



CHAPTER 918—NORFOLK

MEETING

DATE: 3/11/2025

MARCH 2025

TIME: 6:00PM/1800

LOCATION: OFK FBO

FIND JOY—30 Ways in 30 Days - Item number : 17

“PLAY WITH A CHILD, LIKE A CHILD”

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

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EVENTS

EDITOR'S MEMO. . .

March is in and maybe, just maybe, spring isn't far behind. The temps the past week or so are very spring-like albeit dry and windy. As I look at the forecast for the next ten days or so, there are a few good flying days and maybe some rain to settle the dust; and of course, more wind.

For a change, I actually flew more than Randy this month. A flight review with Rich Clausen started the month with some practice instrument work. The Cessna 172 we flew is nicely equipped, including auto-pilot so the whole training session was a blessing for me. Haven't shot an ILS in eight years or so and it was nice to fly it right down the string to the runway, by hand.

In January I finished up my CFI renewal **eFIRC** with the **AOPA** program. It is a good review for me particularly since I'm not active as a CFI any more. What I find interesting is the number of training courses available on the **AOPA** and **FAA** websites for free, which can go a long way toward making aviation a safer endeavor. In recent weeks, several high profile crashes and incidents have brought the media out in droves to vilify flying. The two light planes that collided out west is the only one not involving a commercial aircraft. The tragedy of such events besides the loss of life is the black eye that general aviation wears after the fact. I can't help but think that each of us can contribute to aviation safety by taking the time to explore some of these courses which are available. The **FAA WINGS** program is another active initiative which can be a rewarding and effective means to keep us safe and sane in our flight operations.

Randy and I, along with fifty or so other pilots and crew members crowded into the FBO at the Yankton airport for the 21st annual Ground School Refresher course, presented by Denny Martens of Vermillion. Denny is an old school flight instructor and freely admits that computers get the best of him most of the time. The overhead projector he uses to present his information is a far cry from the DVD's and on-line learning that are part and parcel of today's flight training and review. His informative and relaxed style create a comfortable, non-competitive atmosphere which enhances learning and participation. It was rewarding to see a fair number of young people in attendance, several from the flight school in Brookings, SD. While most of us old guys need a good review of rules and regulations, the new folks are training in a whole new environment. Denny blends both into a healthful whole for everyone. Thanks Denny for taking the time to prepare and present the instruction; and thanks to the SDPA, YRAA, EAA chapter 1029 and Yankton FBO for hosting. Good stuff!!

JHL

MEETING MINUTES

MEETING MINUTES

11 FEBRUARY 2025

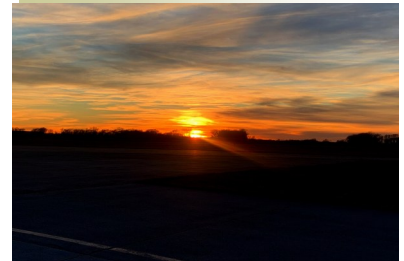
The frigid meeting night kept a few people at home and President Timothy Miller opened the meeting at 1915. There were seven members and one guest present.

