



VOLUME 8

ISSUE 4

CHAPTER 918—NORFOLK

MEETING

DATE: 4/8/2025

APRIL 2025

TIME: 7:00PM/1900

LOCATION: OFK FBO

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

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EVENTS

4/18/25 Norfolk, NE

"Thirty Seconds Over Tokyo"
film showing at Norfolk 7
theatre - 0900

FIND JOY—30 Ways in 30 Days - Item number : 4**DONATE MONEY, FOOD OR YOUR TIME TO A LOCAL MISSION OR FOOD BANK**

EDITOR'S MEMO. . .

March is gone away; hooray!! Two days ago, it was near 90 degrees; this morning, the thermometer hovers around 35 degrees with a brisk wind from the north and occasional snow showers. The treasure of the moisture is a blessing which we all agree is needed. The drastic ups and downs however can challenge our patience. Despite the ups and downs, it has been a decent flying month. Some local practice in the Tri Pacer to hone my landing skills and a few flights in the Zenith just for fun. I am a blessed man!!



I took this photo last month as Randy and I flew back from Yankton, SD. I share it simply to illustrate how barren the land appears as we transition from winter to spring. Trees are budding, the crocus and daffodils are pushing up through the soil and the grass is greening a stalk at a time as the moisture soaks into the dry soil. A blessed time to be alive me thinks, as we relish the transition to a brighter time. Sun 'n Fun starts this week in Florida, so spring is indeed, in the air. Try to get out and enjoy it if you can.

We have a few photos to share this month, articles by Tim and Randy and a safety concern we should all take a look at, particularly on older airplanes..

ENJOY!

JHL

MEETING MINUTES

MEETING MINUTES

11 MARCH 2025

Meeting was called to order by President Timothy Miller at 1902. There were 12 members present.

- ♦ The minutes of the February meeting were reviewed. There were no comments or corrections; a motion was offered, seconded for approval. So voted.
- ♦ David Ottis presented the Treasurer's Report: There were no disbursements or deposits made to the account, resulting in a balance of \$5998.93. Motion was offered, with second for approval; so voted.
- ♦ Confirmation was solicited from Steve Falk to assure he and his griddle are available for the planned Fly In Breakfast, slated for 22 June 2025 at the Norfolk airport. Steve advised he would be ready. Additionally, we will continue to monitor the progress on proposed construction at the airport as it may have implications for future events, as the FBO building and hangar are slated for replacement.
- ♦ Tim has secured a lockable storage shed on the airport property to keep a freezer and Chapter property which is used for YE and FIB events. The rental on the building is \$300 per year and he wanted to confirm that the chapter membership will approve such an expenditure. A motion was made to accept Tim's proposal; motion was seconded and so voted.
- ♦ The O'Neill chapter has purchased the assets of the York, NE fly in breakfast organization. They seek to start up monthly FIB and are seeking advice and additional man power from Chapter 918 to facilitate this activity. David Ottis will seek more information to share with the chapter before a final decision is made.
- ♦ Tim requested project status from members:

Mike N. is back to work on the Zenith 750, now that temps are moderating. While it looks like an airplane, there are innumerable details which must be completed, one at a time.

Tim is continuing flight tests on the vortex generators he installed on his Pazmany PL-1. He is quite satisfied with the addition at this stage.

- ♦ Randy presented a video clip on slips and skids. The CFI in the presentation showed very clearly the difference between slips and skids. Slips are a valuable glide path control tool, especially for airplanes without flaps. Skids are a deadly companion and should be avoided at low altitude where there is no margin for recovery from stall/spin. There was discussion on landings and a few horror stories (lessons learned!).

The meeting was adjourned at 2020. The April meeting is scheduled for 8 April 2025, 1900 in the FBO building. Please be aware - summer meeting hours are in effect. Please plan to attend and bring a friend who may be interested in things aviation.



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Had to share this sunset at the airport. That's a huge pile of snow from the west ramp area. It warmed up after the storm and this pile was gone in a few days.



The 'home field'. Flying the left downwind for runway 32 at Norfolk.



Tom Reigle's Mooney 201...

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 58

By Randy Neuharth

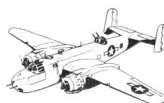
Well Spring has sprung, at least that is what the calendar says. I'm not sure what the weather is really thinking. One day temps are close to 90 the next we have a blizzard! What the heck. Oh well, at least it can only get better? So, another

crazy weather month with not a lot of adventure for **Dotsuwa** and I. Four point two on the hobbs this month so at least a little flying. The days I did get in were actually some very smooth flying days so that was a plus. Even though most of the flying this month was just for fun, I always try to do something that helps improve skills. I generally will fly some sort of instrument approach, even if it is visually, just to review procedures. I did get a flight to **Bloomfield** (84Y), just to land on their brand-new concrete runway. Very nice. The airport is open but the runway does not have any markings painted as of now.

