



VOLUME 6

ISSUE 9

## CHAPTER 918—NORFOLK

### MEETING

DATE: 9/12/2023

SEPTEMBER 2023

TIME: 1900/7PM

LOCATION: OFK FBO

FIND JOY—30 Ways in 30 Days - Item number : 22

“Take one item off your to-do list”

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

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### EVENTS

9/2/2023 EAA Chap 1055  
FIB York, NE

9/16/2023 EAA Chap 569  
FIB Crete, NE

### EDITOR'S MEMO. . .

Fall unofficially begins on 1 September; from the OAT, sure doesn't seem like fall, huh? Hard to believe that by the end of the month we'll be thinking jackets and winter preparations. However, fall offers some of the best flying weather available in the Mid-west. Mornings are generally cool and calm, with good visibility; the days don't get awfully hot, and evenings are a really pleasant time to be outside. My advice then is to enjoy this transition time, even as you begin to prepare yourself mentally and your airplane for the upcoming winter season.

Sally and I took a nice flight together on the 23rd, not going anywhere in particular, just enjoying the opportunity to commit aviation. When I told her I was going flying, she said, "Me too." I am blessed to have a supportive spouse who will come along occasionally, just for the fun of it.



Remember the meeting night on 12 September at 1900/7PM at the Norfolk Airport FBO. We will finalize plans for the planned Young Eagles event on 30 September, and the fly in breakfast on the first of October. Might even have some treats to share, and a flying story or two. Look forward to seeing all of you there.

JHL

## MEETING MINUTES

**MEETING MINUTES****8 AUGUST 2023**

Meeting called to order at 1900 by President Tim Miller. There were 13 members present.

- ♦ Reviewed the minutes from the July meeting. Motion was made and voted to accept the minutes as recorded in the newsletter.
- ♦ David presented the Treasurer's report: After two disbursements, there is a balance of \$3439.94 in the bank. Motion was made and voted to approve the Treasurer's report.
- ♦ There was discussion of setting firm dates for the planned Young Eagles event, and the Fly In Breakfast. Young Eagles is scheduled for 30 September, 0800 to 1100. Randy will get registration on line in a timely manner for advance registration.
- ♦ The Fly-In Breakfast is planned for Sunday, 1 October 2023. It will also run from 0800 to 1100, with the same menu as previous events. Final discussion and assignments will be made at the September meeting.
- ♦ There was some discussion regarding ticket sales/give away for the FIB. Randy, Tim and Dale will work out details for presentation at the September meeting.
- ♦ There was discussion and inspection of the picnic tables purchased from the Battlecreek golf course. It is suggested to purchase two dollies to allow the tables to be moved easily by one person. Tables will require cleaning, rehab and repaint.
- ♦ Randy discussed upcoming FIB's and air show activity through the end of the month to encourage chapter fly-out activity. He has coordinated two events in recent months with other Chapter members as PIC's and passengers. All participants have enjoyed the opportunity to show off the chapter unity.
- ♦ There was a safety discussion focused on communications and traffic patterns. Ag aircraft are working out of virtually every small airport in the area. While many are equipped with VHF comm radios, there are some which may not be or they are not being used. It behooves each of us, acting as pilots-in-command to not only pay attention out the windscreen but on the radio as well. Proper pattern entry and use is vital to minimizing the opportunity for an unplanned meeting in the air. ADS-B may or may not show these aircraft, or other airplanes, so use caution when depending on what the screen may or may not show. Activity at fly-in breakfasts are also an opportunity to pay attention out the window, and on the radio. Proper pattern etiquette and radio calls are very important.
- ♦ We gathered outside to inspect and discuss the table re-hab project. It was agreed to hold a project work day at 1800/6PM on 15 August 2023 to power wash the tables and prepare for sanding.

Meeting was adjourned at 2020. Next meeting is scheduled for 12 September 2023. Same time and same location. Discussion will center on plans for the planned Young Eagles and Fly-In breakfast. Please make time to attend and be an active part of the Chapter activities.



## INSIDE

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**Zenith 250 in the background; Zenith 601 in the foreground. Birds of a feather but 25 years apart.**



**Wings Air Life Bell 407 helicopter at the Hartington fly-in breakfast. Medical helicopter is stationed in Sioux City.**



**How about this "EAR-COUPÉ"?? Yep, a corn cob!**

## ADVENTURES OF DOTSUWA



## THE CONTINUING ADVENTURES OF DOTSUWA - 39

By Randy Neuharth

Well, here we are again. Another month has flown by and all the wonderful plans I had imagined went by the wayside once again. I'll just have to keep working on the bucket list of places I want to fly. We did get 6.8 hours in this month but it has for the most part been just some local flying, with some smoky conditions, and with a couple of fly-in breakfasts thrown in for good measure. For the last couple of months, I have been trying to organize some fly-outs to some of these events and am happy to report that we have had some takers. We had a group of us fly to the York breakfast. That was interesting because I forgot they stop serving at 10:00. We got a bit of a late start because of low ceilings and fog and therefore arrived well after 10:00. Needless to say, they had already shut down for the day. They did, however, direct us to the **York County Fair** where they were serving a \$5.00 waffle breakfast, so the five of us used the courtesy car and went and had waffles. Fun was had by all.

