



# CHAPTER 918—NORFOLK

## MEETING

DATE: 2/11/2025

FEBRUARY 2025

TIME: 6:00PM/1800

LOCATION: OFK FBO

\*\*\*\*

**FIND JOY—30 Ways in 30 Days - Item number : 6**  
**“Send a thinking of you card - brighten someone’s day”**

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

### PRESIDENT

*Timothy L. Miller*

402-750-8638

[Tim.mpgpro@gmail.com](mailto:Tim.mpgpro@gmail.com)

### TREASURER

*David Ottis*

402-750-8183

[DavidOttis@gmail.com](mailto:DavidOttis@gmail.com)

### VICE PRES/Y.E.

### COORDINATOR

*Randy Neuharth*

402-841-7752

[neuharth@cableone.net](mailto:neuharth@cableone.net)

### SEC/NEWSLETTER EDITOR

*John H. Linke*

402-379-9991

[jhlinke@aol.com](mailto:jhlinke@aol.com)

\*\*\*\*

### EVENTS

YRAA Ground School Re-fresher . 1330 - 1630

Feb 23, 2025 KYKN

### EDITOR’S MEMO. . .

Some months are better than others. It’s hard to imagine but I’m at a loss for words as I begin this missive for February. January was a tough one; wind, cold, bitter cold, more wind and travel. Not much aviation activity, at least on my part. Flight review still pending; darn weather and CFI scheduling. We’ll get there...

The recent crash on the Potomac wakened again the necessity for vigilance in the traffic pattern. Busy metropolitan airport; sleepy Nebraska town; busy training field; each has hazards of its own which likely only come to light when there is a tragic event like this one in DC or Vegas or Norfolk thirty years ago. The NTSB will conduct its investigation, come up with some recommendations and in a year or more, a new rule or other band aid will seek to prevent a future occurrence. The media will seek its own solution while they continue to hammer the FAA, airlines and military in this case. Does our air traffic control system need some repair? Absolutely! But maybe we need to look at commercial air travel in general. Are there too many airliners trying to fit in to a finite amount of time and space to keep the American traveler satisfied? Maybe...Is that going to change? Not likely as it is almost impossible to go back to a simpler time. So people smarter than you and I will study, plan, cajole and maybe enact some new rules that will impact general aviation in one way or another. Perhaps in a good way? Perhaps not. What I’m suggesting here is that we, as users of the airspace, pay attention to what is going on and use our right of free speech to contribute to the process. Whether is it through letter writing to congressmen and senators, supporting initiatives presented by the EAA or AOPA or NBAA or having your voice heard on a local level, we each have a part to play in the continuance of our privilege of freedom to fly.

Excuse my editorial rantings; that’s what happens when I can’t fly and then share the flying adventure with you. Maybe February will be better?

\*\*\*\*

I received a note from Steve Hamilton with the **Yankton Regional Airport Association** regarding an aviation ground school sponsored by YRAA and the **South Dakota Pilot’s Association**. Denny Martens of Vermillion, SD will host the event to be held in the FBO office at the Yankton airport. It is scheduled for February 23, 2025 at 1330 (1:30PM) and planned to run for three hours. The program is eligible for **WINGS** credit. Contact Denny for further information and register. You may reach Denny at 605-677-8159. **JHL**

## MEETING MINUTES

**MEETING MINUTES****14 JANUARY 2025**

Meeting was called to order at 1808 by President Timothy Miller. There were 12 members present and two guests.

