



# CHAPTER 918—NORFOLK

## MEETING

DATE: 5/14/2024

MAY 2024

TIME: 7:00PM/1900

LOCATION: OFK FBO

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FIND JOY—30 Ways in 30 Days - Item number : 24

“Notice the magic”

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

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### EVENTS

EAA Chap 569 FIB  
5/18/2024 Crete, NE

## EDITOR'S MEMO. . .

“Rain, rain go away; come again another day.” I can vaguely remember singing this song in my youth when we had days of rain in a row in south central New Mexico. Now, that didn’t happen often but when a young man cannot go outside and play, it gets rather depressing. In truth, I’m glad we have gotten some rain albeit the other foul weather that came with it has been a challenge. While we were spared in Northeast Nebraska (Norfolk specifically), the area around Omaha and into Iowa really got hammered. Elkhorn, Bennington and Eppley Airfield took the brunt of it and I would suggest we keep all those who have suffered some loss in prayer. The storm is over but the work now begins to pick up shattered lives and homes and put the pieces back together.

I have been privileged in recent weeks to be able to fly a Piper Tri-Pacer belonging to a fellow here who has not been active in some years. We found a day when the air was smooth and clear to reacquaint him with his airplane and had a nice time just boring holes in the sky. Subsequently, I’ve taken the ship out with a short cross country over to Albion. It is a nice flyer and I am enjoying reliving some of the days of my youth when my dad was flying these same airplanes out of Roswell, NM. I recall a trip from Artesia to Roswell, about 43 miles, with myself, my brother and mom in the back seat. My brother was prone to air sickness but for this flight he did really well. Right up until the time the wheels touched pavement at Roswell Municipal. He let go, all forward and got dad, the front seat passenger and front seat. It was not a good scene. It is nice to be able to act as PIC in an aircraft the same vintage as my dad was flying.



Our April meeting was held at Mike Nahrstedt’s place near Madison. We had a good turn out and everyone enjoyed visiting with Mike about his Zenith 750 project. Pics inside. Plan on attending the May meeting as it will be the last meeting before the YE event and FIB.

MEETING MINUTES

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**9 APRIL 2024**

Meeting was called to order by President Tim Miller at 1908. There were 11 members present. We welcomed Richard back to the fold after an absence due to medical issues. He is feeling much better and looking forward to Chapter activities.

- ◆ Minutes of the March meeting were reviewed. There were no corrections; motion to approve and so voted.
- ◆ Treasurer’s report noted \$4017.92 in the bank account. David noted disbursements for Hyde plaque and EAA dues. Dues deposit also noted. Motion to approve and so voted.
- ◆ Randy reported that he will open Young Eagles registration on 1 June for the event scheduled for 8 June. Reminded everyone who will participate to assure compliance with EAA youth protective program.
- ◆ Flight breakfast is scheduled for 9 June 2024, menu as in previous events. Tim will move chest type freezer from his place to building on the airport for convenient access to it during the event.
- ◆ State fly in is scheduled for July 19, 20 in O’Neill, NE. The chapter there has requested assistance with man power. An air show is planned for Friday night with breakfast on Saturday morning. There is a poster in the FBO office with further details.
- ◆ There is little movement on the 501c3 application. David and Tim will continue to pursue action in this regard.
- ◆ Safety discussion centered on go arounds. Recent readings and articles have noted several crashes which hinted at delayed or improper action on the part of the PIC in making a go around. Every one participated in the discussion as we touched on procedures and expectations as the aircraft transitions from landing configuration to climb configuration. Since it is a seldom practiced maneuver, suggestions were to practice during the flight review and review procedures in the POH and FAA training publications.
- ◆ Thanks to Mike for hosting the April meeting and providing treats and drinks. Nice work on the project and moving right along.



**Rotax 912 in Mike Nagrstedt’s Zenith 750 STOL**

Meeting was adjourned at 2000. Next meeting is scheduled for 14 May 2024 at the Norfolk Airport FBO office. Time is 7PM/1900. Please plan on attending as we will discuss the YE event, FIB and assisting the O’Neill chapter with their event.

