



VOLUME 3

ISSUE 8

CHAPTER 918—NORFOLK

MEETING

DATE: 8/11/2020

AUGUST 2020

TIME: 7:00PM/1900

LOCATION: OFK FBO

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

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EVENTS

8/1/20 EAA Chap 1055
York, NE8/15/20 EAA Chap 569
Crete, NE

EDITOR'S MEMO...

FIND JOY—30 Ways in 30 Days - Item number 5:**Compliment a stranger**

Where did the summer go? After the past couple of days with temps in the lower 80's and a bit more comfortable humidity, one might wonder if an early fall is in the offing. I don't think so; it's just a rest before the heat of late summer takes over. In the meantime, I think we should enjoy the puffy little clouds that float by nearly daily, providing a moment of shade on a warm afternoon, and adding some texture to an otherwise azure sky. In other words – GO FLY!

Randy has provided another article from the 'Dotsuwa Files', and a good friend in California has shared a scary adventure of a recent flight. Thank you both for your contributions. We were able to hold a meeting in July, and attendance was pretty good, with a call in for good measure. Bruce was unable to attend but Randy filled space with another fine safety/flight operations video.

I have the Zenith out of service with some preventive maintenance chores, including magneto inspection. We had a few nice flights during the month of July but I actually spent more time in a Cherokee 180 than I did in my own machine. Had a couple of nice cross country adventures which I will share in our Gone Flyin' section.

Our August meeting will be held at the Norfolk FBO office on the 11th at 1900, unless otherwise notified. If you feel the need to wear a mask, please do so but make an effort to attend. There was good fellowship going on at our July get together, so come be a part of it. I hope that you find the issue worthwhile, and if you feel like contributing, please do so – photos and stories are most welcome.



Can you identify the airport in the photo at the left. No super prizes for the correct answer and if you are stumped, you'll find the location on page 4. As an aside, it was a great day for committing aviation, and I enjoyed the flight. JHL

MEETING MINUTES

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14 JULY 2020

Meeting was called to order at 1840 by John Linke; there were 7 members present. This is the first meeting since March, and it was nice to have even a small gathering of enthusiasts.

- ♦ Ray Olson was called and telephonically reported \$1216.14 in the chapter treasury. He monitored the meeting via telephone.
- ♦ Randy advised that he had Young Eagles participation forms available if anyone needed them for a flight. The Chapter has cancelled formal YE flights until further notice but individuals may fly as they feel safe.
- ♦ It has been noted that the fly in breakfasts at Crete and York have re-opened with protections in place. If you are so inclined, these long running events have a successful history, and the food is good too.
- ♦ There was some discussion regarding a Chapter sponsored Poker Run, perhaps in September. All members agreed it could be a fun event and after talking it over, the Norfolk Pilots Association will be contacted to see if there is additional interest outside the chapter. We will discuss the logistics at the August meeting.
- ♦ Progress Reports: Jerry Kohles' Sonex needs to have a cooling unit installed for the turbocharger bearings. Bill Squire has been stymied by medical issues to do much work on his Pulsar.
- ♦ Randy presented a video on traffic patterns. This prompted a long winded discussion on traffic patterns, radio calls and appropriate and recommended procedures. The AIM was noted as an excellent source for proper radio and standard procedures.

Meeting was adjourned at 2030. Thanks to each member who made the effort to come out. We look forward to seeing you at the next meeting, scheduled for 11 August 2020, 1900 at the Norfolk FBO office.



A NOISY FLIGHT FRIGHT

My good friend Tom Mandell, who lives near Sacramento sent me a note a few weeks ago and told the story of a flight in his Zenith CH-601HDS that was most memorable. This is a photo of Tom's Rotax powered machine.



He's flown it about 300 hours, even venturing as far away as the desert around Palm Springs on occasion. Mostly, he flies like the rest of us, around the local area, visiting airports and just enjoying the opportunity to fly.

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INSIDE

EDITOR'S MEMO...PG 1

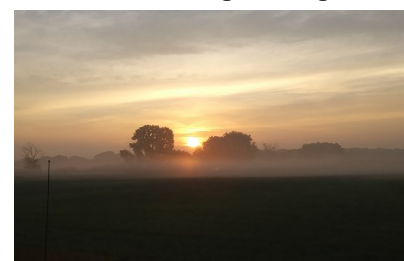
MEETING MINUTES...PG 2

NOISY FLIGHT FRIGHT
... PG 2ADVENTURES OF DOTSUWA
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GONE FLYIN' ... PG 4



