



VOLUME 6

ISSUE 11

## CHAPTER 918—NORFOLK

### MEETING

DATE: 11/14/2023

NOVEMBER 2023

TIME: 1800/6PM

LOCATION: OFK FBO

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**FIND JOY—30 Ways in 30 Days - Item number : 4**

Donate money or supplies to your local food bank.

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

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### EVENTS

11/4/2023 EAA Chap 1055

FEB York, NE

11/18/23 EAA Chap 569

FIB Crete, NE

### EDITOR'S MEMO. . .

More leaves are falling though my lawn is still green and needs a trim. It'll be the last mowing and most of the clippings will go on the plant beds around the house, particularly my hibiscus. They have done beautifully this year, and despite recent cold mornings, are still blooming. This'll be their last week however...wah!!

I have been able to get the Zenith out a bit in October, before taking it out of service for the annual condition inspection. Pretty routine but have a few maintenance items to take care of and trying to get that done before it starts getting too cold to work in the hangar. Randy was gracious enough to do a little formation flying together; a good time. Here's a photo of the Zenith snuggled up



close (but not too close!) We were right on top of the haze layer so it was really nice and smooth. Flew over to Wayne, then stopped in and visited with Denny Martens in Vermillion, SD for a bit. Nice, easy flight on a pretty day.

Arrangements have been made with First Choice Catering to host our gathering in December. We will discuss this a bit more at the November meeting. December meeting will be in conjunction with the family gathering on the 12th of December. Put it on your calendar and let your spouse/significant other know of our plans.

A few photos this month and Randy and **DOTSUWA** are back on page three. Have a look and enjoy.

**JHL**

## MEETING MINUTES

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10 OCT 2023

Meeting was called to order at 1901 by President Timothy Miller. There were nine members present.

- ♦ Minutes of the September meeting were reviewed. No additions or corrections; motion to approve minutes, vote to approve minutes as published in the Chapter newsletter.
- ♦ David reported a balance of \$4313.90 in the checking account, after deposit of proceeds from the Flight Breakfast, and disbursement of expenses. Motion was made to approve the Treasurer's report; so voted.
- ♦ There was some discussion of purchasing a CD (Certificate of Deposit) of excess funds not immediately needed for Chapter activity. David and Tim will consult the bank regarding a savings or other interest bearing account that will still allow timely access if needed.
- ♦ John suggested we consider a supper meal gathering as we have done in the past. He has checked availability of First Choice Catering to host the event. Tentative dates were 12 December, or 15 December. There was general agreement on such an event. Tabled for further discussion at November meeting.
- ♦ There was discussion on Chapter officers. The present officers have volunteered to continue in their positions. Further discussion and vote to be conducted at November meeting.
- ♦ Randy presented a Winter Flying safety video. There was good discussion by members regarding individual best practices, as we move into the colder time of year.
- ♦ The remaining food stuffs from the FIB were distributed among members, as desired.

Meeting was adjourned at 2025. Next meeting is scheduled for 14 November 2024 at 1800/6PM — **PLEASE NOTE TIME CHANGE!** With daylight saving time ending, it'll be good and dark at meeting time. Officer elections, Holiday Party to be discussed, and I'm sure Randy will have an informative and entertaining safety presentation. Be there or be square!



## INSIDE

EDITOR'S MEMO...PG 1

MEETING MINUTES...PG 2

ADVENTURES OF  
DOTSUWA. . . PG 3RECKLESS?  
SKILLFULL? . . . PG 4

FINAL COMMENTS . . PG 6



A couple of pics from Jerry's SONEX. Been working on some issues and this check flight shows we finally got a handle on 'em. Nice flight on a pretty day.



Piper Colt stopped in for fuel and overnight on 10/19/23. A cutie!



## ADVENTURES OF DOTSUWA



## THE CONTINUING ADVENTURES OF DOTSUWA - 41

By Randy Neuharth

My, my, another month flew by! As they say, time flies when you're having fun. Well, did **Dotsuwa** and I have some fun this month? We did have some, maybe a little more flying than last month. We were able to log 5.8 on the Hobbs this month, so a little better than last month. Most of my flying this

month was just for fun and to get used to the new avionics. As I mentioned last month, I was very happy with the new equipment and that has not changed. If anything, I like it more every time I fly. I didn't like the way the panel looked however after the new install, and I couldn't afford a new flat panel so I replaced the old plastic with brand new. What a change that in itself made. Makes it look like a new airplane.

In addition to some fun flights, I was able to get some practice IFR under the hood with Tim Miller acting as safety pilot. Thanks Tim, for helping out. Flying approaches with the new avionics was really no different than using the old stuff but there are some other features that I can probably use that will even make it easier. I'm still exploring the possibilities.

I also had the chance to do some formation flying with John Linke on a trip to Vermillion. That is always fun, and an opportunity to get some cool pictures. It also gave me the chance to check off Vermillion for the South Dakota airports list. Unfortunately, I haven't gotten very far with that goal but I will keep working on it little by little.