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**Pretty little Cody, WY based Taylorcraft stopped in for fuel. Dave was heading home from Kitty Hawk, NC!**



**Silly, I know but I really like the picture windows of the terminal building in Albion. Maybe I just like reflected images of airplanes? Anyway, it’s a rather unique view don’t you think? Maybe, I just like pictures of airplanes? Yes, I think that’s it! Reflected image of the Piper Tri-Pacer parked on the ramp in Albion, NE. Pretty day!!!**

## ADVENTURES OF DOTSUWA



## THE CONTINUING ADVENTURES OF DOTSUWA - 47

By Randy Neuharth

April Showers bring May Flowers. We certainly have had some showers! Now bring on the flowers and hopefully some better flying weather. It is nice to know that with all the rain, we are no longer in a drought! Unfortunately, the recent weather has not been very good to our aviation friends in Omaha. Our hearts go out to all of those who had their airplanes damaged or destroyed at Eppley Airfield in Omaha. Our prayers are also with all of those affected by the tornados and weather in Nebraska, Iowa and throughout the country. I am sure you all have seen and heard about the devastation in the Omaha area and parts of Iowa. Let's hope that things will settle down for the rest of the season.

Of course, the wind and weather had an affect on the amount of flying in April this year. **Dotsuwa** and I were able to get 5.5 hours in this month. I would have liked a little bit more but weather and music performance commitments cut that down a little. There were the obligatory just for fun flights but I did get a flight to Wayne for their fly-in breakfast with Tom Bankers. It was a bit chilly and windy that morning. What else is new? Tom and I did get a chance to try out the Redbird full motion flight simulator. That was fun. It has been a long time since I flew a Cessna! I am happy to say that I had no problem with the landing, and the full motion is just pretty darn cool! (Tom's simulators are pretty darn cool too!)

I had to do a little maintenance on **Dotsuwa**. She developed a small leak in the master brake cylinder. We were able to replace the "O" rings and bleed the brakes to get her back in service. Those of you who have experience with Piper brakes know what an ordeal that can be. It wasn't as bad as it could have been and we got the job done relatively painlessly.

Thanks to John Linke, **Dotsuwa** now has her name on the side of the cowling. John's son and wife did the work and it turned out great. I will include a picture.



I am looking forward to May, warmer weather and calmer winds. I think I was wishing for that last month also. Let's hope it comes true this time. I hope we can, as a chapter, get to do some fly-outs to some of the events in the state, particularly Crete's breakfast and Hasting's burger feed. It would be fun to get several planes to fly out together.

I apologize for not have a whole lot exciting to report this month but I am looking forward to some summer adventures. Until next time, Happy Flying!



**ETIQUETTE FOR FLYING IN - BREAKFAST, AIR SHOWS and FLY INS**

Spring and summer bring excuses for flying out; to an air show, fly in breakfast or other gathering. Small airports, and large can be crowded on the ground and in the air. After a long winter hiatus, we'll offer a refresher on strategies to make the trip safe and sane for everyone. Points of this article are paraphrased from an article by Alyssa Cobb.

**RESEARCH the FLY IN:** A simple fly in breakfast to a nearby airport will not require the same diligence that flying into AirVenture might. However, it behooves the PIC to become familiar with the airport of intended landing. Traffic pattern? Left traffic? Right traffic? Altitude? Any special procedures? AWOS? ASOS available? How about having to back taxi on the runway due to no parallel taxiway?

**BRING SOMEONE ALONG:** Large event or small, the potential for many airplanes approaching the airport from different directions is very real. An extra set of eyes can be helpful scanning the sky. Additionally, if you as PIC have never flown in, having an 'old hand' aboard could make the transition easier.