- ◆ The minutes of the December gathering were reviewed. Since it was the Holiday family gathering, there was very little business to review. A motion to accept the report was offered, seconded and so voted.
- ◆ David presented the Treasurer's Report. There is \$5847.44 in the bank account. The December balance was also shared, since there was no formal business meeting in December. A motion from the floor was offered, seconded and the report was accepted.
- ◆ Tim advised that EAA fees for registration and liability insurance had been paid. These fees exceed the dues receipts; reminded all of the importance of timely dues payments. Our chapter activities receipts are essential to the continuance of the chapters affiliation with EAA.
- ◆ Dues were paid by several members at the meeting.
- ◆ Randy shared news that the monthly Crete fly in breakfast hosted by the Lincoln chapter (569) would have its final event at the present location on Saturday January 18. Weather does not look too promising but he suggested a fly out if possible.
- ◆ Randy reported on expenditures associated with the Young Eagle Credits, advising that a Chapter lap top, additional signage and new caps had been ordered/received. There was also shared benefits with the O'Neill chapter.
- ◆ Troy McCormick, an AirMedical pilot for the hospital in Sioux City was guest speaker. Troy had a bird strike while flying on a medical mission in November 2023. The duck came through the windscreen and scattered itself all over the inside of the Bell 407 helicopter. Troy was wearing night vision goggles at the time and the impact knocked the goggles from his helmet. His story of the incident and subsequent successful landing was quite thrilling. He fielded questions and assured everyone that the hand of God was all over this successful outcome. He had just started descent toward the community hospital when the incident occurred. He reported that the helicopter pitched nose down and significant bank, likely a result of the impact of the bird on his helmet, dazing him momentarily. He managed to right the aircraft and with the assistance of the medical crewmember, find the airport and make a successful landing.
- ◆ Mike reported that he is continuing to work slowly on the Zenith 750. Cold weather has not been conducive to much work in the hangar.
- ◆ Tim has done some refresh painting on the Pazmany, working to make it all one color.
- ◆ Malcolm advised this would be his last meeting as he is moving to the western part of the state. Godspeed Mac!
- ◆ Reminded all that winter flying requires planning. Survival kit and proper clothing, even for local flights.

Meeting was adjourned at 1917; next meeting 11 Feb 2025, 1800, OFK FBO.

INSIDE

EDITOR'S MEMO...	PG 1
MEETING MINUTES..	PG 2
ADVENTURES OF DOTSUWA...	PG 3
MILLER MUSINGS . . .	PG 4
A VALENTINE . . .	PG 5
CROSSWINDS . . .	PG 6



**Tim taxies out for a local flight in his Pazmany PL-1. We're all looking forward to better flying weather.**



**John's apparent life long project RepliCub. Maybe this year he can make some more progress to make it look more like an airplane.**



**YE smiles....looking forward!**

## ADVENTURES OF DOTSUWA



## THE CONTINUING ADVENTURES OF DOTSUWA - 56

By Randy Neuharth

January, what can we say but...what the heck is with this weather? The last few days have been blissfully warm, though not without some wind but then when is that not something we have to contend with. I have found that some of my worst landings are made on calm days, probably because I get much more practice landing in wind. At any rate between the cold, the wind and my schedule January only found 4.1 hours of flying time. I did get my obligatory New Years Day flight in plus a couple of other just for the fun of it. Probably the most important flight I did was with Cody Hilliard acting as my safety pilot, to work on my IFR currency. I still have a few more approaches to do to get current so hopefully I'll get that done in the next week or two. If you need an instructor for some currency or a flight review, give Cody a try. He is a new young CFI looking for some work.

One of the highlights of this month has nothing to do with actual flying. As a member of the Norfolk Airport Authority Board, I get the opportunity to attend the **Nebraska Aviation Symposium** held each year in January, in Kearney. This is attended by airport board members, airport managers, **NDOT** (Nebraska Department of Transportation) representatives, representatives from the **Nebraska Division of Aeronautics**, the FAA and pilots from throughout the state. The Symposium brings all these groups together to meet and attend presentations on airport management, aviation safety, legislation, insurance coverage for airports and pilots, information about medical issues and updates among other issues. This a great time to meet old friends, make some new ones and to connect with people who have insight into the issues facing airports and pilots in this day and age. Awards are given for **Airport Project of the Year** (Grand Island) and for **Nebraska Airport of the Year** (Scottsbluff).

One of the sessions included a presentation on the Most Meritorious Military Flight of the Year-1967. This included pictures and video of a KC 135 refueling flight during the Vietnam War that saved four Navy planes and pilots. The presentation included remarks and narrative by one of the crew members, NE Aviation Hall of Fame inductee Retired Air Force Lt. Colonel, Richard (Dick) Trail. A very interesting and informative session. Anyone can attend this symposium so I would encourage you to consider attending next year.

As you may have heard the airport board is starting to move forward with our new FBO and hangar project. As we do this, we need the support of the city council and we need your help to promote and support this effort. I encourage you to talk it up to your friends and community members by helping to explain the importance and value the airport provides to the city. I often say that you don't know how important the airport is until you need it. Let's get the word out. If you need some talking points, contact any of the board members or Grayson Frohberg, our acting manager. Until next time, Happy Flying.