A word of caution on being vigilant when getting ready to take the active runway for departure. Always check for aircraft on final approach. Actually, check both ends in case someone is landing the wrong way, it can happen! As I was getting ready to take the active in Vermillion my check for aircraft on final showed a Blue and Silver Cirrus on short final. No radio call, not a word!!! And no response to my call to him. What the heck! This is the second time it has happened to me at Vermillion, I must just be lucky, huh? Please be vigilant out there and please use your radio.

As the weather turns colder, don't forget to be thinking about pre-heating and oil cooler winterization plates if required for your airplane. Nothing hurts an engine worse than that cold start. Also, don't forget your winter flying kit.

And lastly, I keep encouraging people to try out Tom Bankers simulators. He is more than happy to let you try them. I recently spent a morning flying the Grand Canyon. What a great way to get your flying fix when the weather is crappy outside.

Until next time, Happy Flying!



## SAFETY CORNER...RECKLESS or SKILLFUL

Author and commercial pilot Barry Schiff had an interesting article in the November issue of **AOPA Pilot** magazine. He begins by asking a question... 'have you ever been really scared in an airplane?' In thinking about it, he ponders whether the questioner is a pilot or non-pilot passenger. Then he relates an adventure he had ferrying an aircraft across the Atlantic Ocean. In the middle of no where, between Iceland and Greenland, the engine oil pressure starts fluctuating, and decreasing. Did I mention it's a single engine airplane?

Well, obviously, it came out all right or he wouldn't be an old pilot relating the tale. It did however change his way of thinking about ferrying single engine airplanes over large bodies of water in the winter.

I think back to my younger self as an Army Aviator with an ego as big as a house, the best training in the world, and some pretty darn good equipment to boot. I was a young Warrant Officer working as a maintenance officer in Southeast Asia. After maintenance, I was tasked with taking the recently worked on helicopter out to make sure all the parts stayed in formation, and the ship was safe for the next pilot, and the next combat assault or logistical resupply mission. Somewhere, I got the idea I was a 'test pilot' and my job was to make sure I couldn't break the helicopter. I did a lot of foolish stuff, which I look back on from this vantage point and praise the Lord for keeping me and the Huey's I was flying in one piece.

The experience taught me a couple of things; first, I'm not a test pilot. Bell Helicopter hired the best in the world, and they didn't need me coming along behind to make sure what they designed was airworthy. Secondly, I learned a LOT about the Huey; and a LOT about flying in general. I learned a lot about helicopters that stood me well for the next fifty odd years, as I flew all over America from the Gulf of Mexico to the Rocky Mountains of Colorado and Eastern Utah, and a few places in between. Was I scared at any time in flying these machines? I'd have to admit, yes, there were a few times when I got me in over my head, and had to call up all the skills I had ever been taught to extricate myself.

The point I'm getting at is that here, all these years later, I'm asking myself the question in our title: Reckless/Skillful? Certainly, my recklessness lead to better skills but I'd like to think that as I've aged, my Decision Making skills have also been honed. It's a fine line between recklessness and...

...skillfulness. It is said that experience is the best teacher (can't get experience without going out on a limb occasionally). Careful. . .

Author Schiff quotes an old Army publication, **Flight Facts**; "When first attained, each new plateau of risk seems to be the last. But as we become accustomed to it, a new horizon beckons. What insulates us from fear as we repeat the danger is habit, the familiarity of a point we have reached and all the points we have left behind. Until one steps too far, it is often difficult to determine whether a pilot is reckless or skillful."

Each flight then must be evaluated based on five key items: Environment, pilot, equipment, mission, experience. The environment includes the weather and location; pilot includes a personal skill set, as well as qualifications in the specific aircraft; equipment is the aircraft and familiarity with it and its equipment; the mission may be as simple as pattern work but pattern work is fraught with its own challenges; experience is related to the pilot but also his training, his qualification for the mission selected.

Flying has challenges all its own; AOPA has a program for Rusty Pilots - it's a way to get folks who have been out of the cockpit for a time, back in the cockpit, safely. It's hard to imagine that such ingrained skills can go away so quickly but staying away from the airplane for a month can require a short time to become reacquainted with procedures and aircraft handling.

As we move into the winter months, I'd like to remind everyone that we have a tendency to fly less and hangar fly more. While the hangar flying is important, it does not take the place of actual manipulation of the controls. To keep current, even in an airplane with which you are intimately familiar, requires activity. So, as the weather changes, if you can get out, do so. If there is a long time between flying sessions, consider taking someone along who can be a second set of eyes. Perhaps an instructor pilot can help hone skills that have gotten rusty, like instrument work for example. Be safe out there and . . . Skillful.



