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CHAPTER 918—NORFOLK

MEETING

DATE: 10/13/2020

TIME: 7:00PM/1900

LOCATION: OFK FBO

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

PRESIDENT

Bruce Zimmerrman

402-675-7765

bzimmerman@bcmutual.com

SEC/TREASURER

Ray Olson

402-841-5887

raolson@telebeep.com

YOUNG EAGLES

COORDINATOR

Randy Neuharth

402-844-3794

rneuharth@cableone.net

NEWSLETTER EDITOR

John H. Linke

402-379-9991

jhlinke@aol.com

EVENTS

910/3/20 EAA Chap 1055
York, NE

10/17/20 EAA Chap 569
Crete, NE

SEPTEMBER 2020

EDITOR'S MEMO...

FIND JOY—30 Ways in 30 Days - Item number 12:**“SHARE A SECRET WITH A FRIEND”**

It's chilly out there! Feels a bit like October, huh? The month past has been interesting, I think you will agree. September is typically our 'latter rain' month, bringing needed moisture to the soil from the dry and the heat of August. Not so this year; temperatures have been all over the board and many I suspect, felt like an early winter might be in the offing. So here we are, in a new month and honestly, not sure how this one's gonna play out. For the next week at least, it looks to be mild, if not warm so perhaps we'll be able to enjoy some Autumn flying. Typically, Spring and Autumn are the best for flying in this part of the country, and I would encourage you to take advantage of the nice weather and get airborne. It won't be long 'til we'll all be more comfortable sitting in front of the fire place with our feet up, dreaming of Spring.

I managed a little bit of flying activity in September, though added only two airports to my collection. I am way behind the power curve this year; good thing there's some decent weather coming, huh? This is a month on the road for Sally and I, as we have a grandson's birthday and my youngest daughter's wedding to attend. Unfortunately, the two events are in widely dispersed areas of the country; Colorado and Ohio! We'll drive the Buick this time around, since I can't load enough stuff in the Zenith after putting people and fuel in it for more than a couple of days on the road.

This month we have the **Adventures of Dotsuwa**, thanks to Randy Neuharth, and a few things I've garnered from my extracurricular reading. Randy shares some photos of his flying adventure and has also offered to provide the entertainment for the meeting with a presentation on the '**Impossible Turn**'. This is an interesting discussion presented by the EAA Foundation, and could provide information which may save your life. Meeting night is Tuesday, October 13 at 1900 at the Norfolk Airport FBO. I suspect we will also be discussing changing meeting times thru the winter to a more convenient, earlier hour. I hope that you will consider attending and being a part of the discussion.

JHL

MEETING MINUTES

MEETING MINUTES

8 September 2020

Meeting was called to order by John Linke at 1910. There were seven members in attendance.

- ◆ Treasurer's report noted \$1216.16 in the bank, as of August 2020.
- ◆ Minutes from the last meeting were reviewed, and approved.
- ◆ There was a brief discussion regarding the proposed Poker Run. It was decided to postpone the event until the spring, when the COVID event and any restrictions may be relaxed. It will also give the members more time to prepare for such an event.
- ◆ There was a question regarding the Coppertop Cookout, which has been hosted by Seth Harder the past couple of years. With Seth being out of town on a job, and the COVID event, the event will take a hiatus this year.
- ◆ There was a discussion on running out of fuel. Everyone understands that it happens and most swear it'll never happen to them but it continues. Just a reminder to every active pilot to pay attention to how much is on board, is it accessible and proper flight planning.
- ◆ Randy presented a video of STOL flying. A well modified Piper Cub was the star of the show, and one take off took less than ten feet. The landing was no more.
- ◆ There was some discussion regarding the slow flying which is part and parcel of such operations. The controllability of the airplane is likely less at very slow speeds, so there is a lot of skill involved in such operations. It's not for everyone.

Meeting was adjourned at 2040. Next meeting scheduled for 13 October 2020, 1900 at the Norfolk Airport FBO Office.



ON MAKING GOOD LANDINGS - CONSISTENTLY

Martha Lunken writes a monthly column for **FLYING** magazine, and I try to read each one. She is often brash and forthright and often touches a nerve as she shares her flying adventures in the area around Cincinnati, Ohio. The recent article speaks about a flight she took recently with her sister. She regularly flies a Cessna 180 (she's been flying this one for 25 years), and pretty well knows tail wheel flying. She describes a landing she made during her early years in a Cessna 120 where things seemed to be just right, 'til the flare and she ended her slip a little bit high, and a little bit slow, and the 120 **LANDED!** Her sister was with her, so there was no hiding it, and even all these years later (over 50), the memory of it reared its ugly head when she plunked the Cessna 180 in a very ungraceful manner, for essentially the same reason. Too slow, too high. And her sister says, "Well, you haven't changed; you still a showoff."

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Pretty little Cardinal at sunset at Norfolk (Sep 5, 2020)



Merritt Reservoir in Western NE - Randy's adventure.



