



CHAPTER 918 - NORFOLK

MEETING

DATE: 3/10/2020
TIME: 6:00PM/1800
LOCATION: OFK FBO

MARCH 2020

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

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EVENTS

3/7/2020 EAA Chap 1055
York, NE

3/21/2020 EAA Chap 569
Crete, NE

EDITOR'S MEMO...

While much of the nation suffers from winter and more rain than can run off, we have been blessed here in northeast Nebraska. Not to say it has been perfect but the last part of February had many good flying days, and weekends especially have been pleasant. Activity at the airport has been good, with airplanes seeing the light of day after a long hiatus in the hangar. If you have had a slow winter and have not been out for a time, I encourage you to take time to review the POH, remind yourself that runway 1/19 is now 2/20 and check over the airplane for birds nests and other critters who may have decided to invade for the winter. If you feel a little rusty, maybe a bit of time in the pattern with a flight instructor would be a good gift to give yourself.

I have been able to fly a bit this past month, and have appreciated each opportunity to commit aviation. Sally and I took the C-172 tail dragger out for some exercise on a really nice Sunday morning, just poking a Cessna sized hole in the sky, with a landing over in Albion. I've added a couple more airports to my collection, and with the pleasant weather promised over the next week, hope to add several more. The Zenth got out to North Platte after the big storm in the mid/western part of the state. It was chilly out there!! The grounds crew at LBF did a commendable job getting the runways, ramps and taxiways in service and Trego-Dugan line crew were Jonny-on-the-spot to park and service. I noted a restaurant on the field but did not try it out – perhaps another day.

Photos and stories inside, so take a look and enjoy. Still looking for some outside contribution to keep the newsletter interesting and informative, so don't be shy. Meeting this month is on the 10th; be there or be square! Norfolk Pilots Association will meet at First Choice on the 19th at 0730. Fly when you can, refresh if you need to do so and remember always – be safe.



MEETING MINUTES - MARCH 2020

Meeting was called to order by President Bruce Zimmerman at 1805 on 11 February 2020. There were 8 members present and one guest speaker.

- Ray Olson gave Treasurer's report: \$1271.69 in the bank.
- Randy Neuharth presented a video presentation on ADS-B. Good review and perhaps an encouragement for getting a system installed. It isn't cheap but can add safety to operations, and resale value to your flying machine.

MEETING MINUTES—CONTINUED

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- Tom Bankers (guest) gave a presentation on a flight simulator he had made. The simulation is set up to fly as many as 50 different aircraft, including helicopters, military favorites and the old stand by, Piper Cub. He has comfortable seating, with a yoke, or stick, pedals, throttle quadrant – the full set up. Most interesting is his use of four computers generating images on screens which provide full cockpit and outside reference, including some peripheral imagery. His programming has allowed for weather influences, including wind, clouds, rain and snow, as well as day and night operations. His simulation is quite realistic, as a video he presented showed Randy flying an approach to Columbus, and the hangar row at Norfolk was easily discernable.

Tom is justifiably proud of his work, and looks to improve aircraft ‘feel’ and realism as he continues to tweak the simulator. Tom has been interested in flying things most of his life, and served as a crew chief/maintenance tech on Chinook helicopters while in the US Army. He has some hands on flying in the military and built the simulator to satisfy his need to fly without investing money that was not available for the purpose.

Meeting was adjourned at 1930, with much continuing discussion with Tom. Next meeting is scheduled for 10 March 2020, 1800 at the Norfolk Airport FBO.



Tom Bankers and a video clip of his simulator with Randy at the controls. As you can see, the multiple screens and panel presentation are quite realistic, and with but a few minutes immersed in the system, one can forget it is a simulator ride. Thank you Tom for your presentation...looking forward to flying it.



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Gone flying just for the fun of it. OFK—BVN—OFK.



Off Randy's right wing; Wayne to Norfolk at 3000'.



Welcome to North Platte. A clear and crisp Nebraska day near the Trego-Dugan office. Good service with a smile!

GONE FLYIN'...

Zenith and Cherokee on the parking ramp at Wayne, NE. Wind pretty much down runway 5...nice to have the cross-wind runway.



