



CHAPTER 918—NORFOLK

MEETING

DATE: 2/8/2022
TIME: 6:00PM/1800
LOCATION: OFK FBO

FEBRUARY 2022

FIND JOY—30 Ways in 30 Days - Item number : 10

-Do something to pamper yourself-

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

PRESIDENT

Timothy L. Miller
402-750-8638

Tim.mpgpro@gmail.com

TREASURER

Ray Olson
402-841-5887

raolson@telebeep.com

VICE PRES/Y.E.

COORDINATOR

Randy Neuharth
402-844-3794

rneuharth@cableone.net

SEC/NEWSLETTER EDITOR

John H. Linke
402-379-9991

jhlinke@aol.com

EVENTS

2/5/22 EAA Chap 1055
FIB York, NE
2/19/22 EAA Chap 569
FIB Crete, NE

EDITOR'S MEMO. . .

We're a month and a half into 'winter', and I think all would agree, it has been a roller coaster. The snow we have had has not lasted long and we've had more wind than I can remember. Makes one a little wary of what February and March may bring.

Not a lot of flying this month, about 7 hours. Since I didn't complete the airport challenge last year, I have started all over in my quest. Trying to move out of the local area first, as the nearby airports are too easy, then it becomes a challenge to get the long distance ones as summer comes in and other activities conspire to take time away from important flying activity. I have to tell you, it is an adventure, as each place has it's own character, and items of interest. If you are looking for places to go, pick some of the airports within a hundred miles and explore them. Each community also has unique aspects which are worth exploring. Regardless of where or when you go, prepare for the flight you are endeavoring to make, and this time of year, assure you have warm clothing aboard, a survival kit that is readily accessible and a flight plan so if someone has to come looking for you, they know where to start. Fly Safely!!



Here's a "rotor blade farm" along the highway just east of O'Neill. I suspect you could drive right by it and not even know that rotor blades and towers for turbines are stored here, awaiting assembly. So, get out there and FLY NEBRASKA!

MEETING MINUTES

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11 JANUARY 2022

Meeting was called to order by President Tim Miller at 1805. There were 8 members in attendance. There was a dues collection, and all in attendance paid Ray Olson.

- ◆ **Treasurer’s Report:** After dues collection, total in account is \$2221.48. Report was approved by members present.
- ◆ No minutes to report due to Holiday party at First Choice Catering in December.
- ◆ Randy reported on Young Eagles activity, and while the chapter has nothing immediately scheduled, we are planning on flying on the EAA Young Eagles day in June. Plans will be more formalized at a future meeting.
- ◆ Randy reminded everyone that when Young Eagles are flown, assure that you have the latest forms for filing. Outdated forms will not be accepted.
- ◆ Mike Nahrstedt suggested that the Chapter coordinate with the **Norfolcons R/C club** for a display at the Mall in March. The item was tabled awaiting further information.
- ◆ Randy presented a program addressing flight operations in Military Operations Areas (MOA). The O’Neill MOA is but a few miles west of the Norfolk airport and covers a lot of territory between Norfolk and O’Neill. There was some discussion regarding flying in and through the area. Pilots are cautioned and urged to check on MOA status before penetration.

◆ **Project Reports:**

Randy has reinstalled his autopilot in the Cherokee and is flying to assure it is working properly.

Mike is moving ahead slowly on the Zenith STOL. He brought in the cabin heat muff, and queried those familiar with Rotax engines as to proper attachment of the connecting hoses.

Joe is installing the wing tip lighting in the Rans.

John offered no progress on his RepliCub project.

Jerry indicated the fuel tank in the Sonex has to come out to fix a leak that has cropped up. With the cold air, work at the hangar is no fun at all.

Tim is working on the nose wheel steering problem with the Pazmany.

Meeting was adjourned at 1920. Next meeting is **8 February 2022** at 1800 at the Norfolk Airport FBO.

A gentle reminder in BOLD TYPE...DUES ARE DUE! The Chapter has maintained the dues at \$20.00 for 2022. If you have not paid, please bring a check or cash to the meeting in February, or mail a check to Ray Olson, 1714 Valli Hi Road, Norfolk, NE 68701. Club activities are funded by dues collection and FIB revenues.

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A pretty Piper Comanche 180 on the ramp at OFK after the snow storm.



Zenith on the ramp at Broomfield, NE (84Y) on a chilly day.



1/27/22 Headed northbound with a chilly sunrise. Pretty!