I had hoped to get to the first fly-in burger feed at **Hastings** on March 29th but alas the rain and low clouds made for some hard IFR and did not allow the trip. I put it on the calendar for next month. I am looking forward to fly-in gatherings starting up again.

Many of you probably are wondering about the status of the new FBO/Terminal building that the Airport Authority has been working on for quite some time. As I reported last month, the project was waiting on congressional funds that needed to be passed in the federal budget. As you may know, congress once again kicked the can down the road by not passing a budget but doing another stop-gap budget so as to not shut down the government. At this time, we have no way of knowing when we will get those funds, if we get them at all, given the current issues with the president, **DOGE** and congress. The Airport Authority Board is currently putting the project on hold as we work with the city and evaluate our options. We are hopeful that we will be able to work something out.

In the meantime, it is important that we continue to try and educate the public as to the importance of the airport to the city of Norfolk. Many people wrongly believe that they are not affected in any way by the airport. Little do they realize that the 13.9-million-dollar economic impact of the airport affects them directly. I can think of at least a dozen large businesses in Norfolk that utilize the airport regularly. These businesses employ hundreds of people so the airport directly impacts them whether the consumer realizes it or not. Those companies would not be nearly as successful without the airport. Pilots that over-night here routinely spend between \$300-\$400 on restaurants and motels. Let's keep working to support the airport and help move this project forward. Until next time, "Happy Flying"!



MILLER MUSINGS By Timothy Miller

GLASS PANEL...BLESSING or ??

Six years ago, I started training in an aircraft that was almost as old as I was. The 1971 **Grumman AA-1A** had the standard analog instruments that it was manufactured with. For decades, light aircraft cockpits were dominated by these instruments, often referred to as "steam gauges." These mechanical instruments were reliable, presented information in a simple way and required pilots to scan and interpret multiple displays to understand the aircraft's state and environment. Not being aware of many alternatives at the time, experience and budget notwithstanding, I was able to learn and complete my training with old technology. Aviate....Navigate.... Communicate....fly the plane!

Today, digital avionics, particularly glass cockpits, has revolutionized how pilots interact with their aircraft. Glass cockpits typically feature multi-function displays (MFDs) and primary flight displays (PFDs). These screens purport to integrate critical flight information – airspeed, altitude, attitude, heading, and vertical speed – into a consolidated and easily(?) digestible format. This can reduce pilot workload and enhance situational awareness, a critical factor in aviation safety.

Beyond basic flight instruments, modern avionics suites offer a wealth of features previously found only in advanced aircraft. Integrated GPS navigation with moving maps allows for precise route planning. Auto-pilot systems can manage much of the flight, reducing fatigue on long trips and adding layers of safety. Weather data, including near real-time radar and sat-

GLASS. . .**Continued**

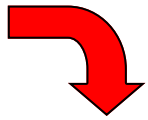
elite imagery, empowers pilots to make better decisions about avoiding hazardous conditions. Traffic awareness systems, such as ADS-B, provide pilots with a picture of surrounding air traffic, reducing the risk of mid-air collisions. Furthermore, these systems are becoming more affordable and accessible to all pilots. Avionics companies offer a wide range of solutions tailored to most aircraft types and budgets.

The democratization of this technology is making flying safer, more efficient and more enjoyable for more pilots. Or is it? I love technology...and....my current panel is mostly glass....BUT....at 100+ hours of flight time behind this panel, it can still be distracting. I catch myself looking at the smallest changes of data... that amounts to something my old gauges couldn't register. Was starting with steam gauges a detriment to glass panel adaption or a blessing? Probably both. By adapting my scan, filtering my choice of data in the cockpit, and keeping "**Aviate, Navigate, Communicate....Fly the plane!**" at the top of my priorities, my skill and comfort grows. Technology is just a tool that will continue to evolve whether I like it or not. My challenge is in adapting my tools and my usage to every flight and mission.

Tim and Janet taxiing out for an evening flight.

**Continued page 4, column 2**

Steve Hamilton from Yankton shared this Airworthiness Concern sheet...take a look.



