinds of training tips and a quiz that I have found often really tests my aviation knowledge. Saturday's email had a very good discussion of 8 different types of landings. They talked about 1. Power-off Landing/Short Approach, 2. Normal Landing, 3. Short Field Landing, 4. Soft Field Landing, 5. Touch-and-Go, 6. Stop-and-Go, 7. Precision Spot-Landing, and 8. Cleared for the Option. It was a nice concise discussion worth reading. If you have not checked out this website, I would recommend it. Maybe we could compare our quiz scores, (or not)!

Here's wishing that all your flying adventures are interesting! Above all, fly safe!

Randy



DISCOVER FLYING...

In the late 1960's and early '70's, Cessna went all out with the "Discover Flying" campaign. They were building Cessna 150's by the thousands, and the economy was booming, so many in the aviation industry thought to get some of those dollars by getting people flying. After looking through a couple of old magazines, I was able to find this ad which you may find interesting.

SPECIAL OFFER

If you've ever wanted to fly, here's your ticket to the pilot's seat.

Five bucks and this coupon put you at the controls of a Cessna 150. There's a licensed instructor at your side, but you do the flying. Suddenly all the myths about the special skills of flying begin to vanish. The odds are excellent that you'll be flying a Cessna 150 in about as much time as it took you to learn to drive. This plane was made for people who drive. This year, over 200,000 people, much like you, have latched on to the fun and personal freedom of flying. Now it's your turn.

Take this coupon and \$5 to your nearby Cessna dealer (listed in the Yellow Pages under "Aircraft Dealers"). If you've ever wanted to fly, make sure your first lesson is in a Cessna. Nothing handles like a Cessna.

Cessna
Dept. LTF-IF9, Wichita, Kans. 67201.

More people learn to fly in Cessnas than in all other airplanes combined.

CLIP THIS CERTIFICATE

This certificate is from a 1969 publication, and for the princely sum of \$5, you could get your first flying lesson in a Cessna 150 with a certified flight instructor. Can you imagine showing up at the airport today with five bucks in hand, and this certificate and expecting a flight?



Cessna even had a special "Discover Flying" paint

job for the Cessna 150. Every now and then, you can find one around. This one is out of Fremont, in original paint; faded and chipped here and there but still going strong.

I had a fond re-acquaintance with an old friend a couple of weeks ago. Over the years I've flown 50 or 60 different airplanes and helicopters but it's been a LONG time since I was back in the Cessna 150 series. Richard Strauss kindly invited me along on a flight in this lovely blue and white beauty. This is actu-



ally a Cessna 152, but the genes are the same, just Lycoming power. Thank you Richard!

We'll close this one out on a sad note. Harold Bickford (Ch 569, IAC Ch 80) let me know that Harry Barr passed away after a brief illness. In Harold's words..."He had flown as late as Memorial Day weekend this year in his P-51, "Barbara Jean", named in honor of his wife. If it flew, Harry likely had a part in it from Cubs to Lears to JetRanger helicopters and anything else you can imagine." His career spanned from the early 1950's to the present. He will be sorely missed by those who knew him, and leaves a legacy which few will achieve. Godspeed and thank you, Harry Barr!