- ◆ The Minutes of the January 14 meeting were reviewed for comment and correctness. A motion was made, seconded for approval as presented in the newsletter: So voted
- ◆ David gave the Treasurer’s report: There were disbursements of \$148.51 and a deposit of \$300.00, resulting in a balance on account of \$5998.93. A motion was made and seconded to accept report as presented; so voted.
- ◆ There was discussion on the spring Fly In breakfast and Young Eagles event. They are tentatively scheduled for Saturday (YE) June 21st and Sunday (FIB) June 22nd. Once again, it will be an all hands on deck event so mark your calendars and be ready to serve the Chapter and our guests.
- ◆ Tom Bankers agreed to check on pricing and local availability of new roasters to be used for Chapter events. He will report back to the membership at the March meeting. Chapter is planning to ‘own’ seven units.
- ◆ Our guest, Wyatt Ashe was introduced by Tim. Wyatt is a CFI and is available for flight instruction, Flight Reviews and ground instruction. He may be contacted at 402-992-625 (email: wyash10@gmail.com).
- ◆ Tim reported on the installation and flight checking of vortex generators on the wings and tail of his Pazmany PL-1. He reports more authoritative rudder response, slower slow flight with full control and improved stability at long range cruise. He is continuing his evaluation.
- ◆ Randy reminded everyone of the scheduled Ground School Review to be hosted by the YRAA and SDPA in Yankton, SD on the 23rd of February. The presenter is Denny Martens, a long time CFI based in Vermillion, SD.
- ◆ Randy had a presentation on Spatial Disorientation which had a hard time playing. So we had a discussion on the very real and easily fallen into trap that low clouds and visibility can hasten. Checking weather and knowing what’s going on in the atmosphere are important for every flight, even the local jaunts with no particular destination in mind. The events of August of last year are still fresh, as we recall the fatal crashes of two airplanes within a short time of one another due to an unusual weather phenomenon.
- ◆ Randy was able to attend the Nebraska Aviation Safety Symposium held in Kearney in January. He found much of interest and was particularly impressed with the presentation on Controlled Flight into Terrain (CFIT).
- ◆ John shared insights into carburetor icing and how it has been a factor in several recent reports on incidents and crashes he has read. The bottom line: It doesn’t have to be cold outside to experience carburetor ice. In fact, it most often occurs when the temps are between 50 and 70 degrees. Moisture in the atmosphere and engine operation are the primary motivation factors for power robbing carb ice.

Meeting adjourned at 1915; next meeting March 11, 2025. Same time/place.

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You know how I like capturing sunrises and sunsets. Looking across the Norfolk airport on 2/27/25. Pretty?



Randy caught me and the late afternoon sun as I passed him, heading for home. We had a great time in Yankton.



ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 57

By Randy Neuharth

The cold, cold, cold of February made for some unpleasant days for flying. Consequently, **Dotsuwa** and I spent more time snug in our prospective hangars, although I am sure mine was much more pleasant than **Dotsuwa's**. However, we did get 5.4 hours in this month, generally just to get some flying in. A couple of flights had John Linke and I chasing each other around. One of them was to Yankton for the ground school refresher course put on by the Yankton **EAA Chapter 1029**. It was a great day for flying so there were quite a few planes that flew in and very good attendance. I would estimate between 50-60. I'll let John report more on that. Hopefully the coming months will bring some nice weather and more exciting adventures to report on.

As a member of the airport authority board, I would like to take some time to report on our efforts to build a new FBO and hangar. This project has actually been in the works for about five years. Our current FBO and hangar is very outdated and inadequate for the needs of the airport. The FBO is rather small and lacks the amenities and comforts that business travelers have come to expect. The hangar is in very poor condition and is not large enough to fit many of the jets and twin-engine aircraft that Norfolk now sees.

The total estimated cost of the project is \$8.86 million to be funded with federal grant funds, airport revenues and Airport Authority bonds. 53% of the project cost have already been secured: \$3.23 million of Congressionally Direct Funding through Rep. Mike Flood, \$1.47 million in Bipartisan Infrastructure Law funding. The remaining \$4.16 million will be funded by airport revenues and bonds.

As is true of any publicly funded project, there is a great deal of education that is needed. The general public by and large has no interest or understanding of the value of an airport because in their minds it does not affect them at all. This could not be farther for the truth. The **Norfolk Regional Airport** produces the 5th highest economic impact of Nebraska's general aviation airports, \$13.6 million annually, according to a 2019 **NDOT (Nebraska Dept. of Transportation)** study. I have no doubt that it is more than that now.

But how does the airport affect the general public? Every flight into Norfolk contributes to the local economy through fuel sales, restaurant and motel revenues, and in many cases the general sales tax revenue of other retail businesses. In addition, most, if not all residents at some time or another receive deliveries through UPS, which makes two flights to Norfolk daily. There are numerous local companies with large numbers of employees' that rely on aviation to run their businesses. Outside companies large and small utilize the airport on a regular basis. All of this aviation activity affects every member of the community in a positive way.