U.S. Department
of Transportation

Federal Aviation
Administration

Airworthiness Concern Sheet

Date: 03/19/2025

Federal Aviation Administration (FAA) Description of Airworthiness Concern

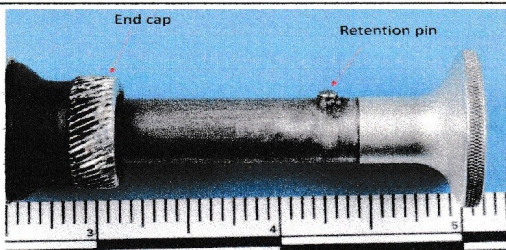
On June 21, 2023, an accident occurred on a Champion 7EC Traveler equipped with a Continental Motors C90-12F reciprocating engine. The pilot noticed a decrease in the engine rpm during the takeoff climb and eventually lost engine power. Shortly after, the pilot performed a forced landing resulting in substantial damage to the right wing and the fuselage. The probable cause of the accident, as documented in National Transportation Safety Board accident no. CEN23LA250, was a worn locking mechanism on a manual fuel primer pump, resulting in excess fuel being pulled into the engine.

The fuel primer pump used in the Champion 7EC was manufactured by Kohler, P/N K-2406-2. However, due to design similarities common to many manual fuel primer pumps, the FAA is communicating this safety concern amongst all manual fuel primer pumps found on normal category, general aviation aircraft with carburetor engines.

Pictures of the affected part are shown below to aid in identification of the part and the safety concern.



Fuel primer pump as received after the accident.



Piston with retention pin and pump housing end cap (piston in extended position).



The photo on the left shows the primer plunger extended with the locking pin. On the right is the damage to the end cap which 'captures' the pin and locks the primer.

The primer lines are generally fitted to the cylinder heads, injecting raw fuel into the combustion chamber to assist in starting dormant or cold engines. If there is leakage through the primer, the fuel bypasses the metered fuel from the carburetor and richens the mixture in a cylinder to cause the engine to run rough or even fail. **It is important to assure the primer plunger is locked to prevent leakage through the primer.**

SPRING CLEANING

In theory at least, as we move into the spring season, there should be more flying days than not. While many pilots are active through the winter months, many others are not. As things warm up and the days are nicer for outdoor activities, including and especially flying activity, it behooves the smart pilot to check himself and his aircraft.

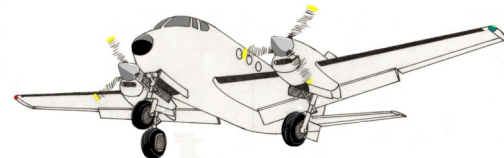
While I consider myself relatively active year 'round, I have noted a little inconsistency in my landing quality, especially in airplanes other than the Zenith. This may be a natural result of fewer landing operations as much as limited familiarity with other machines. So, for me anyway, when I get an opportunity to fly something else, I always approach the matter with a bit of trepidation. Well, trepidation isn't the right word but I am wary and aware of my recent inexperience. So, I proceed slowly and make an effort to fly precise patterns so the end result is consistent.

For folks who do not fly that much through the winter months, the same advice is helpful to assure decent landings but more importantly, a safe flying experience all around. Practice the things you don't practice. Everyone hates stalls and most see little reason to practice them; I get it. Maybe an hour with a CFI getting back to basics will have big rewards as he may help knock off some rust that has accumulated. Even with all the years flying and experience in different types, I dare say, my passing a commercial check ride tomorrow might be a 'gimme' by the DE.

Stall/spin crashes still plague general aviation, even with the rabid fear most pilots have of the dreaded stall. We still attach stall to a speed, even knowing that speed has less to do with the condition than does angle of attack. Maybe because we cannot see the angle of attack, speed then becomes the all important stall preventer. A good review pays huge benefits, building confidence and targeting weak spots.

Take the time this spring to honestly evaluate yourself and your skill set. If the airplane has wintered in a frigid hangar, take some time to check it over as well. Batteries take a beating in winter; check it out and put a good charge on it. Drain a fair quantity of fuel from the sumps and LOOK at what comes out. Check the LG struts for leakage and proper inflation; tires too. Make that first flight of spring near the airport and do a good post flight when done. Above all, keep it safe! JHL

...on final



THIRTY SECONDS OVER TOKYO FILM PRESENTATION

April 18 marks the 83rd anniversary of the daring raid on Tokyo by 16 B-25 Mitchell bombers. As a remembrance of this event, a special showing of the 1944 film will be presented at the Norfolk 7 theatre. You are cordially invited to attend this free event. The picture is slated to begin promptly at 0900 and runs for just over 2 hours. While not specifically a 'FLYING FLICK', it does have some archival footage of the training and actual mission. Performances by Van Johnson, Spencer Tracy, Robert Mitchum and many other stars of the day earned this film an Oscar. A freewill donation will be accepted at the box office. Mark your calendar! April 18!!

(This presentation is NOT an offering by or for EAA Chapter 918.)