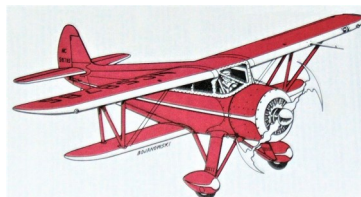
Another group of us went to the Hartington breakfast which is one of my favorites. They have the best sausage and always a great turnout. Thanks everyone for taking time to participate in these fly-outs. It is always more fun when we get to fly with friends.

Speaking of fly-in breakfasts, the next one we should be thinking about is the Yankton breakfast on Sunday, September 17 from 8:00-12:00. I would encourage you to get together and go to that one. It is always a good one with a great turn out. Unfortunately, I will be unable to attend that one (unless someone has an extra seat) because I will be getting back from vacation the 16th and will be without an airplane until I pick it up sometime the following week.

I will be without a plane for a while because before I leave on vacation for two weeks, I will be delivering **Dotsuwa** to the avionics shop to have two **Uavionix AV30's** installed and the vacuum system removed. I am having this done while I'm gone so I don't fret about not being able to fly while waiting for the install. I hope to have a full report on the new stuff in the next newsletter.

Since I will miss the next meeting, I want to remind everyone of the upcoming Young Eagles Rally on September 30<sup>th</sup> and the Fly-in breakfast on October 1<sup>st</sup>. I will be reaching out to you for help as in the past and I know you will be discussing both of these events at the regular meeting on September 12. These events can't be successful without you. Thanks.

As Walter Cronkite would say "and that's how it is, August, 2023". Until next time, "Happy Flying".





## RAY OLSON AWARD PRESENTATION

At the August meeting, John Linke presented this award of appreciation to Ray Olson for his many years of service to EAA Chapter 918 as Treasurer.



Here's the group, all gathered together in front of Denny Martens vintage Cessna 172. Jerry brought his Mooney 201, Mark his Mooney M20F, Randy in DOTSUWA, Eric in his Cessna 340 and me and the



Zenith. Good group and a good time.



Thank you Ray for 'hanging in'. Your dedication is appreciated and we look forward to continuing to work with you on other projects the Chapter may take on.

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## HARTINGTON FLY-IN BREAKFAST

August 20 dawned clear and beautiful, if not a bit warm. I pulled the Zenith out of the hangar and launched for Hartington around 0800. Randy had coordinated with a few other chapter members to fly out, so it was a pleasant surprise to find a total of 8 chapter members on the airport for pancakes and the 'best sausage in a hundred miles'. Here are a few pics...



Denny's Cessna 172 has been under his care for 65 years. He keeps it shiny and in good condition. Nice to see. Below, two Air/Medical helicopters.







Some more airplane pictures; a couple of Cubs flew in while we were there, landing on the crossing grass runway. Perfect for a Cub! Along with Den-ny's elder statesman C-172, this rarity flew in as well. The Cessna 175 (middle pic) was a short-lived addition to the Cessna line, introduced in 1958. By 1960, the tail had been swept and the nose redesigned. It's geared O-300 engine did not live up to the hype.



The 'show line' at the Hartington flight breakfast held on 20 August. Nice turn out early, and a good selection of airplanes. That's Jerry's Mooney next to Den-ny's C-172 in the second photo. Mark's Mooney is parked next to the pretty green and white Champion Citabria. Folks here are friendly and helpful and really proud of the event. Community support is a big part of the success the event has enjoyed over the years.





## SHELDON, IOWA HOSTS FLY-IN BREAKFAST

Since I'm so late getting this out, thought I'd share some photos of the FIB we were able to attend in Sheldon (KSHL), Iowa. A hazy, warm start to the day but smooth air at 4500' MSL for the flight there. Here's a shot of the crowd at 0900.



A 1957 Cessna 172; and a 1946 BC-12D T-Craft.



... ON FINAL



...and finally, some observations...

Despite the warmth of the early morning air, it was smooth at takeoff as well as the approach at Sheldon but the air was a little squirrely as I rounded out for the touchdown. Runway orientation at KSHL is 15/33, and we set up for 15 due to winds out of the south/southeast. The layout of the airport puts the rows of hangars and the terminal building on the southwest side of the runway. What I didn't factor in was the effect of the wind coming over the buildings, and how it could be turbulent downwind. I had managed to fly into that 'dead air'. Fortunately, I was deep in the transition, the wheels were very near the pavement and when it 'fell', it was only a couple of inches.

As I thought about it later, I had grown a bit complacent, expecting a normal transition to touchdown. I mean, I've only made 1200 or so landings in the Zenith, and I've gotten pretty good at 'em. Fortunately my little faux pas didn't look bad enough from a distance, so I actually received a compliment for the landing. WOW!!

My point is simply this: Each landing, even those at the home field, are all 'one off's'. It is important to pay attention and fly a stabilized approach. I've noted in recent months an increase in botched go arounds. A simple maneuver but when delayed, it can tax even the most qualified flight crew. Treat each landing and takeoff as the first one. Pay attention to what's going on around the airport and don't be caught unawares; and if needed, go around.

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**That's all for this month friends. See you at the meeting.**  
**JHL**