



VOLUME 3      ISSUE 11

## CHAPTER 918—NORFOLK

### MEETING

DATE: 11/10/2020

NOVEMBER 2020

TIME: 6:00PM/1800

LOCATION: OFK FBO

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<https://chapters.eaa.org/EEA918>

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### EVENTS

11/7/20 EAA Chap 1055  
York, NE

11/21/20 EAA Chap 569  
Crete, NE

### EDITOR'S MEMO...

**FIND JOY—30 Ways in 30 Days - Item number 1:**

**...LIST WHAT YOU ARE THANKFUL FOR...**

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Have you been outside lately? This is November, huh? After a week of brrrr...COLD, this change is most welcome. Perhaps it is short-lived but regardless, I think we should take advantage of the flying opportunities while we can. It could be a long, cold winter!

We have a busy month in the newsletter, so I'll limit my comments this month and get right to it. Randy has shared his **Adventures of Dotsuwa** again this month, and I received a note from HQ with an article for publication. I'm glad they are providing filler! Have a few photos to share this month and some flying adventures, so without further ado, we'll dive right in. I hope you enjoy!

JHL

### **A CHALLENGE TO MEMBERS TO SHARE THE GIFT OF EAA**

**by David Leiting**

One of the great pillars of EAA is the opportunity to give back, and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator, or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from the generosity of a fellow EAAer. It is the lifeblood of our organization!

It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a greater reason to introduce them to EAA. Chapter members are the most engaged and passionate members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

**Once you identify whom you'd like to sponsor, simply visit [www.EAA.org/Legacy](http://www.EAA.org/Legacy) to register EAA's newest member.** After you gift this membership, invite the individual to your chapter, and show them the opportunities and community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch.

EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July!

## MEETING MINUTES

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13 October 2020

Meeting was called to order at 1900 (7PM) by President Bruce Zimmerman.

- ♦ Randy will check on different options for our Young Eagle money with EAA. Probably approximately \$300 plus or minus. Maybe look at caps for the pilots and ground crew??? (it wouldn't be for the YE kids)
- ♦ Treasurer's report, no changes in our bank acct., \$1,216.16
- ♦ Randy shared how individual pilots can still give YE flights. Randy said he has the forms needed if anyone wants to give YE rides.
- ♦ Randy brought a training video on engine out on takeoff. This was the highlight of the night; very educational. Options: continue forward, turn back? Either is OK as long as you **don't stall the plane!** Also important, don't land while in a turn. One thing that was common in the deaths attributed to turn-backs, whether the pilot continued going forward or turned back to the runway, was stall! First, and foremost...**FLY THE AIRPLANE!!**

After interesting and active discussion precipitated by the video presentation, the meeting was adjourned at 2000/8PM.

THE SILENT KILLER IN THE SKY

GA News staff - 10/6/2020

The NTSB's Michelle Watters recently posted a blog on the agency's **Safety Compass** newsletter advising general aviation pilots to watch out for the "silent killer in the sky" — carbon monoxide.

It begins: "As the weather gets colder and using your aircraft's cabin heater becomes more of a necessity than a luxury, there's no better time to start thinking about a plan for handling carbon monoxide. Commonly called the 'silent killer,' carbon monoxide is best known as the cause of household poisonings from oil or gas furnaces, stoves, water heaters, or portable generators or fireplaces. For general aviation pilots, carbon monoxide exposure poses a particularly concerning threat because impairing levels can build quickly in an enclosed cabin, and even nonfatal levels can lead to tragic consequences in flight."

For example, in 2017, a private pilot was flying his newly purchased **Varga 2150A airplane** on a visual flight rules cross-country flight. After flying for about 80 minutes, the airplane suddenly entered a spiraling descent from cruise flight. Witnesses observed the airplane flying erratically at low altitude before it hit an open field near Bowling Green, Ohio. They stated that the engine was running until impact. Toxicological testing of the pilot's blood found 55% carbon monoxide saturation (toxic level is 20%).

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**Cirrus SR-22 at OFK with sunset in the background on 3 October 2020.**



**Same Cirrus from a different angle—nice color.**



**John's Zenith and Randy's Cherokee after flight to Columbus on 30 October. Good day and a great flight.**

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## THE CONTINUING ADVENTURES OF DOTSUWA - 7

By Randy Neuharth

It is hard to believe that another month has flown by (no pun intended). Unfortunately, I don't have any great adventures with Dotsuwa to report this month. I did do some short trips to O'Neill, Genoa, Albion, Creighton, and Springfield, SD. I am still planning on getting the last ten Nebraska airports checked off but may wait until 2021. I have heard that there is a plan to start a Nebraska Airports Passport program in 2021. It would give points and rewards for landing at the airports. Sounds like fun to me.