**Cruising along in N5116S
OFK—AHQ. A hazy day but
smooth air and good flight.**



**An interesting sunrise on a
foggy morning just east of
the airport.**



**Cessna 172N tail wheel con-
version in flight. Nice flyer
and for sale, I understand.**

ADVENTURES OF DOTSUWA

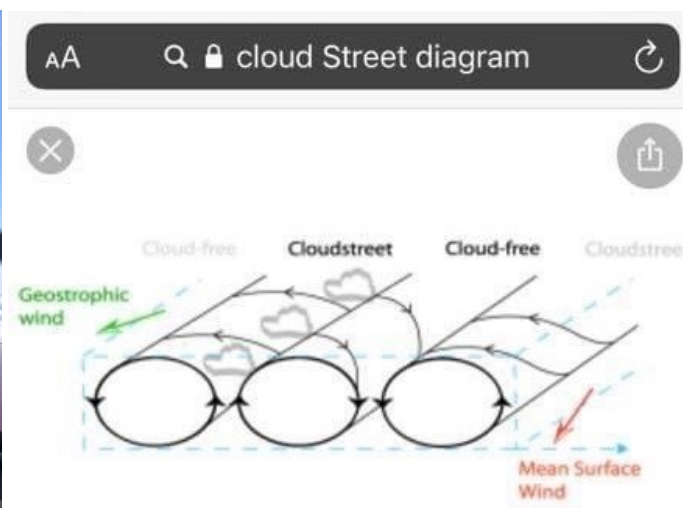


THE CONTINUING ADVENTURES OF DOTSUWA - 4

By Randy Neuarth

Another month has gone by in a flash. One would think that I have really gotten a lot accomplished during this pandemic. Well you go right ahead and think that, I'll let you...ha, ha. I really need to get back to the Nebraska Airport goal but with the pandemic I have been a little hesitant. **Dotsuwa** and I

have made some local trips including, Wahoo, Vermillion, Yankton, Stuart-Atkinson, O'Neill, Albion, and Genoa. I have included a really cool picture I took of the clouds I encountered on the trip to Albion called **cloudstreets**. I had never seen anything like that before. I posted the picture on the Nebraska Pilots Facebook page and one of the members sent a diagram with a bit of information about the cloud formation which I have also included. I was above the layer at 4500 feet so it was fairly low. Very interesting.



As you know, Genoa is a grass strip. It had been a while since I had landed on grass so I thought it would be a good idea to try it again. One can easily forget how different it is landing and taking off on grass and the technique that is required. Very good practice for those of us who don't live on grass. The trees and farm when you take off to the southeast sure seem to come up fast.

I was also able to get caught up with my night currency. I don't know about you, but I find it difficult to keep night current during the summer. My bedtime must be just too early. Flying at night, for me, is very enjoyable. The wind is generally light so it is a smooth flight. It's amazing how far you can see when it is nice and clear.

If at all possible, at the airports I visit, I will fly an instrument approach, even if it is visually. I feel that it helps to work on your procedures and technique. Of course, it is always better with a safety pilot and getting under the hood. Even better if you can do some actual IFR. I know there are not a lot of IFR pilots in the group, but I would be interested in hearing how you stay current.

I would like to encourage all of you to share your flying adventures with the group. We can all learn from each other. As a very wise pilot once told me, try to learn sometime from every flight. Until next time, may all your flights have a tailwind!

Randy

A NOISY FRIGHT FLIGHT

CONTINUED FROM PG 2

While cruising along, "minding my own business," he says, the stillness was shattered by a big **BANG!!** And the controls started shaking. If you have ever heard a big bang in flight, your first reaction is not to look around and see what fell off. You lock up tight on the stick and hold still to see if you are still flying.

Tom knew he had to get on the ground quickly, and while the airplane was still flying, it was shaking violently, like maybe a prop blade had separated. A throttle reduction did not decrease the shaking, so he looked for an airport nearby to put down. As he got closer, he started looking around at what may have broken to cause the shaking and noise. He noted the fairing between the wing and the stub wing was loose, and flopping in the wind.



Tom got the ship on the ground and after studying the situation and checking the airplane over for further damage, he concluded that he could successfully fly home using a temporary duct tape repair to cover the gap between the two panels.



The successful outcome of this event hinged on Tom keeping his wits about him and **FLYING THE AIRPLANE**. In a follow up note, he says..."On my preflight walk around I didn't see any discrepancies or loose screws... Since I've only flown it about 3 -4 hours since annual the screw holes must have been just opened enough over time that they weren't gripping well. I have a tad under

300 hours on the engine and airframe now. I'll be loading a roll of duct tape in the wing locker from now on! As you know, it has many uses!"



...and finally,

Didn't get a lot of space this month to share my flying around but I was able to spend several hours flying the Cherokee 180 to get some time on the new engine. It has been awhile since I've spent that much time in one, and it was pleasant to get reacquainted. The new engine performed faultlessly, and the ship is now back on the line as a rental. (ANS: Springfield, SD, Y03)

The airport has seen more than a few busy days this past month, as the weather has, for the most part been amenable to flying. There was some work done on runway 14/32 which had it closed for a few days. This is a good reminder to check NOTAMS at the airport at which you may be based if there has been a long hiatus between your flights. So, 'til next time...take care and fly safely!

JHL