



VOLUME 4

ISSUE 6

CHAPTER 918—NORFOLK

MEETING

DATE: 6/8/2021

JUNE 2021

TIME: 7PM/1900

LOCATION: Norfolk FBO

FIND JOY—30 Ways in 30 Days - Item number : 19

VOLUNTEER WHERE YOU ARE NEEDED

[https://chapters.eaa.org/
EAA918](https://chapters.eaa.org/EAA918).

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EVENTS

6/5/21 EAA Chap 1055

FIB York, NE

6/19/21 EAA Chap 569

FIB Crete, NE

EDITOR'S MEMO. . .

Another month has come and gone, and when I look at my log book, I'm very disappointed. I'd like to blame the weather, which has been a challenge this month but in truth, I had the ship out of service for some maintenance. The original electronic tachometer decided to work intermittently, so after trouble shooting wires and connections, it was time to get out the check book and order up a new one. I opted for a digital Electronics International unit; YIKES! I was looking for the gold plating when it arrived in the mail. In reality, price-wise, it was very comparable to other electronic tachs, and most of the direct drive units. Just a little sticker shock, that's all. It went in relatively easily, and managed to get a few more wires nestled into the rats nest behind the panel. It works nicely, and I am glad I made the decision to upgrade.

On a sad note, we learned early in the month that long time Chapter 918 member Bill Squire died unexpectedly. He was hospitalized for a short time, perhaps COVID related, though he was suffering other medical issues. Bill was active in the Chapter, working each of our events, fly in breakfasts and Young Eagle events. He was a builder, working on a Pulsar for many years. He was also an ardent 'VANNER', having built up an old 1966 Dodge flat nose van into an award winning specialty vehicle. He enjoyed his family, and annually held cook outs for them and local friends at his place northeast of the city.

I have taken the liberty of dedicating some space in this newsletter to Bill's memory, sharing some photos and memories. Randy has graciously postponed his **Dotsuwa** story, though I have to tell you, he is back in the air when weather permits, landing at Nebraska airports. He and I were able to do some flying together, instrument hood work with approaches and holding. On the nice days, there was quite a lot of activity at the airport, and it is good to see. Fuel prices are on the rise again, just as with auto fuel and we hope that this does not put a damper on flying activity as spring wanes and summer arrives.

The chapter is planning a Young Eagles event for the 12th of June. If you are available, please let Randy know as he has already got 50 kids scheduled. We will discuss this at the meeting on the 8th, so please be there and be ready to volunteer. Take a look inside...

JHL

MEETING MINUTES

MEETING MINUTES

11 May 2021

Meeting was called to order at the Norfolk FBO office at 1905 by President Tim Miller. There were 13 members present. We had a moment of silence in remembrance of Bill Squire.

- ◆ Minutes from previous meeting were reviewed and approved.
- ◆ Ray reported as treasurer, with \$968.09 in the bank.
- ◆ Randy gave reports on various activities, particularly airport board actions. He and Bill Jepsen met with city members to open a dialog between airport board and city leaders, with better communications between the two entities the goal.
- ◆ A committee is to be formed with airport board and city council members to discuss activities and plans.
- ◆ The planning for the new FBO facility will move forward.
- ◆ The airport board is short one member. Board president is looking for volunteers to present to the city council to fill the vacant seat.
- ◆ Young Eagles event scheduled for 12 June 2021 at the Norfolk airport. Time: 0800—1100. Registration to open May 31 with a limit of 50 guests.
- ◆ Volunteers needed for ground and flight operations. EAA guidelines will be reviewed at the June chapter meeting, scheduled for 8 June.
- ◆ Randy reported that he has completed flight operations at 45 of the 80 GA airports in Nebraska. Congratulations Randy...keep up the good work!
- ◆ Randy presented a video of the STOL Drag Races at Wayne. There was some discussion on the aircraft and performances.
- ◆ There was some discussion regarding a fly in breakfast to be hosted by the chapter. Tentative date is 18 July 2021, 0800—1100. More discussion and plans at June meeting.

Meeting was adjourned at 0820. June meeting is scheduled for 8 June 2021 at the Norfolk airport FBO office. Starting time is 1900 (7PM); much to discuss, so be there and share your thoughts, and time.

REMINDER OF UPCOMING EVENTS

June 12	Chapter 918 Young Eagles (0800—1100)
June 17	Norfolk Pilots Assn breakfast (0730)
June 20	Nebraska State Fly-In - Hastings, NE (KHSI)
July 26 - Aug 1	Airventure, Oshkosh, WI (www.airventure.org)

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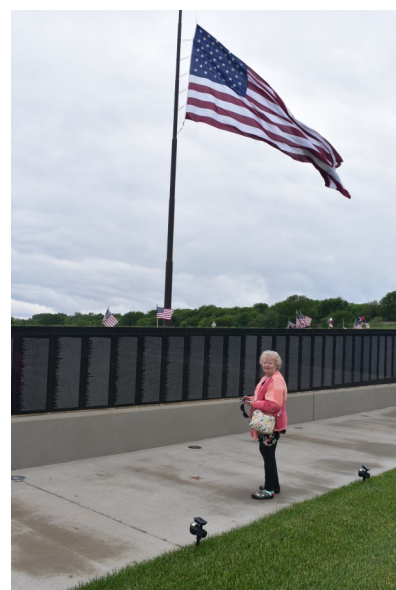
MEETING MINUTES...PG 2

BILL SQUIRE PHOTO
ESSAY . PG 3

SAFETY CORNER' . . . PG 4



How about this sharp Piper Comanche at Norfolk on May 25th?



