



VOLUME 3

ISSUE 4

CHAPTER 918—NORFOLK

MEETING

DATE: 4/14/2020

APRIL 2020

TIME: 6:00PM/1800

LOCATION: OFK FBO

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

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EVENTS

CANCELED EAA Chap 1055
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Crete, NE

EDITOR'S MEMO...

As I sit here at my computer searching for a way to begin this 'editor's memo', I see over the top of my screen a poster my wife hung up some time ago.

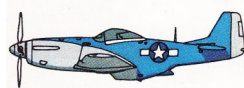
30 WAYS IN 30 DAYS – FIND JOY

The first item on the list is: **List what you are thankful for.**

In the midst of this virus that is covering the globe it may be difficult to voice that particular idea; and yet, as I plan to take the Zenith out for some exercise later today, not much has changed to be thankful for. Our household is healthy and we are continuing to touch lives in a positive way, mostly by mail or phone. Our family is all well, as they are scattered around the country and continue with their lives as well as possible.

While the weather in March was not all that conducive to a lot of flying activity, many have been able to stretch wings and enjoy spring in the Midwest. I had some upholstery work done on the Zenith, and was able to fly over to North Omaha airport a couple of weeks ago to pick up the final piece. I did a lot of flying out of 3NO in the 1990's, and kept the Boredom Fighter there. The airport has changed since that time, as it has become a residential airpark and has several hundred more feet of runway to work with. The grass area between the runway and taxiway is still a viable runway, and the bumps that were in the taxiway are still there. New hangars have sprouted up, and **The Landing Zone "C"** store is in business off the end of runway 17. If you fly over, check the Airport Facilities Directory (Chart Supplement) as the traffic pattern is non-standard, as it lies under the shelf of the Class C of Omaha's Eppley Airport.

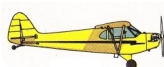
We have couple of guest writers this month, and I want to thank Randy and Eric for sharing their thoughts and experiences. With not a lot of flying, don't have a lot of photos to share but hope that you enjoy the newsletter. Our April meeting will not be the familiar gathering due to the COVID 19 restrictions and good health practices but I hope to see some of you individually at the field thru the month. Of course all of the scheduled flight breakfasts and other activities are canceled. As I learn more of rescheduled events, I'll try to get them updated in the newsletter. In the meantime, take care of your own health using the guidelines from the CDC, and fly when you can. There are online training programs available from Sporty's and AOPA, as well as the FAA site, so take a look if you are stuck at home wondering what to do with your time. May God bless each of you and your families as we move ahead thru this situation...it will pass.



MEETING MINUTES

The March meeting was held on 18 March 2020 at the Norfolk FBO office at 1800. There were 7 members in attendance. The meeting was called to order at 1815 by President Bruce Zimmerman.

- There was some discussion regarding meeting time. It was decided change the meeting time to 1900 (7PM) for the summer months.
- Ray Olson gave the Treasurer's report: \$1216.16 in the bank after disbursement for shirts.
- Randy suggested a Young Eagle's event for 13 June 2020. All agreed and we will have further discussion at an upcoming meeting.
- There was lengthy discussion of hosting a Flying Start program in coordination with local CFI's to interest the public in learning to fly. The event is tentatively scheduled for 16 May 2020, and it was suggested to work it as a 2 day event, with introductions and video/DVD on Saturday, and flying activity on Sunday, due to man-power availability. More discussion forthcoming.
- EAA Chapter 80 will be hosting the EAA Ford Tri-Motor at Millard Airport in Omaha in May. Date to be determined.
- Randy presented a video program on airspace. There was a lot of information, and many echoed the opinion that it is tough to keep track of, especially if one does not fly often.
- There was open discussion on landing operations, particularly cross wind practice, and operations around airports. Since most of the airports in the state are uncontrolled, it is important to monitor the CTAF as well as keep a sharp eye outside the cabin.
- Meeting was adjourned at 2000. Next meeting scheduled for 14 April.



I received a note from Eric Lordmann after the last newsletter hit the mail, and I share his comments with you here.