Sharing a few photos this month of flying activity. Randy flew with Tom over to Wayne on a nice day. I took the Zenith out and chased them over there, meeting on the ramp and lunching at Runza. Nice visit and we did a little formation flying on the way home.

As noted earlier, Sally and I flew out to North Platte to meet her daughter who was driving from Colorado Springs to Omaha. Nice flight on a chilly morning. Had thought to add a couple of airports to my collection on the way home but opted to get home instead. Seems a shame to overfly Broken Bow and Ord without making a landing but found smooth air at 7500' MSL and enjoyed it.

Zenith on the damp ramp at North Platte, NE. They had received 4" of wind blown snow the day before. Brrr...!



Glory shadow at 7500' over scattered clouds near Ord, NE - beautiful!!



Tim Miller is continuing his flight training in the Yankee Clipper and getting near to solo. As soon as that illusive sight picture on landing comes into focus, he'll be enjoying opportunities to do it all by himself, moving ahead to the Private license. Good work Tim...

Randy had some radio difficulty with his GPS navigator, so after a repair through Hawthorne Aviation avionics shop in Sioux City, he's back in business, working practice instrument approaches in when he can. As noted in a previous newsletter, the Garmin 400 is a good panel mount unit and when connected to a CDI, a very capable non-WAAS approach guidance device. I applaud Randy's practice sessions, as the precise flying required for approaches spills over into normal VFR operations.

Sally and I spent some time in Colorado and Illinois earlier in the month. Visited my grand daughter, her husband and their daughter Iris in Grand Junction. It's the first time I've been out to my old stomping ground in 20 years or so, and much has changed at the airport I used to call home. First flew my KR-2 there; had my helicopter charter service and flew all around western Colorado and eastern Utah. My old hangar is now in use by FEDEX, and not even accessible. I was able to visit with a gentleman there at the flying school, and it was good to share stories and recall mutual friends and acquaintances.



Aviators Memorial Park on the airport at Grand Junction, CO. The park memorializes pilots and crews who have died in service to their communities. The Blue Angel has been there since 1987; the A-6 added more recently. I knew several of the names on the plaques attached to the wall.



Friend Brian Thomas new ride—Eurocopter EC-145 coming in to Peoria, IL airport.

Our trip to Illinois was to visit a flying friend who took a position there flying medical helicopter. His new ride is an EC-145 helicopter, a twin engine, full IFR machine with plenty of power and lots of room. Many of you have met Brian and his family at our cook outs, and we wish him good fortune in this new position.

JHL



PILOT LOOKING AT I-PAD HITS ANOTHER PLANE ON TAXIWAY

MALFUNCTIONING I-PAD DISTRACTS HELICOPTER PILOT

Two headlines that caught my eye in a recent newsletter I receive by e-mail. The student pilot in a Diamond DA42 was inputting data into the I-pad and the CFI was inputting radio frequencies. Both distracted, the airplane taxied into another in the run-up area. UGH!!

Helicopter pilot departed early while still dark. Climbing to 300' AGL, she noted the I-pad was not showing her location. While attempting to fix the problem, she allowed the aircraft to descend into trees. DOUBLE UGH!!

Lesson here? Wait 'til the machine has stopped before fiddling with the I-pad, or setting destination into the GPS.

AND FINALLY... Norfolk Pilots Association

It was crispy cold with a fresh layer of snow on the city streets as a small group of hearty, enthusiastic pilots gathered for the monthly breakfast at First Choice on 20 February.

Blake Moser presented a recent episode he had encountered with a broken windscreen in the King Air, at altitude and full cruise. His actions reflected his professionalism as he maintained his cool, read through the checklist and brought aircraft and passengers to a safe roost in Lincoln. The inner panel shattered completely but did not lose pressurization. There was some discussion of the event; the take home? If you have an unusual situation that can distract you from flying the airplane, declare an emergency and get priority handling.

Foreflight flight planning and monitoring was discussed as many pilots in attendance use this system for their flight planning as well as recording and backup navigation. Next meeting, 19 March 2020.