Mike Nahrstadt's Zenith CH750 fuselage in progress. Nice work, Mike!

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 6

By Randy Neuharth

Well I finally got a chance to get another adventure with **Dotsuwa**. On September 4th **Dotsuwa** and I decided that we needed to knock off a few more of the 16 Nebraska airports I had left on my list. Winds were light out of the northwest when

I departed KOFK at 7:45 heading for Hyannis (1V2). Unfortunately, the winds aloft were not in my favor giving me about a 15-knot headwind so the trip to Hyannis took a while. There is not much to talk about at Hyannis, the runway is a little rough and no FBO, at least there is was a hangar to go behind. Next stop Alliance (KAIA). Here is where I learned the importance of checking NOTAMs. According to AWOS, the runway of choice was 30 but I heard another plane on the downwind to 26 and after checking with them they told me that there was painting being done on the other runways. Good to know. Landed on 26, of course there is a bit of a crosswind. Put some fuel on so I could make the rest of the trip and headed for Chadron (KCDR). I should point out that by now the temperature had gone up and the density altitude at Chadron was 5500 feet. There are some pretty rough looking hills to the southeast of Chadron. Really cool to see from the air. Had a nice visit with a couple of mechanics who reported that with Covid, not a lot of flying had been going on there but was starting to pick up a bit.

The next stop was Hay Springs (4V6) which is a grass strip in pretty nice condition. There is nothing there but an older hangar so I did not shut down the plane, just taxied back and took off again. Next stop Rushville (9V5).

Stopping at Rushville, another crosswind of course, I had the opportunity to visit with a pilot, and his son, who had landed shortly before me. They had just flown in from Colorado in a beautiful black and yellow Carbon Cub. Nice plane. Not much at Rushville either, though they did have a small building with a restroom.

Departing Rushville, I headed for my last stop on the trip. Here I had the NOTAMs bite me in the butt again. As I was on final approach to Gordon (KGRN), I could see yellow X's on the taxiways and it was obvious that the ramp area and taxiway were all torn up. I could land but there was no place to go once I did, so I did the only thing that made sense, do a touch and go and head for home. I did pull up the NOTAMs once I got to altitude. It is interesting that everything was closed but the runways which really leaves no reason for landing.

Since it was warm, I went up to 7500 feet to get cooler and smoother air. The advantage to that was that I was able to pick up a 20-knot tailwind; nice. I don't know what people are talking about when they say Nebraska is boring. I saw some beautiful scenery along the route and have included a few pictures from the flight.

As is always the case, I learned something on the trip. This time it was to do a better job of checking the NOTAMs. If it had not been for the other airplane at Alliance, I might have an interesting experience landing and more than likely would have had to make a go-around. It was a very enjoyable day. I got back to Norfolk at 3:15 and was able to cross off 6 more airports. 10 more to go.

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THE CONTINUING ADVENTURES...



Another adventure this month included doing night instrument flying on the 24th with John as safety pilot. It's a lot harder to cheat at night but was more realistic that way. We did 3 approaches and 2 holds to help with my instrument currency. Thanks John.

Here's to happy flying to everyone. Check those **NOTAMs!**



Desolate landscape west of Merritt Reservoir. The lack of moisture is quite evident even though those pods out there look pretty full. Always something of interest flying in Nebraska. You just have to look out the window!!

LANDINGS...CONTINUED FROM PAGE 2

I bring it up here, just as a reminder; no matter how many landings you have made over your flying career, complacency can lead to the most embarrassing arrivals a pilot will experience. I've probably made 700 landings in the Zenith, and most of the time, they are very acceptable; sometimes even superb. And then there are days when everything looks just right, right up until the time the wings quit flying and the earth rises up to smite thee. Yeah, and I can hear your thinking; the wind was gusting, there was a crosswind, the runway was too narrow, the runway was too wide. In truth, most of the time when I plunk it in, the wind was calm or right down the runway at less than 10 knots. Some of the sweetest landings I've ever done were with a gusty crosswind; and some of the worst when I was working to impress a passenger with my expertise.

So how do we make consistent, good landings? It doesn't start on final approach, that much I can tell you. That may be why I dislike long, straight in approaches; the sight picture you get from flying a proper traffic pattern is not there. I know many will turn up the lights, even in daylight, to illuminate the approach slope indicator lights, so they can be sure the airplane is on the proper 3 degree glide slope. Being on the glide slope is important but attitude and airspeed are likely more important. That doesn't mean you, as the PIC, are a slave to the airspeed indicator; it means you find the **attitude** that keeps the airplane on speed, by short reference glances, and in the correct landing attitude all the way to the flare.

Additionally, making one landing per flight is probably not going to keep a pilot real current in consistently good patterns and landings, especially if one flies only a couple of times a month. It pays dividends to get out and practice, even making a short cross country to another airport to get the idea of proper pattern entry and how the runway appears at another field. It may be longer, shorter, wider or more narrow than you may be used to, so here is a safe environment in which to practice. Take an instructor along. Regardless, pay attention and fly safely.

JHL