MILLER MUSINGS. . . By Timothy Miller

PEERING... Continued from previous column

Peering into the future

My grandfather used to say, "Be careful what you wish for;" warning that even our simplest wishes can have unexpected and unintended side effects. Yet, when it comes to general aviation (GA), these wishes seem well-founded. The FAA's **MOSAIC** initiative, championed by organizations like the **Experimental Aircraft Association (EAA)**, is poised to usher in a new era of growth, efficiency, and safety for private pilots and small aircraft operators.

At its core, **MOSAIC** aspires to modernize airspace management through advanced technology and flexible procedures. For private pilots, this means enhanced airspace integration, reduced delays and smoother communications. Real-time data sharing and improved situational awareness will allow pilots to navigate transitions between controlled and uncontrolled airspace more confidently, ensuring a safer and more efficient flying experience.

Safety enhancements are a major benefit. Traditional methods often left GA pilots working with outdated protocols, but **MOSAIC's** adaptive, technology-driven systems—featuring automated alerts, dynamic rerouting, and enhanced weather integration—minimize miscommunication and error. These innovations are particularly valuable for private pilots, who may not have the extensive support systems found in commercial aviation.

The EAA plays a crucial role in this transformation, ensuring that the voices of the GA community are heard during the regulatory process. Their advocacy helps balance the necessary technological upgrades with cost considerations making sure

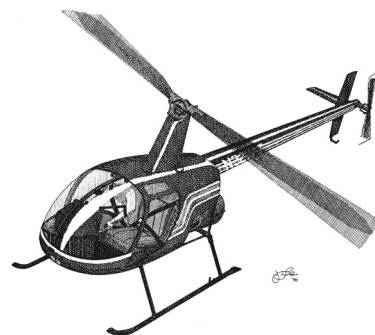
Continued in next column

technological upgrades with cost considerations, making sure that the transition to modernized systems does not impose excessive financial burdens on pilots operating older or less sophisticated aircraft.

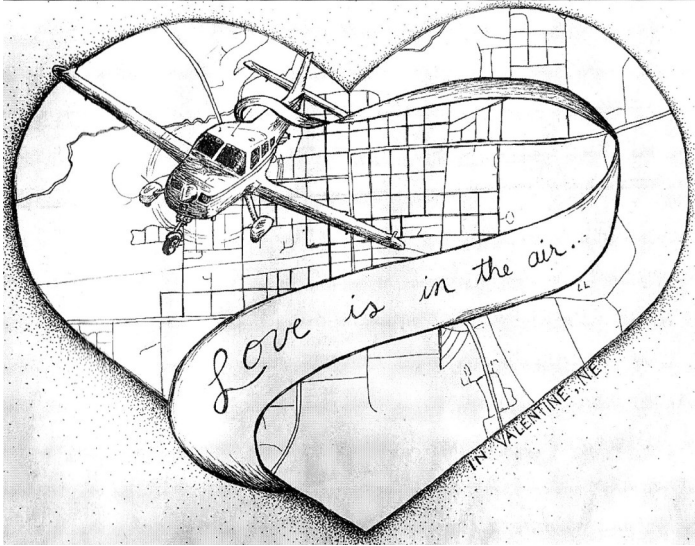
Beyond individual pilots, **MOSAIC** is set to drive economic growth in smaller communities with GA airports. These airports, vital links in regional economies, will benefit from improved infrastructure, streamlined procedures, and increased connectivity. Upgraded facilities, such as modernized hangars and better maintenance services, attract new investments and stimulate local job creation. This, in turn, fosters an environment ripe for regional expansion, drawing businesses and diversifying local economies.

Enhanced safety and efficiency also boost community confidence, making local airports a preferred choice for travel and cargo movement. With safer skies and better-prepared response systems, communities can expect reduced risks and hopefully, even lower insurance costs.

With initiatives like **MOSAIC**, supported by groups such as the EAA, general aviation should be set for robust growth—a future where technological advancement, economic vitality, and enhanced safety soar together. The future is ours. How will we promote it? What will we wish for?



## HAPPY VALENTINES DAY!!



From Valentine, Nebraska comes this lovely piece of art. The Norfolk Daily News carried the story and I share with you. I like that airplane on there; how about you?

