



VOLUME 4 ISSUE 1

CHAPTER 918—NORFOLK

MEETING

DATE: 1/12/2021

JANUARY 2021

TIME: 6:00PM/1800

LOCATION: OFK FBO

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

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EVENTS

CXL'D EAA Chap 1055
York, NE

CXL'D EAA Chap 569

Crete, NE

EDITOR'S MEMO...

FIND JOY—30 Ways in 30 Days - Item number 21:

START WORKING ON A NEW GOAL

HAPPY NEW YEAR!

EDITOR'S MEMO...

I hope that each of you had a wonder-filled Christmas holiday, and a calm and safe New Year celebration. Winter asserted itself a few days before Christmas, and again right before New Year's Day with a healthy drop of snow. While we all acknowledge the need for moisture in the soil, moving all that snow was a chore which many of us would rather do without. Once again, I offer thanks to the airport maintenance staff for getting ramps, taxiways and the runways back in service in a timely manner.

With the new year upon us, and many people's minds on resolutions, might I suggest we take a second look at the **30 WAYS in 30 DAYS** suggestion above. Maybe an instrument ticket is a goal you have aspired to for many years but keep putting it off. How about a tail wheel endorsement? Maybe a couple of hours of instruction in a helicopter? Each of these new challenges will ultimately improve your piloting skills, and go a long way to maintaining currency. Make and take opportunities. There is much available, even for the arm-chair aviator to keep interested, and active.

Maintaining currency is important and many pilots and airplanes remain dormant through the winter months. Trust me, it doesn't take long for rust to develop in a pilot's skills, and sitting all winter long is tough on avionics, batteries and other components. Use of pre-heat is recommended by each of the engine manufacturers, and it does make a difference on the battery and starter load when you make that start. Many oil coolers have a thermostatic valve installed to reduce flow through the cooler when the engine is cold. If your aircraft is so equipped, there is no need to install an oil cooler block-off plate. Otherwise, it might be wise to consult with your maintenance technician and see if it is recommended for your engine installation. Some aircraft may be equipped with restriction devices to limit the amount of airflow through the cowl intakes, in an effort to keep cylinder head temps and oil temps in a safe operating range.

FLY SAFELY!!

JHL

MEETING MINUTES

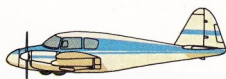
MEETING MINUTES

8 DECEMBER 2020

Meeting was called to order at 1805 (6:05PM) by President Bruce Zimmerman. There were 12 members present, and one guest, Rich Clausen. Ray collected dues from everyone in attendance, and it was good to have everyone there.

- ◆ Ray Olson presented the Treasurer's report: \$1176.09 in the bank.
- ◆ Service awards were presented to Bruce Z. and Seth Harder for service to the chapter in 2020. Bruce served as President of Chapter 918 for six years. Thank you Bruce for your dedication.
- ◆ Our new President Timothy Miller recently received his Private Pilot Certificate. His instructor, Rich Clausen presented a plaque to commemorate the event. Congratulations Tim, and welcome to the chapter leadership committee.
- ◆ Randy reported that he has ordered ball caps from EAA for members from the special fund EAA has provided. The balance will be donated to EAA to facilitate scholarships for ACE Camps.
- ◆ John made a motion that we consider purchasing an EAA membership for new private pilots, as an incentive to become more involved in aviation on a local level. The vote was unanimous; as these individuals are identified by Rich Clausen, the chapter will submit the information to headquarters.
- ◆ Randy provided a video presentation on landings, flying the traffic pattern and decision making. This fostered a discussion on traffic pattern entry, FAA recommendations from the Aeronautical Information Manual, and best practices. Rich Clausen offered insights from feedback received from his students as they navigated through the Private Pilot checkride.

Meeting was adjourned at 2000 (8PM). Next meeting is scheduled for 12 January 2021. Masks are recommended, even as we move forward, to keep everyone safe.



Homebuilders Week – Online Event Starts January 26

By Charlie Becker, EAA Homebuilt Community Manager

EAA is launching a new online learning event for aircraft builders: (www.EAA.org/HomebuildersWeek). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are

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Bruce Zimmerman and Seth Harder's service plaques.



Tim Miller's Private Pilot commemoration plaque.

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 8

By Randy Neuharth

I know this is a little later but I thought I would share this. It was posted on the PA-28 Pilot's Facebook page. You may have seen this before but it is a fun read. Enjoy!