In addition to the business contributions of the airport, it is also important from the medical side that people are not aware of. Medical specialists are able to fly in when needed and medical ambulance service is

Continued on page 4

MILLER MUSINGS . . . By Timothy Miller

Today's Investments, Tomorrow's Opportunities

As ambassadors to the aviation community, we may be challenged to defend the position we have as pilots and EAA members for the role local airports play in rural communities. Here is some food for thought when we have the opportunity to engage with our non-aviation friends.

General aviation (GA) airports are vital to the economic health of local communities, contributing to job creation, business growth, tourism, public safety, and infrastructure development. While smaller than commercial airports, these facilities provide substantial benefits to rural and suburban economies. For pilots and EAA members, there are numerous ways to directly support and amplify these impacts.

GA airports create direct and indirect employment through operations like maintenance services, flight schools, aircraft rentals, and ground support. Pilots and EAA members contribute by flying regularly, participating in training, or volunteering, ensuring these businesses remain financially stable. By flying to and from these airports, you help maintain their operations, supporting local jobs. Additionally, pilots can help foster local business growth by using GA airports for travel, business meetings, or attending fly-ins, demonstrating the value of these airports to the broader community.

GA airports serve as hubs for essential services such as emergency medical services (EMS), fire-fighting, and law enforcement. Pilots can directly support these services by volunteering for programs like Angel Flights or providing air support for disaster relief missions. These efforts enhance public safety and showcase the important role aviation plays in rural communities. In agriculture, pilots participate in crop dusting and aerial surveys, essential for sustaining local farming operations.

GA airports also drive local tourism. Events like fly-ins and airshows attract aviation enthusiasts, boosting local spending on lodging, dining, and retail. EAA members play a crucial role by participating in these events, helping ensure their success and supporting local businesses. Pilots can also encourage local entrepreneurs to capitalize on aviation-related opportunities, such as providing hangar space or organizing aviation camps, which leads to more businesses springing up around the airport, further strengthening the local economy.

CONTINUED LOWER NEXT COLUMN

CONTINUING ADVENTURES. . . Continued

unable to fly.

I could probably come up with many more ways that the airport affects people that they are not aware of but I think it is important to point out that just because you never visit the airport or get in an airplane, the airport affects everyone in the city and surrounding area in a positive way. Please help spread the word and support our project. With a new FBO and hangar and proper marketing, Norfolk can become one of the most important aviation transportation centers in the state.

Here's looking forward to some nice weather. Until next time, Happy Flying.



MILLER MUSINGS . . . Continued

EAA chapters and members support GA airports by promoting education and innovation. Many airports host flight schools and training programs that cultivate the next generation of aviators, contributing to local economies through fields like aerospace engineering and aircraft maintenance. EAA members can further this by volunteering, mentoring, or engaging with aviation education initiatives. By supporting these innovations, pilots help local communities stay at the forefront of aviation advancements.

In conclusion, GA airports are essential to local economies, creating jobs, supporting businesses, and providing critical services. Pilots and EAA members can enhance these impacts by flying to local events, mentoring new pilots, supporting sustainable aviation practices and volunteering for emergency services. By doing so, they help maintain the vitality of GA airports and contribute to the long-term prosperity of their communities. Supporting these airports is an investment in both aviation and community resilience. Our investment today, provides opportunities for the future.

REPEATED ATTEMPTS TO START ENGINE END IN FIRE (courtesy GAN, 2/22/25)

Continued

“The pilot told investigators that he last flew the Piper PA-28-160 on December 4, 2022, during which time the airplane started and flew with no anomalies. On December 25, he was unable to start the airplane, which he attributed to the outside air temperature of 7 degrees below zero Fahrenheit at the airport.

“On February 5, 2023 the day of the incident, he attempted six engine starts before the battery died and once the battery was recharged, he attempted an additional six engine starts before he stopped further attempts to start the engine.

