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CHAPTER 918—NORFOLK

MEETING

DATE: 5/12/2020

MAY 2020

TIME: 7:00PM/1900

LOCATION: OFK FBO

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

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EVENTS

CANCELED EAA Chap 1055
York, NE

CANCELED EAA Chap 569
Crete, NE

EDITOR'S MEMO...

Item number 14: Watch a sunrise or a sunset.

Remember the list I spoke of last month? I thought we needed a reminder that despite restrictions, inconvenience and more news coverage than the election campaign of just a few weeks ago, there is still some beauty in the world, and we don't have to look all that far to find it. Kinda pretty, huh?



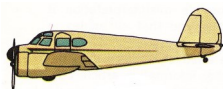
As the pandemic rages around the world, and the news isn't always good, it is vitally important to put a perspective on this situation that allows us to continue with our lives, albeit with changes, and to touch others in a positive way that allows us all to manage. As flyers, we can take advantage of the opportunity to 'socially distance' to satisfy our lust for the sky by going out and flying. At the same time, I think it's important to remember that General Aviation is supporting efforts throughout the country, providing transportation for needed items in rural areas and moving the ill and infirm aboard Air Medical aircraft. As our country moves toward a "return to business", we must remember to use our heads and not endanger ourselves or our families.

I pray that each of you is weathering the storm well, and no illness has befallen you or family members. Take appropriate precautions, maintain a positive attitude and keep praying for a swift end to this situation. We will get through...and we will be better for it. God bless and keep you!

JHL

MEETING MINUTES

Since we had no meeting in April, there are no formal minutes to share. As restrictions are relaxed regionally, the Chapter officers will monitor the situation with the possibility of resuming meetings, even on a 'controlled' basis in May. We will look for guidance from Headquarters as well as the Norfolk city government before making the final decision. For now, plan on the meeting on 12 May. If it is decided to cancel, you will be notified by e-mail or phone. Please note that the meeting time has changed to 1900 (7PM) for the summer months. I look forward to seeing all your smiling faces at the meeting, or at the airport as we continue to fly when we can. Remember to keep current, and as the fly-in season starts (hopefully), knock the rust off with a review of traffic pattern work and radio calls. Take care of one another, and fly safely...and often!

**PORTABLE GPS CABLE RETRACTS LANDING GEAR**

The pilot in the Beechcraft Baron reported that, during the flight, his GPS had fallen from its mount and the antenna cable became wrapped around the landing gear switch. Before landing, he applied aft pressure to the yoke to enter the flare, and the antenna cable moved the landing gear switch to the retract position.

The airplane landed at the airport in Suffolk, VA with the landing gear retracted and skidded to a stop on the runway. The airplane sustained substantial damage to the fuselage longerons and stringers and the wing spar carry-through.

PROBABLE CAUSE: The pilot's failure to properly secure the portable GPS and antenna cable, which resulted in the inadvertent landing gear retraction during landing. (NTSB ID: GAA18CA251).

PILOT CRASHES AFTER REACHING FOR i-PAD ON LANDING

The pilot reported that during landing at the airport in Rockford, Illinois, about 20' above ground level and about 80 kts, he reached for his iPad. He took his eyes off the runway to grab the device that was on the seat next to him, and the Cessna 182 hit the ground in a nose-down attitude.

The pilot reported that he should not have taken his eyes off the runway during landing. The airplane sustained substantial damage to the lower fuselage stringers, longerons, and formers.

PROBABLE CAUSE: The pilot's unnecessary action during the approach, which resulted in a hard landing. (NTSB ID: GAA18CA157)

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Here's a teaser for
you...what is it?



A WW1 Sopwith Dolphin - a
model from paper with
which I occupied my time
over the past few weeks.



A Nieuport 17 paper model.
When I can't fly or work on
other things, this hobby
keeps me out of the bars
and off the streets. Cute,
huh?

ADVENTURES OF DOTSUWA

THE ADVENTURES OF DOTSUWA...by Randy Neuharth

What? You say! Who or what in the world is Dotsuwa? Well let me tell you. Back when Richard Strauss and I first bought the Cherokee 140, N2373T, we decided she needed a name. After some research I found that the Cherokee word for red bird is Dotsuwa, which is pronounced **doh-joo-wah**. Aren't we clever? Anyway, that's her name so I thought I would title this article the **Adventures of Dotsuwa**. There I go being clever again.