Twas the night before Christmas, and out on the ramp,
Not an airplane was stirring, not even a Champ.
The aircraft were fastened to tie downs with care,
In hopes that come morning, they all would be there.
The fuel trucks were nestled, all snug in their spots,
With gusts from two-forty at 39 knots.
I slumped at the fuel desk, now finally caught up,
And settled down comfortably, resting my butt.
When the radio lit up with noise and with chatter,
I turned up the scanner to see what was the matter.
A voice clearly heard over static and snow,
Called for clearance to land at the airport below.
He barked his transmission so lively and quick,
I'd have sworn that the call sign he used was "St. Nick".
I ran to the panel to turn up the lights,
The better to welcome this magical flight.
He called his position, no room for denial,
"St. Nicholas One, turnin left onto final.
And what to my wondering eyes should appear,
But a Rutan-built sleigh, with eight Rotax Reindeer!!
With vectors to final, down the glideslope he came,
As he passed all fixes, he called them by name.
"Now Ringo! Now Tolga! Now Trini and Bacun!
On Comet! On Cupid! What pills was he takin?
While controllers were sittin, and scratchin their head,
They phoned to my office, and I heard it with dread.
The message they left was both urgent and dour,
"When Santa pulls in, have him please call the tower".
He landed like silk, with the sled runners sparking,
Then I heard "Left at Charlie" and "Taxi to parking."
He slowed to a taxi, turned off of three-oh,
And stopped on the ramp with a "HO, ho-ho-ho..."

He stepped out of the sleigh, but before he could talk,
I ran out to meet him with my best set of chocks.
His red helmet and goggles were covered with frost,
And his beard was all blackened from Reindeer ex-
haust.
His breath smelled like peppermint, gone slightly stale,
And he puffed on a pipe, but he didn't inhale.
His cheeks were all rosy and jiggled like jelly,
His boots were as black as a crop dusters belly.
He was chubby and plump, in his suit of bright red,
And he asked me to "fill it, with hundred low-lead."
He came dashing in from the snow-covered pump,
I knew he was anxious for drainin' the sump.
I spoke not a word, but went straight to my work,
And I filled up the sleigh, but I spilled like a jerk.
He came out of the restroom, and sighed in relief,
Then he picked up a phone for a Flight Service brief.
And I thought as he silently scribed in his log,
These reindeer could land in an eighth-mile fog.
He completed his pre-flight, from the front to the rear,
Then he put on his headset, and I heard him yell
"Clear!!"
And laying a finger on his push-to-talk,
He called up the tower for clearance and squawk.
"Take taxiway Charlie, the southbound direction,
Turn right three-two-zero at pilots discretion".
He sped down the runway, the best of the best,
"Your traffic's a Grumman, inbound from the west."
Then I heard him proclaim, as he climbed thru the
night,
Merry Christmas to all!! I have traffic in sight."

HOMEBUILDER'S WEEK... FROM PAGE 2

offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

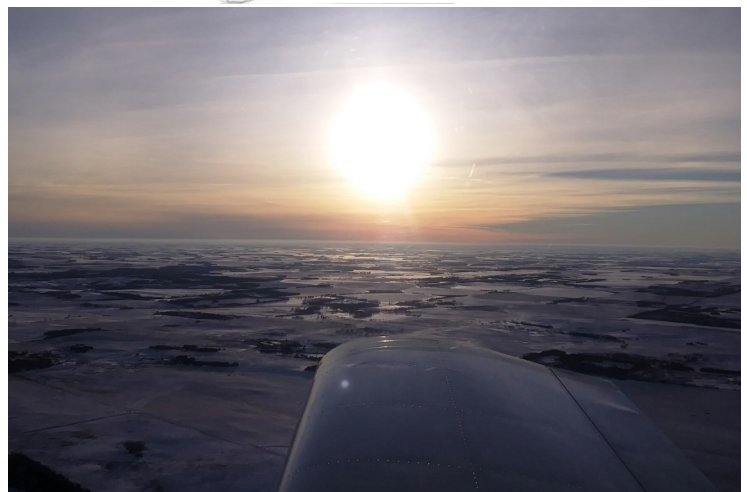
Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.



GONE FLYIN'...

I didn't spend a lot of time flying in December...seems like time, weather and life conspired against my 'best laid plans'. I was able to get airborne on the first of January for a nice cross country flight. Since I did not do so well last year in my quest to make an operation at each airport in the state, I've started over again. The Nebraska Pilot's Association has developed a little Passport booklet so that a pilot may document easily landings at each airport. I was able to add four on the first, including Norfolk. I noted, as did Randy, who was able to add five to his collection, that the air-

ports, at least in our area of the state, were well cleared for flight operations after the big snow event of a couple days prior. So, once again, I urge you to make a plan, and set out on adventures in our own state to explore. Randy even ran into another fellow from Aurora who was chasing the dream in our neck of the woods.



Northeast Nebraska looking a lot like Antarctica on this first January flight to O'Neill and back. Smooth, crisp air, and a nice tail wind for 150 mph over the ground.



The Elkhorn River west of Norfolk. Seven and a half inches of snow fell in the storm of a few days prior, and the atmosphere was crisp and smooth for this New Year's day flight. Really enjoyable!