JHL



## PAINTING THAT WHITE GELCOAT



My friend Tom Mandell in Sacramento, CA owns this nice Zodiac 601HDS and has been flying it for a goodly number of years. The wheel pants and cowl come from Zenith Aircraft with a white gelcoat coating, which, with a little prep, takes paint very well. Like so many other builders, when the airplane was completed, Tom felt like flying, not painting. Besides, which paint scheme to choose? So, for all the hours on the Zodiac, it has flown around with a white cowl and white pants; 'til last month, when Tom decided it was time to do something with it. He stopped in at Home Depot, picked up a gallon of enamel aluminum paint, some thinner and headed for the airport. With his inexpensive Harbor Freight HVLP spray gun, he shot the aluminum on the cowl and the wheel pants. Often, painting 'silver' doesn't work out as well as one hopes but in this case, I think he nailed it. The match is pretty



darn close from the photos he shared. Not a lot of money, and not a lot of time to add a nice look to the airplane. Now he says he'll look for some graphics to add a little color and he'll have a whole new airplane. Well, okay, not new but looking good to show off.

## LOCAL FLYING



I know this airplane I thought - it's Pat Carney in his venerable Cessna. We talked later and he described his flight back from eastern Iowa, diverting around storms, and seeing a sky filled with tertiary lenticular clouds. Pat stays busy so his Skylane doesn't get as much exercise as he would like and it is well equipped for long cross country work. Good to see the ship out.



A little teaser pic on page two, and here's another shot of the Colt. As Piper was transitioning to the Cherokee as its primary 'family' airplane, the Colt was developed from the Tri-Pacer to fill the niche 'til the Cherokee was ready. Basically a two place Tri-Pacer, with 108 hp Lycoming engine and single door

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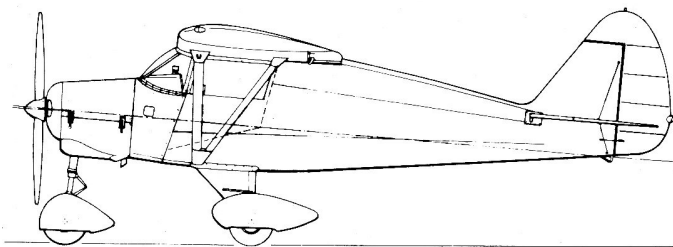
## CONTINUED FROM PAGE 5 IT'S ALL ABOUT THANKSGIVING

on the right side, it was in production from 1960 - 1963, with 1822 being manufactured.

The COLT had some unusual features, left overs from the Tripacer. The master switch was located under the front edge of the left seat. The brake was a lever under the instrument panel, much like the early Cherokees had. The panel was pretty old school, the modern 'six-pack' still a few years into the future. The COLT did not have flaps, so students learned early to use slips for glide path control.

While the Tripacer was equipped with a spring between the rudder and aileron cables to allow for coordinated turns using only the control wheel, the COLT did away with this interconnect, so students had to learn to use their feet to keep turns coordinated.

Overall, the COLT was a good flyer, allowing around 700 pound useful load. Consider this: two 200 pounders (yep, they'd fit), full tanks (36 gallons) and still room left over for some baggage would fit inside and go flying. The early Cherokees had a hard time filling that mission! It is still a good fun flyer though the fabric cover scares some people off. Admittedly, recovering a COLT (or any fabric covered airplane) in this day and age is not for the faint hearted, financially or in terms of labor but for value received, the COLT is hard to beat.



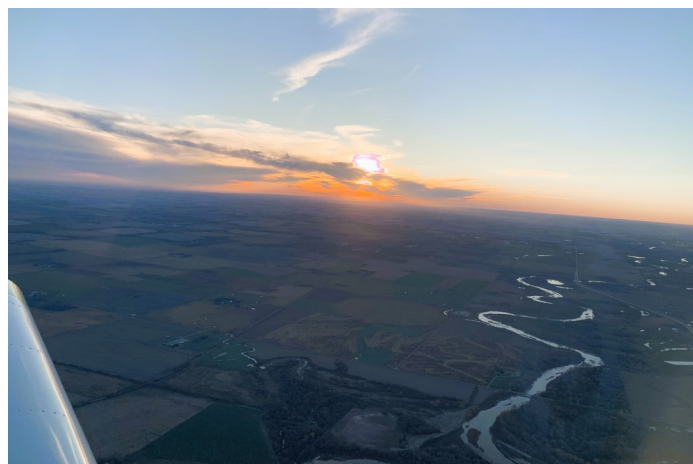
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## DOTSUWA PASSES 40

I don't know if you noticed but last month we presented the 40th edition of the **Adventures of Dotsuwa**. I want to thank Randy Neuharth for taking the reins on this contribution to the newsletter. It makes it a lot easier on 'ye olde' editor. Thanks my friend!!



Pardon if I wax poetic for a few minutes, it is that time of year. As we move into this holiday time of year, I think it's important to 'take stock', so to speak. While the economy is in a shambles, businesses all over America are looking for people to work and the world around us is bursting at the seams, we can still find blessings, if we just take the time to look around a little bit. If we're still flying, we generally still have our health; we have enough money in the bank to pay for near \$7 a gallon fuel, most of us have family nearby with whom to share our bounty. This is one of



my favorite joys; an evening sky and wings carrying me aloft. I pray for each of you, blessings of this holiday we in America have adopted as a day of thanksgiving. May we find some peace and joy as we share with others the blessings of the Almighty. God Bless!!

JHL