“He said that during each engine start attempt he applied engine primer three times and pumped the throttle control two times. The throttle control was positioned about 1/4 inch forward during each start. At times during the start attempts, he placed the mixture control into idle cutoff and ran the engine starter.

“The pilot finally gave up and he and his passengers got out of the airplane. That’s when one of the passengers saw a small flame inside the engine cowl. The pilot told the remaining passenger to move the mixture control to idle cutoff. The fuel selector was not turned to the off position.



“The flames continued to spread and the airplane was destroyed by the fire.

“A photo showed flames during the incident in two areas. The first area was beneath the engine and the

second area was near the right aft top side of the engine by the right forward fuselage.

“Examination of the engine compartment in the first area revealed that the carburetor airbox assembly and the carburetor heat assembly were consumed by fire. The fuel line leading to the carburetor was intact. The area above the carburetor exhibited soot consistent with lower combustion temperatures above a hotter area, which lacked soot and was around the carburetor bowl.

“Examination of the second area revealed a separated and thermally damaged engine primer line for the number 3 cylinder. The remainder of the engine primer lines were intact. The area near the separated primer line did not contain a comparable amount of soot as that of the area further from the separated primer line.



“Fire damage precluded determination of the fuel and ignition sources of the fire.

NTSB STATEMENT OF PROBABLE CAUSE

“The engine fire that began for undetermined reasons following numerous engine start attempts.”

ED’S NOTE: From the Lycoming Operating Manual for the O-320 series engines.

- 1) Cranking periods MUST be limited to 10 to 12 seconds w/a 5 minute rest period;**
- 2) During extremely cold weather it may be necessary to preheat the engine...**

GONE FLYIN' . . .

A couple of pics to share of some flying adventures from the last month. Randy and I flew together to Pender and Wayne early in the month. A good day.



DOTSUWA and Larry Hradec's Tri-Pacer in Wayne



These two 'short wing' Pipers are 17 years apart in age; the TriPacer flies with a 135 hp Lycoming O-290; the Cherokee with a 150 hp Lycoming O-320. Performance is very nearly identical. Piper made the switch to low wing airplanes with the Comanche in 1956. The Tri-Pacer was gone four years later and the Colt was the Piper trainer 'til the Cherokee was ready to go in 1962. Production of the Super Cub continued a few more years by Piper but by the mid-80's, Piper's fleet was all metal and low wings. The Cherokee got stretched to make the Arrow, Six, Lance and Saratoga and they got bashed into the Seminole and Seneca. All from humble beginnings in Lock Haven, PA.



SHOULD I MONITOR 'GUARD'?

CFI Ryan Koch answers a question for Pilot Mastery:

"I've heard we're supposed to monitor 121.5 while enroute. Should I do this and if not, how should I use my second radio?" MA

"If you have two radios, put them both to use as long as that doesn't distract you from your primary task of flying the airplane.

"There are several frequencies you might monitor in flight, **Guard**, 121.5 is certainly one of them. The **AIM** recommends it and it is actually required by **FDC NOTAM**. The **NOTAM** states that 'all aircraft operating in the US national airspace, if capable, shall maintain a listening watch on VHF channel 121.5 or UHF 243.0'. The value is that someone is always listening; every ATC facility monitors it. You might be able to relay for another pilot in trouble and when you need help yourself one day, the frequency will be ready to go.

"Another option is monitoring the Center or Approach Control covering your current area. The best way to do this is by using flight following. Even on a local practice flight consider obtaining it for the extra set of eyes it provides. But if your not using flight following, you can still monitor to hear other traffic on the frequency, In this **ADS-B** world where **ATC** can see your N-number even without flight following, a controller might reach out to you.

"Finally, a free radio can be used to monitor near-by **CTAF** frequencies. You might hear traffic departing or arriving, or maneuvering in your practice area. Just don't clutter the frequency with unnecessary calls. Saying you are 'crossing the field southbound at 5500' isn't useful and it will be heard at every airport on that frequency for hundreds of miles."

That's all for this month folks. Keep your head on a swivel and be safe out there. Looking forward to seeing everyone at the March meeting.

JHL