Sally at "The Wall" at Siouxland Freedom Park in Sioux City on a chilly 30 May 2021.

BILL SQUIRE REMEMBRANCE

Normally, when you flipped to page 3 of the newsletter you'd find Randy's Cherokee **Dotsuwa** staring back at you. Randy has graciously set aside this month's article on their flying activities so I may share some photos and words on our friend, fellow pilot, ace mechanic and family man, Bill Squire.

Bill died unexpectedly on Sunday, May 9, 2021 at Faith Regional Medical Center here in Norfolk, after a short stay in the hospital. He was born in Plainview, NE on 3 August 1947 and grew up in Northeast Nebraska. After completing high school, he enlisted in the United States Navy. His time in the Navy allowed him to use his already developed work ethic and technical skills in service aboard the Naval aircraft carrier "**Shang-ri-la**", stationed in the Mediterranean Sea, with squadron VSF-1. The VSF-1 unit crest and tail flash made it into the trim motif



of his Pulsar. The unit operated the Douglas A-4 Skyhawk in an anti-submarine role, quite an unusual role for the 'Scooter'.



After his tour in the Navy, Bill attended Spartan College of Aviation in Oklahoma. His mechanical skills and the maintenance training received there served him well in subsequent years.

We members of Chapter 918 offer our sincere condolences to Bill's many friends and his family. Bill was involved in many activities, rebuilding a 1966 'Pug-nose' ambulance van into an award winning custom creation. He and Marsha enjoyed traveling, showing the van and hosting an annual family gathering at his property northeast of Norfolk. Bill was always in attendance and helping at chapter functions, including fly in breakfasts hosted by the chapter and all Young Eagle events. His genuine caring attitude will be missed by all. Godspeed friend.



SAFETY CORNER - PILOT MASTERY

"How do you handle this situation: You announce on a 45 to downwind and shortly after another airplane calls a five-mile final for the same runway? Who has the right-of-way in this situation?" — Randy C.

Bob Nardiello replies:

"14 CFR 91.113 says that when two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right-of-way, but it shall not take advantage of this rule to cut in front of another which is on final approach to land, or to overtake that aircraft.

So, it depends on the relative speed of the two aircraft. I would continue on the downwind until I had the aircraft on final in sight. I'd only turn base in front of the aircraft on final if I was certain there was more than enough room. Otherwise, I'd plan to follow.

If I didn't have the aircraft on final in sight, or there was any doubt regarding the situation, I'd continue on the downwind while communicating on the advisory frequency (**Common Traffic Advisory Frequency**). You don't necessarily have the right of way just because you're the one flying in the traffic pattern.

What about the etiquette of a long, straight-in approach? Is it even acceptable, or should we always make a standard traffic pattern entry?

In **Advisory Circular 90-66B**, the FAA encourages pilots to use a standard traffic pattern when arriving or departing a non-towered airport. They also acknowledge there are situations where a pilot may choose a straight-in approach, a practice instrument approach for example. For jet aircraft with higher approach speeds, a straight-in is probably less likely to cause conflicts than flying the (typical jet) pattern that's normally above and outside the pattern used by light GA aircraft.

In any case, communications and good visual scanning are key. Right-of-way rules only go so far. If you collide with another airplane, the fact that you had the right of way probably won't improve your day."

Ed Comment: With fly in season starting again, pay attention to commo and traffic pattern procedures. Look out the windshield, find traffic and follow the rules.

...ON FINAL

The Memorial Day festivities are done and done as I finish this up. For some reason, this year a remembrance came back to me from 1969 when I was on my first tour in Southeast Asia. We took a new unit over, and the CO was an experienced Major, with previous Viet Nam combat experience. He mentored all us 'newbies', working to turn us into competent and safe helicopter aviators. One of the first combat assaults of the new unit was costly, in that we lost two of our members, and the CO was injured sufficiently to be sent home. It was a tough time...the names WO1 Elton Searcy and Captain David Watson are forever etched in my memory, as well as that wall.

I have been to "**The WALL**" in Washington, DC once, and visited the traveling **WALL** several times. This year, Sally and I decided to visit the facility at



Siouxland Freedom Park in Sioux City. They have a half size replica of the original WALL, in black marble.

The flag was appropriately flying at half-staff, in honor of fallen service men and women, and the small group looking over the names was silently reverent. It is a moving experience...and it is worth the trip.

Rather somber this month...and for that I apologize. As we age (and we are ALL getting older) maybe the times we've lived and the time we have left come together to allow us to reflect on what is important. I have been flying all of my life - and I treasure the freedom we have in the United States to fly pretty much when and where we want to fly. I treasure also that we can take the time from our busy lives to reflect and remember those who have gone ahead to assure that the freedoms we enjoy are not easily forgotten. God bless and keep each of you.

JHL