As many of you know, I have for several years been working on the goal of landing at every public airport in Nebraska so the latest adventure involves crossing one more off the list. There are 80 public airports in Nebraska and as of Sunday, April 26 I only have 15 left to go. Unfortunately, the last ones are all in the far western part of the state so now it takes a bit more planning. At any rate, Sunday started out as a beautiful day so I decided to go flying with no particular plan in mind. Well, it started out that way. As I did my preflight, I thought, 'why not make this flight more of an adventure?' I knew that the closest airport I had not been to was Thedford. Dotsuwa agreed, why not? After double checking the weather, and with a full load of fuel, I punched KTIF into the Garmin 400 and also the Garmin Pilot app on the iPad and off we went.

Despite the fact the it was virtually calm on the ground it was a little bumpy above. I decided to climb to 6500 and things smoothed out. Nice! The visibility was great but started to get quite hazy the farther west I went. As I got north of the Ord/Broken Bow area I could see the haze was coming from what appeared to be several fires south and west of that area. Luckily it did not cause any real problems.

Up to this point the flight had been very smooth but as I got past the Calumus Reservoir things suddenly got very turbulent; nothing to worry about but not as pleasant as it had been. I was going to need to descend soon so nothing to do but ride it out. Now, remember that John Linke always reminds us that it is a good idea to have some cross-wind practice. Well it's a good thing that I have done that. Thedford's runway is 11/29, the winds were 160 at 18 gusting to 25. Here comes the fun! There are some higher sand hills fairly close to the west side of the airport creating some wild turbulence over the runway. It was an interesting approach and landing to say the least. It's a good thing I can dance—at least on the rudders anyway.

After a quick break it was time to head for home. The take off was just as exciting as the landing. I knew that I was going to need to go fairly high to find smooth air, 5500' was not going to do it. I went to 7500' MSL and it was not any better. Luckily there was a very nice tailwind up there and as luck would have it just past Calumus, it suddenly got smooth again. Go figure?

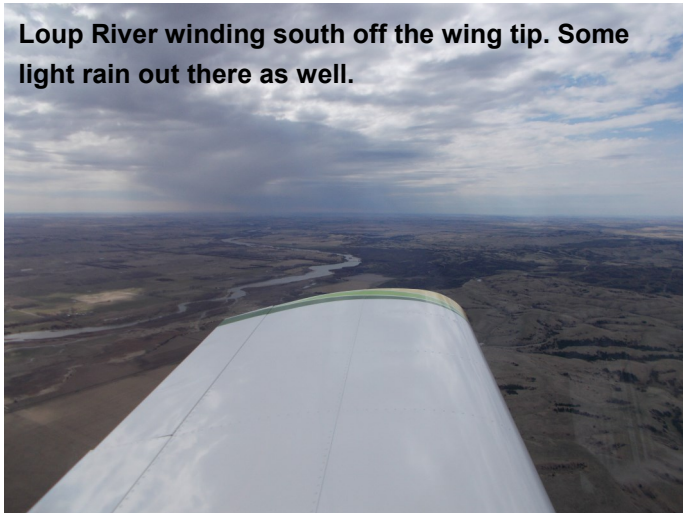
The rest of the trip was uneventful. Another great adventure for Dotsuwa and myself and a great way to socially distance. Here's to great flying adventures to all of you.



GONE FLYIN'...

I too have managed to get some aviation committed this month. It's curious that Randy and I selected the same direction, on the same day for a cross country adventure - no conspiring, honest! I opted to add Broken Bow and Loup City to my collection of airports.

Loup River winding south off the wing tip. Some light rain out there as well.



A '150' Cessna 150 unloading at Broken Bow.



Left base leg to runway 16 at Loup City, NE.



Congratulations to Tim Miller, as he soloed his Yankee Clipper on April 26th. He's been out practicing since, and is becoming more comfortable in the airplane, as he moves toward his private license.

Randy Sunderman got a new airplane and has been out in it, becoming more acquainted with the Cirrus and enjoying it. Dave Amick has been flying in his Citabria, sharing flight with his son, and also enjoying each opportunity. Tom Reigle had his Mooney out for some exercise as well, and Mark Traynor brought his Mooney home from Spencer, IA after some avionics work. So you can see, there has been a fair amount of activity at the airport over the past month. Good for all who have ventured out...



...and finally...

I want to thank Randy for taking the time to collect thoughts on paper for his flying story this month. And I'd like to have you check the two short pieces on page two again. I know that i-pads, portable GPS's and phones have found their way into the cockpit and I would agree that these devices have made navigation and flight tracking much easier and convenient. As noted in the two articles, the pilots in command got distracted by the device or other paraphernalia connected with the device and not only embarrassed themselves but damaged their flying chariots as well. My comment is this: if you are going to have wires and devices in the cockpit, secure the wires and the device so that even in the worst turbulence these items do not become a hazard. A friend noted that I have a lot of stuff in my hat rack that is unsecured...so I've got to get a net, or find another place to put these things. And always remember our first responsibility as pilots in command...**FLY THE AIRPLANE!! Be safe...**