I just wanted to share with the group a reminder to keep practicing emergency situations. This past Monday while coming back from Millard to my home base in Albion in my Cessna 310 I lost fuel pressure on my right engine and it quit on short final about a 1/2 mile out on runway 15. I was able to quickly identify the failed engine and land single engine uneventfully. I was using my check lists and had my mixtures set to rich and my electric fuel pumps set to low. My final approach speed is 110mph VYSE ("Single Engine best rate of climb speed"). VMC ("Minimum Single Engine controll speed" is 82mph). I was able to keep my approach stable and speed at 110 and decided to complete the landing. After towing my 310 back to the hanger I discovered that the aluminum tubing on my mixture cable had broken some time after engine start and descent. When I advanced my mixture from Cruise flight setting of 10psi ;which is pulled back about 3/4 of the way to idle cutoff; to full rich the tension on the mixture was no longer holding the mixture rich resulting in inadequate fuel flow to the engine.

INSIDE

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This GlaStar was on the ramp early in the month. No info, but a sharp looker.



Dave Amick's Champion Citabria taxiing in after a local flight. Looks like one happy airplane owner.

GONE FLYIN'



FAA SPECIAL NOTICE NOTC0072 - COVID 19 ADVISORY

OPERATORS ARE ADVISED THAT IN RESPONSE TO THE COVID 19 CRISIS, SOME STATE AND LOCAL GOVERNMENTS HAVE IMPLEMENTED QUARANTINE AND SHELTER IN PLACE ORDERS THAT COULD AFFECT DEBOARDING PERSONS UPON ARRIVALS AT AIRPORTS WITHIN THEIR BORDERS. PILOTS AND OPERATORS SHOULD FAMILIARIZE THEMSELVES WITH ANY SUCH ORDERS THAT MAY BE IN EFFECT AT THEIR ARRIVAL AIRPORTS PRIOR TO DEPARTURE.

TRYING TIMES FOR FLYING (An Aviators Guide to Social Distancing) by Randy Neuharth

During this Corona Virus Crisis, it is up to us as pilots to try and keep ourselves both safe and sane. This article is intended to give you an idea of things that can help you through these difficult times and make you a better pilot along the way.

So, what is a pilot to do? First and foremost, **you can go flying**. To date there have been no restrictions placed on flying activities. Solo flying is the ultimate in social distancing. Of course, you can always take along a family member that is currently living with you as long as you are both healthy. I would encourage you to take precautions should you decide to land at other airports. Follow the recommendations that have been given in regards to hand washing etc. to be safe. Carry a small bottle of hand sanitizer and keep the recommended distance from those you meet. In many cases, if you land at many area airports, you may not even have to interact with any other people.

Now would also be a great time to review your POH. When was the last time you really spent some time looking it over? You may rediscover some hidden tricks and tips that you have forgotten about. How well do you know your V Speeds? When was the last time you actually did a Weight and Balance calculation?

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TRYING TIMES FOR FLYING...continued from page 3

Do you have an application on your iPad or phone that you use in your plane? Now would be a great time to really explore what it can do. Don't be afraid to push buttons and try and figure out what it can really do for you. Foreflight, Garmin Pilot, WingX and other applications have lots of things that can be done and most pilots only touch the surface of those capabilities. Many of these apps have a Weight & Balance calculator. Have you set it up for your airplane?

Another thing that I find interesting is to read through my airplane logbooks. Sometimes you find some interesting things in there, especially if you bought a used airplane. It is interesting to see all the things that you may have done to upgrade the plane since have owned it. Sometimes it is interesting to really see everything you have done. It's like getting to know an old friend.

When was the last time you read through your personal Flight Logbook? Now that can bring back some great memories. Have you read all those articles in your aviation magazines? I find that often I put some off until later but don't often get back to them. Check out the EAA and AOPA websites. There is a wealth of information there as well as training videos, quizzes and other resources.

Thanks Randy; some wise notions to put into practice, even as we spend so much time at home. The cartoon on page 3 is from Barnstormers.com (thought I'd better give credit) and the COVID-19 Notice is from the FAA Safety Team. While it may seem that the notice is meant for corporate operations, it is just as applicable to private owners taking a trip to some other area to visit or leave a passenger. We have to be cautious about transporting this virus around, even if we are not personally showing symptoms. Fly safe, and keep the faith!! It will pass...

GONE FLYIN'...

I was able to add four airports to my collection this past month, making 17 for the year. Yeah, not a very auspicious start but hopefully the weather will improve, and restrictions will pass and we can all get out and commit aviation . . . for the fun of it.



That's Burwell (KBUB) over the nose as we near entry for the left downwind for runway 15.



Left base for runway 15 at Burwell, NE. Really pretty in the spring with all the green around.



Left base for runway 13 at Ord (KODX). Nice airport.