



CHAPTER 918—NORFOLK

MEETING

DATE: 3/12/2024

MARCH 2024

TIME: 6:00PM/1800

LOCATION: OFK FBO

FIND JOY—30 Ways in 30 Days - Item number : 5
COMPLIMENT A STRANGER

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

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EVENTS

EAA Chap 569 3/16/24

FIB Crete, NE

EDITOR'S MEMO. . .

Meteorological spring has arrived; and it feels like it a bit, huh? The past few weeks have been not very winter-like, which many are cheering. I think the heavy snow we had in January really turned everyone off to winter, and the following warm up really got spirits elevated. I suspect there's another storm in the cards and hopefully, it won't be much to brag about. The daffodils are coming up in the yard out front and my iris are pushing through the mulch; sure signs of spring.

As we change seasons again, the wind will blow and weather can get a bit unpredictable. The heavy fog a few days ago is witness to that. My point here is to be prepared. One may take off in mild conditions and have to contend with windy conditions later on. I spend a lot of time harping on cross wind practice and from my experience, with good reason. We experienced a runway shut down here in Norfolk last month which necessitated cross wind operations on occasion. When we are flying for fun, it doesn't seem like a big deal; we have a cross wind? We don't fly...easy fix. For better or for worse, it doesn't always work out like we plan. So, pay attention to conditions and forecasts as the spring season matures.

While February wasn't a big month for me flying time-wise, I did get out several times and managed a nice night flight for currency. I've always liked flying at night and did quite a lot of it when I was working for a living. When NVG debuted, it took a lot of the challenge out of night operations in the helicopter flying environment and I found it interesting that through the goggles on a moonlit night, especially with snow on the ground, the shadows of trees and poles and wires were quite prominent. We don't often think about shadows after dark but they are there nonetheless. I was also able to give a first light plane ride to a wonderful lady I met in Columbus who was visiting the states from Mexico. She took a hundred pictures! Or more...and had a great time. The air was good and my landings were at least passable. It really is a pleasure to introduce someone to light plane flying. I have been privileged over the years to have this pleasure.

The March meeting will be at 1800 (6PM) on the twelfth. In April we will return to our summer meeting hours, 1900 (7PM). Please take the time to plan on attending the meeting, as we will be discussing the upcoming Young Eagles and Flight Breakfast events scheduled for June. I'm sure Randy will have another interesting topic for conversation from one of his video presentations.

REMEMBER: If you have not paid your dues, please do so at your earliest convenience. They may be mailed to David Ottis (Treasurer) or any of the other officers for credit. The dues are but a small part of the operating capitol necessary to maintain the chapter status with EAA national. Thanks... **JHL**

MEETING MINUTES

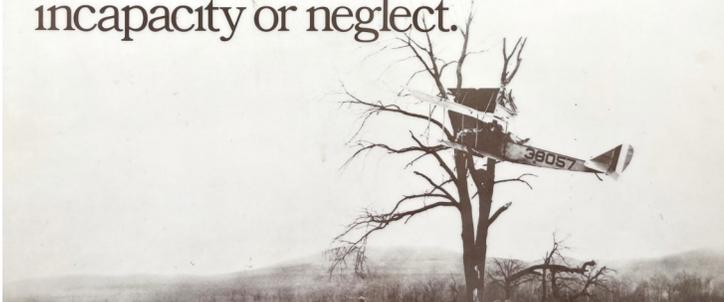
MEETING MINUTES

13 FEBRUARY 2024

Meeting was called to order by President Tim Miller at 1810. There were twelve members and four guests present. Would like to thank Candace, Alex, Mohammad and Ron for taking time to attend.

- ◆ Minutes of the preceding meeting were reviewed. There was no discussion; motion was made to approve and it was so voted.
- ◆ The Treasurer’s report was given by David Ottis: The bank balance after disbursements, EAA reimbursement and dues deposits is \$3884.78. A motion was made to approve the report; it was so voted.
- ◆ Tim and David met with Pat Carney to discuss the 501c3 application and filing process. The bylaws will be reviewed to assure current compliance and filing will be initiated in the near future.
- ◆ There was some discussion on Chapter activity supporting Young Eagle event on 8 June 2024, and a flight breakfast on Sunday 9 June 2024. The menu from previous events was reviewed and all agreed to continue with that format. Randy reminded everyone to assure compliance with the YE Eligibility testing, especially for pilots who may desire to participate. He reminded everyone that in order to fly Young Eagles at a sanctioned event, the PIC has to be a member of EAA.
- ◆ We had a lengthy discussion from two of our guests regarding the pathway to left seat in airlines. Mohammad and Ron had flown in from Georgia to pick up their recently purchased Grumman Yankee, which Tim had sold them. They are both actively pursuing flight training with the goal of making the command seat in Boeing and Air Bus hardware. They have basically been hired (under contract) before completing training, with subsidy from the airlines to assist in advanced training. Mohammad’s purpose in purchasing the Yankee was to have a reasonably inexpensive route to the hour requirements set by the Feds and the air lines. It was an interesting discussion and the conversations continued even after the meeting was adjourned. They were to depart for Georgia the next morning.
- ◆ Randy presented a training video on Aeronautical Decision Making. There is an old saying...“We have seen the enemy, and the enemy is us.” It applies in aviation simply because occasionally, a PIC will make a poor decision to take or continue a flight when he would have been much better served to have stayed on the ground. Good stuff for all, regardless of experience level, hours or training.

Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect.



Meeting was adjourned at 1910. Next meeting 12 March 2024.



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Pastor Ben, Norma and yours truly selfie. Norma was visiting from Mexico and enjoyed her first light airplane ride in the Zenith. Pastor below...smiling!



Modified YAK on the ramp at Columbus for an engine run up. Nice looking up close.

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 45

By Randy Neuharth

The end of February; wow, have we had some crazy weather this month? What wild temperature swings; beautiful, warm, calm days; cold and unbelievably strong gusty winds that changed overnight. What extremes to challenge even the most seasoned pilot. No, I did not fly in that cold and gusty wind. That was an easy No-Go decision. Much safer to do some arm chair flying.

What have the adventures been this month? We got 6 hours on the Hobbs so a pretty good month of flying. Some of the flights were just to get my aviation fix. Ok, they were all to get my aviation fix! Several were just up and about but I did get over to Wayne, and a flight to Hartington where I had a nice visit with Karma the airport manager. A delightful visit. I took a picture of a sign that is posted at the Hartington airport that I will share.

One particular flight to report was a flight with Alexandria, the young lady that has been attending our EAA meetings with her mother. She had gotten a **Young Eagles** ride with Jerry Kohles but hadn't gotten any "hands on" experience because she was in the back. That flight got her interested in flight lessons so we went up to get some "hands on" experience. We had a great time doing some gentle turns, climbs and descents, slow flight and a few other things to pique her interest. She seemed to enjoy the experience so I hope it didn't scare her off. I am looking forward to hearing about her experience when she starts her training.

The last flight I did was to get night currency. It was a beautiful night for flying. I needed to get it done before daylight saving time starts because it stays light so late. I always forget what a joy it is to fly at night; this was no exception. No wind, silky smooth. It was the first time I have flown at night with the AV30's. They are great, not too bright. I will share a picture from the flight. I really need to do more night flying. The night landings need a bit of work!



As I was thinking about this article, I realized that this was number 45 that I have written for the newsletter. I can't help but wonder if you aren't getting tired of hearing me prattle on about my and **Dotsuwa's** flying adventures. If you have anything that you would like me to share, please let me know and I will be happy to include it. I can't help but share my joy of flying and would love to share yours too.

Here's looking forward to warmer flying weather as we get closer to Spring. Until next time, Happy Flying!

SAFETY CORNER

Not a lot to visit about this month but in my reading the past month or so, I'm reminded that poor flight planning can lead to big problems. Inadequate fuel management is still a big issue in many of the reports which I have read.

PIPER CHEROKEE ENDS UP IN SAVANNAH RIVER DUE TO FUEL STARVATION



According to the student pilot, he was on short final for landing on Runway 01 at his home airport at the conclusion of a solo flight when the tower controller instructed him to discontinue his approach, turn right, and enter the left downwind leg of the traffic pattern for Runway 28. Once established on the downwind leg, he completed a right 360° turn as directed by the controller before he continued the downwind leg and turned left onto the base leg of the airport traffic pattern.

When approaching the turn onto the final approach leg of the traffic pattern, the Piper PA-28's engine lost power. According to the pilot, the engine "sputtered," and the engine rpm "dropped, then came back up" before it reduced to 300 rpm. Engine rpm was never restored, and the pilot chose to perform a forced landing in the Savannah River. The airplane was recovered from the river under the supervision of an FAA inspector. The airplane's left wing was substantially damaged. Fuel quantity selector was noted on the right hand tank.

Subsequent investigation noted that despite a lot of water in the fuel tanks, a quantity sufficient for continued flight was noted in the left hand tank. No injuries but an unnecessary swim.



...on final.

PAYING ATTENTION...KEEPING IT SAFE

In mid-January I took the Zenith out for some exercise. The grounds crew at the Norfolk airport did a really good job of moving snow from the taxiways and runway but it left piles like this around. With the short wings of the Zenith, I had little worry about striking the snow but they are difficult to see around. The taxiways had patches of packed snow, so it is important to keep in mind that braking may not be optimum in such circumstances.



We, as pilots, don't often think about the work done by managers and grounds maintenance crews at our airports, particularly the small airports where there may be but one or two people to keep the airport open. Often, the equipment they have isn't the most up to date. It wouldn't hurt to offer a pat on the back to these folks who are out there in the cold and wind, working to keep the airport up and running. Hangar tenants should make an effort to clear snow from in front of the hangar, if for no other reason than to keep ice from forming along the row of hangars. While winter is about gone, there is still work to be done around the field. Keep those grounds folks in mind and show them some appreciation.

I close this month with a reminder that the meeting is on the 12th at 1800. I look forward to seeing you and sharing our flying adventures. Take care and fly safely.

JHL