After our last meeting I got to thinking about the information that was presented in the EAA webinar regarding the 180-degree turn back to the runway. We had some great discussion and I was curious as to how my own plane would perform. I did go up and do some practice at altitude. Boy does the Cherokee lose altitude quickly in a 45-degree bank.

With the help of Tom Bankers we decided to see would happen in the safety of his simulator. The first thing we needed to do was to modify the flight characteristics of the 140 I typically fly. As it was set up by default, it had a much higher climb rate and cruise speed than is typical on my airplane. Tom was able to tweak the parameters to more closely match my plane.

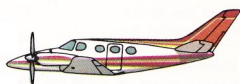
As you may recall, they indicated in the webinar, the Cherokee 140 could not make the 180 turn back to the runway from 800 feet AGL with zero wind. They were right. After a couple of tries I gave up and decided to try a 15-knot headwind. Guess what, with the headwind I could make it back to the airport. Interesting. The headwind allowed me to get to 800 feet closer to the runway and also helped push me back as well.

How about a 12-knot headwind, 10 degrees from the right. That also worked. It was interesting to try the different scenarios. Tom and I will likely do some more experimenting with the 140 and will also try some other planes. Personally, I am more inclined to find a place to land closer to straight ahead.

I am sure that Tom would be happy to have any of you come over to try out the simulator and try the turn yourself. There are many things that you can try with the simulator. I usually try to set up IFR conditions and fly a couple approaches to work on procedures and technique.

On another note, congratulations to Timothy Miller on receiving his Private Pilot License on Friday, the 30<sup>th</sup> of October. Welcome aboard. Now the fun begins! *(ED NOTE: I echo Randy's congratulations to Tim on his successful completion of his Private Pilot check-ride, in his own airplane, to boot! What an accomplishment to be proud of!)*

I hope to see you all at the next EAA meeting. I will try to have something interesting to present and hopefully generate some instruction.



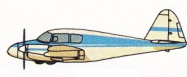


THE SILENT KILLER... CONTINUED FROM PG2



Varga Kachina - not the one described in the article

Read the entire post, where she delves into the dangers of carbon monoxide, maintenance and inspection issues, and how to prevent carbon monoxide exposure. (Try typing in **SAFETY COMPASS** into the search engine on your computer).



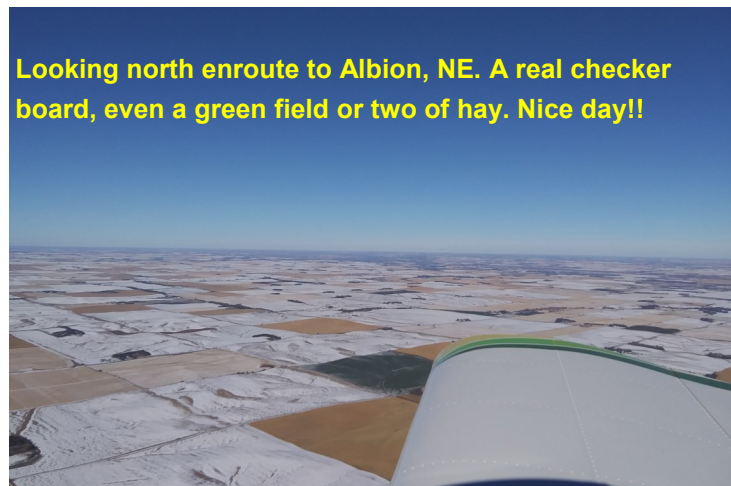
**GONE FLYIN'**

Didn't get a lot of flying in this month, as we spent some time on the road visiting family. A grand child's birthday in Colorado and a daughter's wedding in Ohio kept us busy. Had to replace the transmission in the Buick, so these trips were shake downs for more traveling once America opens up again. While in Colorado Springs, I snapped this photo of the parking area at the Meadowlake air-



port. Many different types tied down. The downside

is that many of them haven't moved in months, some in years. There's a Comanche there that has not moved in 15 or more years. It is literally rotted down around its wheels, sinking into the ground.



Looking north enroute to Albion, NE. A real checker board, even a green field or two of hay. Nice day!!



Tom Bankers took this from Randy's Cherokee as we formatted to Columbus, NE. Another awesome day for flying. Thanks fellows!!

That's the newsletter for this month. As we move into the winter season, I remind each of you to take care when you travel, whether by auto or airplane. Dress appropriately, have a survival kit accessible from the cabin, and blankets in the car. We have all learned to depend upon our cell phones for communication but in a survival situation, it may not provide the coverage one needs to notify someone of your predicament.

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I would also like to wish for each of you, and your families, a blessed Thanksgiving holiday. We are indeed blessed - even in this time of trial.