"The results are in for the highly anticipated 2025 Valentine's Day card contest.

"This year's winner is Lacey Lemmert with her heartfelt and creative design titled "Love is in the Air in Valentine".

"Lemmert's card perfectly captured the spirit of love and community that makes Valentine the "Heart City" of America. Her artwork and clever tagline charmed the judges and earned her top honors in this beloved annual tradition.

"In addition to celebrating Lemmert's winning design, the contest also recognized the artistic efforts of Mrs. Elliott's first-grade class with an honorable mention.

"The Valentine's Day card contest is an annual highlight organized by the Valentine Chamber of Commerce. The contest invites residents of all ages to submit their artistic interpretations of love and community. Winning designs are used to promote Valentine's unique charm and its special connection to the holiday of love." (Article courtesy Valentine Midland News, September 18, 2025)



## GONE FLYING...

Thought I'd share a few pictures taken on a recent flight over to David City and Columbus. As you can see, it was a pretty day, nice air and a couple of landings at different airports made for a pleasant flight.



The confluence of the Loup River and the Platte River just south of Columbus. The plant just forward of the wing often gives the Columbus ASOS fits as it reads the cloud of steam emitted by the plant as a restriction to visibility.



Looking to the northwest about halfway between David City and Columbus. The snow line is quite clearly delineated. The recent storm all but missed Norfolk, leaving a bit on the ground in Columbus but clearly laying down a lot more only a short distance south of the city.

I really enjoy these local forays. Seems like there's always something new to see. Take a flight; you might enjoy it!

JHL

## PILOT TECHNIQUE - HOW TO THINK ABOUT LIGHT CROSSWINDS

If you've read my editorials and other comments over the past few years, you know that I really preach practicing cross wind landings and take offs. Over the years, I've read of more than a few incidents that resulted in aircraft damage because the PIC was not comfortable with cross winds or used a poor technique. I found this 'Pilot's Tip of the Week' in a recent Pilot Mastery lesson. Pilot Francois B writes...

**"I just became a part-owner in a Cessna 182. When I was doing some touch and goes in light winds with one of the other owners, he kept saying I was landing crooked and the wheels shouldn't chirp so much on landing. I've flown a 182 before and I know I wasn't looking diagonally across the nose. What gives?"**

CFI Ryan Koch replies:

**"Pilots often touch down a little sideways when winds are light because they're not in 'crosswind landing mode'. Similarly, variable wind direction is going to be a problem for a pilot who thinks in terms of using 'left crosswind technique' or 'right crosswind technique'.**

**"Often pilots describe a landing like this: *I have a left crosswind, so I'll be using right rudder and left aileron, and touching down on the left main wheel first.***

**"To me, that describes the result, not the technique. The proper technique on every landing is to use whatever rudder it takes to align the nose of the airplane with the centerline of the runway and whatever bank angle it takes to control drift so the airplane itself stays over the center of the runway. Point the nose with your toes and use the ailerons to move laterally to stay over the centerline. Use that technique on every landing and good cross wind landings will follow.**

**"This works when there's no wind. When winds are strong or variable and for everything in between. After touchdown, position the ailerons fully into the wind - they should already be deflected that way as a result of the technique - and keep pointing straight down the centerline with the pedals.**

**"A home simulator can be a great tool for practicing this. The controls won't feel the same but the concepts are. You can get as many reps as you want in different wind conditions until the relationships between aileron, rudder, drift and alignment become intuitive."**



A sunset from my 'collection' that's rather apropos for our newsletter this month. The sun in all its glory descending into the western horizon over the Norfolk VOR antenna. As we close this edition, I challenge each of us to cherish the joy of flight that we enjoy in America. Treasure these beautiful moments.



## FINAL COMMENTS

I recently learned of and gladly celebrated the issuance of a **Private Pilot - Helicopter** certificate to a young friend of mine from Omaha. Seth Leybold is the grandson of my friend and former work associate from my days with **Life+Net**, Wayne. Seth did a stint in the Marine Corps and has dealt with some PTSD issues in his time as a civilian. He is doing well now and after growing up around Wayne he decided he wanted to fly helicopters. While not the least expensive of aspirations and with challenges along the way, on the first of January, Seth passed his oral and practical tests. Celebrate Seth's accomplishment with me. **JHL**