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 21

By Randy Neuharth

Welcome to 2022! The year has been off to a bit of a slow start as far as flying is concerned. Last year started off with the challenge to land at all 80 airports so I started out on January 1st 2021. This year will start with a new challenge for me but I don't know what that is yet. I am considering landing at all the South Dakota airports as my next challenge. The **Nebraska Pilots** group is still encouraging pilots to complete the 80 airports challenge. I hope that some of you will step up to the plate. I know John Linke is continuing his effort to complete them all, having started anew on January 1st. I hope I can meet up with him at his last airport.

I was able to get about six hours of flight in January but nothing real exciting. I got my auto-pilot back from the repair shop so I have been making some flights to check its operation enroute and for instrument approaches. So far, so good. It is ancient so it is not as rock solid as the new digital stuff but as long as I use it within its limits, it is fine. It will keep me right side up in an emergency!

I did get a flight to Fremont (KFET) just for fun. For those of you who have not been there in awhile, they are in the process of completing the construction of a spanking new FBO building. It should be finished in about a month. I am looking forward to seeing it since the building of a new FBO facility in Norfolk has been part of the discussion by the Airport Board and the city of Norfolk for a while now.

Speaking of a new FBO building, the Norfolk Airport Board has held several strategic planning meetings with a consulting group, the city and various interested parties to help determine the direction that the airport may want to move in the future. I think this has been overdue and should help a great deal in getting all the parties involved on the same page as to what the airport needs, not only for facilities, but also for marketing and economic development for the airport and the city. Thank you to everyone that participated. We are looking forward to getting the report from the consulting engineers.

Another non-flying but aviation related event that I was able to participate in this month was my first Nebraska Aviation Symposium. As an Airport Board member, I am able to attend these conferences. There were several sessions dealing with the responsibilities of board members and airport managers which were a learning opportunity for me. Other sessions dealt with safety issues, aviation insurance and other items of interest to pilots. Perhaps the most interesting was the key-note session, "**The Miracle at Kitty Hawk**" by Darrell Collins, a retired Parks Service employee from the Wright Brothers National Monument. The presentation was interesting and informative and brought to life the true genius of the Wright brothers. There was so much about the Wright brothers, that I would love to see the park someday. One interesting bit of information that I was not aware of was that a flip of a coin determined who made the first flight. The "loser" of the flip got to make the first flight, and so it was that Orville made the first flight in aviation history. So much interesting aviation history at Kitty Hawk.

I almost forgot; I was also able to fly a **Young Eagle** from Norfolk who is a high school student and is interested in learning to fly, and having a career in aviation. I look forward to mentoring and following his progress. Well, so much for now...until next time, Happy Flying!



SHOULD PILOTS WORRY ABOUT 5G?

(Bruce Williams, a CFI with Pilot Workshops offers the following advice.)

“This is really a two part question. FAA is concerned that 5G signals may interfere with radar altimeters. Unless you have a radar altimeter in the panel, fly approaches to CAT II or CAT III minimums, or own an airplane with emergency auto-land, interference from 5G towers shouldn't be an issue.

“Using a 5G phone in flight still may be a problem. The FAA doesn't explicitly forbid using a cell phone during flight. Instead, FAA addresses the use of all portable electronic devices in **AC 91.21D**. If you operate under Part 91, the advisory circular essentially says that as PIC, you should conduct tests—while VFR—to confirm that everything plays well together in the aircraft that you fly. If you upgrade to a 5G device, it's prudent to repeat those tests.

“The AC also cites and endorses long-standing FCC regulations that prohibit making calls while airborne, unless the phone is connected through an approved system installed in the aircraft. FCC's primary concern seems to be interference with the cellular network on the ground, which isn't designed to handle fast-moving signals that boing from tower to tower like pinballs.

“Recent experience using modern personal electronic devices, especially EFB's, indicates that they don't interfere with contemporary avionics. Instead, the issues with making a phone call while flying seem to be establishing and maintaining a reliable connection to the cell towers below.

“The PIC's concern shouldn't be conflicting signals... but rather the use of such devices can distract you from your primary task - flying the airplane.”

GONE FLYIN' . . .

The last day of January, Randy and I decided to fly over to Columbus and visit with Paul Muhle. After confirming that he was indeed available, we launched for the short flight to the Columbus airport. The morning air was really nice, and the temperature was comfortable, making for a good flight with landing on runway 14 at OLU.



Paul's latest project is a Piper PA-18A Super Cub. He started with a basic frame from a sprayer and here is the result. The frame was straight but required some weld repairs. The airplane is covered and Paul is work-



ing on finishing up the components, with the right wing the final piece. It should be going together soon, and will make the owner particularly proud to show it off.

We appreciate Paul taking time to share his time and talent.

JHL