**KNOCK OFF the RUST:** If it's been a long, dry winter (little flying activity) it is the wise aviator who takes time to get back in the groove. Work the pattern at your local airport. If flying to a towered field and it has been awhile, take a little cross country trip and work with a tower. Review traffic pattern entry procedures, particularly the overhead 'tear-drop' entry. The Aeronautical Information Manual provides communication advice for towered and non-towered airports. A review might be quite prudent.

**PRACTICE SCENARIOS YOU MAY ENCOUNTER:** Large fly ins often require specific procedures, such as landing to a specific spot on the runway. Be aware that you may be asked speed up or slow down. Practice go arounds so that procedures are immediate, with confidence and safe for all concerned.

**PREPARE MENTALLY:** If you are the first to arrive and the last to leave a flight breakfast, there is little stress. Just like flying at home, right? Most often though, arrivals and departures will be with several other aircraft converging from different directions. Some may talk on the radio clearly, and others mumble so you are not quite sure where they are or what they are flying. Toss in a NORDO, and stress level can soar quite high. Remember: The first responsibility as PIC is to fly the airplane. Do not let the pressure of other aircraft in the pattern or on the runway force you to make an unsafe decision. And that audience watching you make that squeaker can alter your perspective as you work hard to make it right. Going in with the right attitude and expectations will make the adventure safe and sane for everyone.

**STACK THE DECK in YOUR FAVOR:** Whether you fly 25 miles or 1,000 miles, plan the flight so that weather and operations at peak times of usage are not factors in the decision making process. Sometimes, it's just better to stay home and fix eggs and bacon on the stove. If you can plan to arrive for a multi-day event a day ahead, headaches will be less. If there is an airshow involved, the airport may have closure times that will affect times of planned arrival and departure.

Each item we've discussed here is pretty simple and common sense. I think most pilots are excited to get out as the weather moderates from seasonal shifts and spend time in the air.

Alyssa Cobb closes out her article with the following words: "Flying to an event adds another layer of camaraderie and sense of satisfaction to your overall experience. Prepare in advance to help ensure your arrival and departure are safe and fun-filled."

## YRAA POT LUCK and MONTHLY MEETING

I was privileged to attend the monthly gathering of the **Yankton Regional Aviation Association** in Yankton, SD on 21 April. The YRAA has about 90 members from South Dakota, Iowa and Nebraska and they meet monthly at the terminal. Here are a few photos. Guest speaker Ernie Hunhoff of South Dakota magazine shared stories of renowned Dakota aviation pioneer Clyde Ice. Ice was a performer and aviation legend who stunted a Ford Trimotor, among other acts of daring-do in the thirties and forties. Fun stuff!!



## ... GONE FLYIN'.

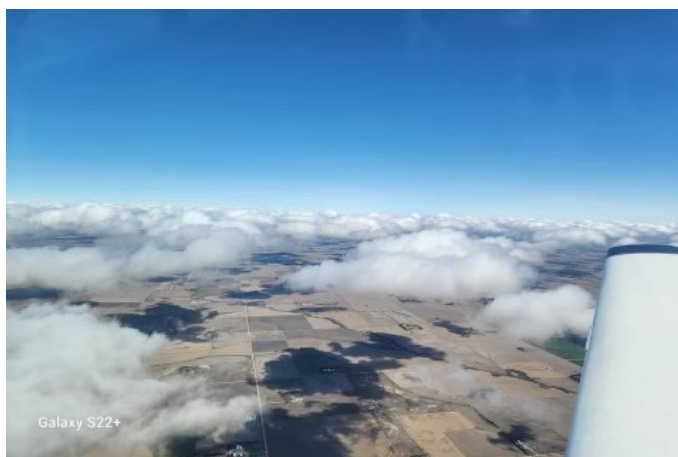
### MOONEY TO BRANSON

Jerry Kohles texted me earlier with pics and a note about his and Lin's recent trip to Branson, MO. Jerry said:

"Hi John; I don't know if you have done the newsletter yet. I'd like to share that Lin and I flew down to Branson on Thursday evening, April 4th. We stayed until Monday the 8th. It was a nice trip and we saw some great shows there. I would recommend anyone visiting would really enjoy the Sight and Sound theatre, as well as the Dolly Parton Stampede show."



