



VOLUME 7

ISSUE 4

CHAPTER 918—NORFOLK

MEETING

DATE: 4/9/2024

APRIL 2024

TIME: 6:30PM/1830

LOCATION: OFK FBO

FIND JOY—30 Ways in 30 Days - Item number : 6

“Spend quality time with your partner, or a friend”

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

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EVENTS

4/20/2024 EAA Chap 569

FIB Crete, NE

EDITOR'S MEMO. . .

PAY ATTENTION! Mike Narhstedt has volunteered to host the April meeting at his farm near Madison. He is well along on his Zenith 750 and wants to share his talents and solicit comments. Look for directions to his place on page 4; also note the meeting time change. As we will be traveling home in the dark, we'll start half an hour early so that those who may have issues can attend.

Got up early one morning before all this wind, cold, ice and snow attacked us and took the Zenith out for some exercise. Still dark when we rolled down the runway though the light of dawn was clearly visible on the eastern horizon. Really a nice time to fly, as typically, the air is smooth, even if there is a bit of a breeze. That describes this morning, so we climbed up to 4,000' MSL and headed generally north. That's Norfolk over my right shoulder and you can see the



lovely colors that a clear dawn can bring. I enjoyed the flight up to Bloomfield for a stop and go and still got home in time to fix breakfast for my sweet, lovely wife and companion.

As we move ahead with the new year (quickly slipping away from us) let us keep in mind the simple joys of a flight for no other reason than we can fly. As the chapter plans for Young Eagles events and the Fly-In breakfast in June,

let's all work together to make these events not only successful for the chapter but a showcase for the Norfolk community and the airport in particular. We are blessed to have a cooperative airport management and facilities that encourage business operations, training as well as more mundane (perhaps) flights for the fun of it. Amelia Earhart wrote a book by that title, "For the Fun of It", despite finding fortune and fame in record breaking. She got pretty growly when she didn't get her regular fix of flying.

Take a friend flying; practice a rusty skill; beef up competence by practicing landings. Above all, fly safely and sanely.

JHL

MEETING MINUTES

MEETING MINUTES**12 MARCH 2024**

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

- ♦ Reviewed the minutes of the February meeting. There were no corrections or additions; motion was made to accept minutes as presented: So voted.
- ♦ The Treasurer reported \$4009.78 in the bank. Motion was made to accept report as presented: So voted.
- ♦ There was a discussion regarding acceptance of Joe Hyde, a recently certified Private Pilot into the Chapter. His annual dues to National EAA are paid through February 2025.
- ♦ Randy reported that Young Eagle credits of \$720.00, an increase over 2022. Value of these credits allows the chapter to purchase needed items without delving into the Treasury.
- ♦ Tim received a report of copyright infringement associated with the Chapter. After reviewing the newsletter and notifying EAA HQ, their investigation focused on a “phishing scam”. In any event, caution is urged for items in print that may be used without permission.
- ♦ Requested each member to complete the chapter information form. The data on the form is not to be used to violate privacy of any member, it allows us to identify like interests and assist with members needs.
- ♦ A new CFI is in the Norfolk area; Wyatt Ashe is available at 402-992-5625.
- ♦ Randy is planning a fly out to Crete for their Fly-In breakfast on Saturday. Interested flyers/passengers are invited to contact him for seat availability.
- ♦ The State Fly-In will be held in O'Neill, NE on 19, 20 July 2024. Tim suggested volunteers to assist with personnel needs. The chapter is planning a YE event in addition to a breakfast.
- ♦ Randy presented a training video to help make consistently good landings. Post presentation discussion was limited.

Meeting was adjourned at 2100. Next meeting to be held on 9 April 2024. We are on summer meeting schedule, that is, 7PM. Please plan on attending as we move ahead with plans for the YE event in June and FIB. Mike suggested meeting at his farm near Madison; board will discuss and notification will be in the April newsletter.



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O'Neill Chapter had this Cessna 150 in the St. Patrick's Day parade. St. Patty's day is a big deal in O'Neill.



Good memory: Tim taxis in with “Dustee” and a young eagle aboard. Big smiles!!



Mike Nahrstedt's Zenith panel. Lotsa 'old school' analog so you can look outside and enjoy the flight!

ADVENTURES OF DOTSUWA



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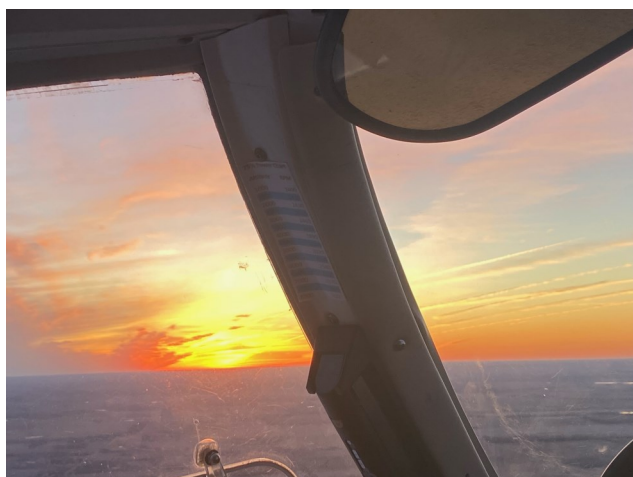
By Randy Neuharth

Lambs and Lions, what a month March has been! There certainly have been some wonderful days for flying and then there has been some real, shall we say, "yuk" days. I for one am looking forward to some more consistently warm weather ahead and hopefully the winds will be a bit more favorable!