This Lockheed Lodestar on a stick resides along the strip in downtown. Can't miss that yellow paint job!



The Mooney wing slashes through azure skies as the scattered puffy clouds slide by. A couple of weeks before all the rain, so the earth is still looking a little parched. All that blessed rain has turned the earth green again, a sure sign that spring is upon us. *Thanks for sharing Jerry!*



## SHOW AND TELL - A VISIT TO MIKE NAHRSTEDT'S FARM AND THE ZENITH 750

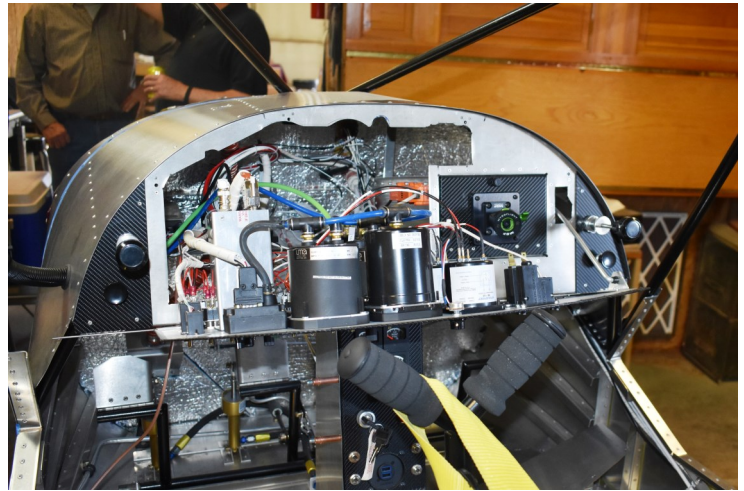
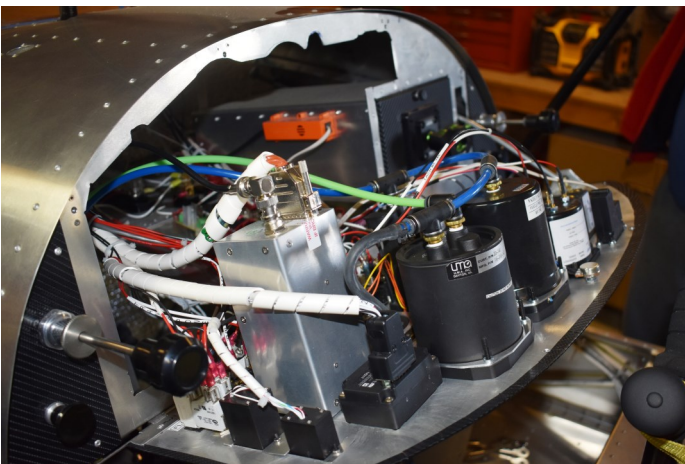
We had a nice group show up at Mike's place near Madison, NE for our April meeting. Mike has made good progress on his project. Take a look at the few photos and enjoy.



Jerry, Ray, Randy, Steve, Dale, Tom, David, Tim, John, Mike and Richard (way in the back). How about that spinner?



Simple, old school panel. Center "Y" stick and throttles on each side of the panel. Below, opened up...



How about that behind the panel access? While Mike admits to borrowing the idea, his solution is well executed and very functional. If a panel upgrade is desired in the future, make a new flat center section with the new stuff installed and hinge it in place. Clever!



Rummm...rumm; making airplane noises. "Hey Mike, this cross brace is in the wrong place - square in the middle of my back." "We'll put a pad on it." He replies!

Thanks again Mike for hosting us, and thanks to everyone who came out to the farm. The fuselage will soon be going to the airport for wing installation and final set up. Looking forward to that!



That's it for this month folks. I look forward to seeing everyone at the May meeting on the 14th; same 'bat time' same 'bat channel'. In the meantime, share the joy of flight with someone. We've had to sneak in flying days of late but I know it's gonna get better. Be safe!!

JHL