None the less, **Dotsuwa** and I were able to log 6.9 hours the month of March so all-in-all not so bad. Flights this month included a trip to Pender and one to Yankton on days that were absolutely great days for flying, comfortable temperatures and no wind, a rarity on most days.

I finally got a trip to Crete for the fly-in breakfast on the 16th. Tom Bankers went along for the ride. Now that was an interesting trip. The winds were crazy. In hindsight we probably should have stayed home. We had a crazy tailwind on the trip down and **Dotsuwa** saw a top ground speed of 143 kts. That is smoking along for the old Cherokee. Suffice it to say the trip home was quite a bit slower, showing a 30 kt headwind. Luckily it was smooth at altitude however closer to the ground was another story. As we approached Crete we got the weather from Lincoln since Crete does not report any weather. We also listened for what the traffic going into Crete was using and found that they were landing on runway 35. A look at the windsock on downwind confirmed that there was a good 45 degree, gusty crosswind from the northwest and the amount of crab I had to maintain to not drift to close to the runway should have been a warning of what was to come. I recall pointing out the crab angle to Tom and thinking to myself that I was going to really have to be careful not to fly through final. Darn, blew through final anyway. I was thinking as I corrected to get back on final that if I had to do a go-a-round I would land on the runway 31 which was the grass runway. The trip to the runway was very interesting to say the least. Lots of gusting wind, crabbing and really slipping to keep the plane lined up with the runway. I was prepared to go around but luckily as I got close to the ground the wind seemed to let up a bit and I actually made a pretty good landing. (Ask Tom if you don't believe me). There was an experimental plane on the downwind and I radioed him that the landing was pretty nasty and suggested that if he could he should use the grass, which he did. I talked to the pilot that had landed in front of me in a Bonanza and he also blew through final and had a fight all the way down to the runway. The pilot in the experimental was grateful for the information and glad he took the grass. I learned a couple of things from the experience; first, don't be afraid to fly on days with some wind so you can keep up on your crosswind skills, second, always be prepared to go around, and third, Crete serves a great breakfast! Suffice it to say, we took off on the grass!

I do have to say that was probably the most challenging crosswind I have encountered in my flying career and I'm glad that I have had lots of practice. I'm looking forward to a warmer April and some more flying adventures. Until next time, Happy Flying!



MILLER MUSINGS...

by Tim Miller

Saying Goodbye to my winged friend...

Tuesday, February 13th, 2024. It was a beautiful day to fly and I was performing a demo flight with the prospective buyer sitting in the right seat. Muhammad, who had flown in on a commercial flight from Georgia to Omaha with his friend Ryan, was interested in buying **Dustee**, my Grumman AA-1A. We flew about 20 minutes and with a smile and a thumbs up from Muhammad, we headed back to the field. With little fanfare or forethought, I called my entry to downwind and then left base. Muhammad was going to buy **Dustee**. Over the CTAF I called "Norfolk traffic, Grumman 9299L turning final, runway 32, full stop, Norfolk traffic" and with that, I performed landing number 677 and my final flight with **Dustee**.

My daughters nicknamed Grumman N9299L "**Dustee**" when they first saw her in January of 2020 after her arrival from Kansas. They thought she looked like a cartoon character from the Disney movie Planes. I didn't see the resemblance, but there are times to argue with your daughters and times to just nod and agree. There was a cartoon-like quality. The name stuck.

The on-line reputation of the AA-1A series was filled with more than a few stories of catastrophe. They kind of got into my head. So I studied those incidents. Applying some data analysis and eliminating the show-off pilots and the failure to manage fuel incidents, it appeared that the AA-1A was "just another airplane" and as capable as the pilot flying it.

I soloed in **Dustee** in the late afternoon of April 21st 2020. With **Dustee**, I practiced every type of take off and landing I could. Crosswind, downwind, short field, you name it... I practiced... a lot. From some, I was teased as "Touch-and-go Tim"; and my practice built confidence in myself and in the aircraft.... and skills.

On October 30th of 2020 I successfully completed my check ride. My DPE noted that **Dustee** was a "very hands on", very responsive aircraft. He reminded me that as a new pilot, I had my license to continue learning. I maintained my touch-and-go regimen and began to venture out with some real cross country trips. The next 3 years had many adventures and learning experiences. I developed a system of fuel management that was easy, reliable and accurate. I tracked, studied and quantified my fuel usage with every fuel fill. As my hours, trust and confidence grew, so did my mission profile. Greater range, speed and comfort were the greener pastures that were calling, and in the summer of 2023 I decided, reluctantly, to sell.

On February 14th 2024, at 8:36 AM, **Dustee** departed KOFK, runway 14 with Muhammad and Ryan aboard, headed back to Georgia. I had only viewed **Dustee** flying without me one other time, when my daughter had a flight lesson with Rich; I knew they were coming back. This time was different. This time I was saying goodbye. Goodbye to an aircraft that had helped to shape me, and to a friend that I had learned a lot with, and about. I am going to miss her.





Mike Nahrstedt's Zenith 750 in progress. We can get a look at his workmanship at the next meeting. Mike's place is located at 82960 551 Avenue in Madison. To drive, take 81 south to Enola Road; drive west 4 miles to 551 Avenue. Turn south on 551 Avenue, driving south for 31/4 miles. His place is on the left.

Look forward to seeing each of you at the next gathering at Mike's place. Any questions or a desire to car pool, let one of the officers know and we'll see how we can get 'er done. See you there!

JHL