



CHAPTER 918—NORFOLK

MEETING

DATE: 12/13/2022

DECEMBER 2022

TIME: 6:00PM/1800

LOCATION: OFK FBO

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

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EVENTS

12/3/22 EAA Chap 1055

FIB York, NE

12/17/22 EAA Chap 569

FIB Crete, NE

FIND JOY—30 Ways in 30 Days

The joy that is in Christmas giving and receiving is an important year 'round gift— share it freely

EDITOR'S MEMO . .

“HO, HO HO! MERRY CHRISTMAS TO ALL, AND TO ALL A GOOD NIGHT”

So ends the Christmas story written by Clement Moore, and first published in 1823. The version we know today was rewritten for more contemporary language in 1912. When I was a 5 year old believer, I can vaguely remember my mother asking me to recite it among family and friends, as she was proud that her young son could remember it all. I must have heard the story enough times that I had it memorized. Not sure I could recite it today from memory. Times change, and life gets complicated as we move from the five year old believer to the more practical older fellow. And yet, it doesn't hurt to believe...how about you?

Cold, wind and travel all conspired in November to curtail a lot of flying activity. I did manage to get the Zenith back in service, and am pleased that the new panel is working as it should. It is actually much easier to service without all that vacuum plumbing behind the panel segment. I still have some tweaking to do on the display and compass calibration but looking for a warmer day to do it. Looks like it'll be spring before I get it done - ha!

I would like to remind everyone that we will be having a family gathering on the 13th, instead of the regular meeting. We will gather at First Choice, on 9th Street, just behind Michael's Restaurant on Omaha Avenue (Highway 275). We will confirm the slate of officers for 2023 and present Chapter awards. Family and friends are invited to attend the dinner, seating at 1730 (5:30PM). Menu is baked chicken, dressing, mashed potatoes, carrots/peas, gravy and bread. Price is ten bucks a head - cheap! Please; **PLEASE, RSVP** to John Linke or Tim Miller by Sunday December 11. There should be plenty of food, so if you forget to RSVP, come anyway. I look forward to seeing everyone there!

Randy has some good advice in his **DOTSUWA** column, as we move into winter. Along with that, I would like to remind everyone to assure you have at least minimal survival kit readily available in the airplane as well as in your vehicle when you travel. In the car, blankets and gloves would be a first priority. When I travel in winter, I make sure I have a pair of boots in the car, just in case I have to get out and dig out or walk. A signaling device, such as flashlight (with good batteries) is also a good thing to have nearby. We often take for granted that our cell phones will work most anywhere we are but that is not always the case. Be prepared, and live.

For my part, I wish each of you a most joyous holiday; may God bless you and your families.

JHL

MEETING MINUTES

MEETING MINUTES**8 NOVEMBER 2022**

Meeting called to order at 1800 by President Tim Miller. There were ten members present and one guest.

- ◆ Minutes from the previous meeting were reviewed and approved.
- ◆ Ray Olson gave Treasurer's report: balance in account = \$2824.02. Approved Treasurer's report. Ray reported two disbursements.
- ◆ Tim advised that two picnic tables had been purchased from Battlecreek Golf Course and would be kept in the big hangar. In the spring, the tables will need refinishing.
- ◆ Tim reported that he is awaiting feedback from Pat regarding the 501c3 filing.
- ◆ It was suggested that we hold a Holiday gathering at First Choice on 13 December, in lieu of the regularly scheduled Chapter meeting. The members all agreed that this is a good idea, so John will proceed with planning the event with the staff at First Choice. Time selected for the event is 1730 (5:30PM).
- ◆ Tim advised that EAA is hosting EAA Leadership conferences in January, from the 27th to the 29th and April 21st to 23rd.
- ◆ Randy reported on Young Eagles topics:

We have YE credits in the amount of \$280.00. Randy suggested that we use the credits to sponsor flight instruction fees for Eli McCormick as he works on his Private Pilot training. A motion was put forward and voted to accept this proposal. Ray will issue a check to Rich Clausen and notify EAA of our intent to use the funds in this manner.
- ◆ Discussed keeping current leadership staff members. Tim, Randy and John volunteered to continue in present positions. Ray asked to be relieved and it was agreed that he maintain his position on an interim basis, until spring, when we can nominate and vote a new Treasurer.
- ◆ It was suggested that we raise the annual Chapter dues to \$25.00 for 2023. A motion was moved forward and the raise was voted in. Dues are due in January.
- ◆ Not a lot of building going on but David continues on his project; Tim is replacing the tires on the PL-1, and Joe is working on the paperwork filing for his Rans.
- ◆ Randy presented a video on cross wind techniques in gusty conditions. There was discussion among the group as each one has had occasion to test the limits of his skill set and the airplane's limits. Overall, it was agreed that cross wind operations are a part of activity in our part of the country, and practice is necessary to get it right.

Meeting was adjourned at 1855; next meeting is scheduled at First Choice Catering in Norfolk on 13 December 2022 at 1730.



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**Members flying machines:
Seth's 172, Tim's Yankee,
Bruce's Glastar, Joe's 172.**

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 30

By Randy Neuharth

November has been a slow month for **Dotsuwa** and me as I took time off to go deer hunting up by Verdigre with my son from Denver and longtime hunting buddies from Bloomfield. It was a cold and windy start to the season but I was lucky enough to bag my buck on opening morning. The rest of the crew was not quite so lucky as they did not have any success. Or more accurately, my son was a bit more selective than I was. Oh well, there is always next year.

So, what flying did we get in this month? I did get 4.7 in doing mostly local flying. I did get a couple flights to Wayne to practice an instrument approach and some touch and goes. On a couple other local flights, I decided to do some power off landings to simulate emergency engine out procedures. I was not particularly happy with my first attempt so on a subsequent flight I made a couple more. Those were better but I have made a resolution to do some more. When was the last time you simulated an engine failure? I have found myself flying the same types of flights multiple times and not really working on my skills. Time to try some different things the next time I go up for fun. How about some slow flight, steep turns and maybe even some dreaded stalls. I don't know about you, but those are not things that I practice very regularly. Speaking of practice, when was the last time you practiced short and/or soft take offs and landings. Hmm, let me think, duh, I don't know; some more things to do to keep sharp.

I did take a short cross-country flight to Wahoo (KAHQ), to check out the new runway. They just recently re-opened after a complete runway rebuild. Very nice. The cross-wind grass runway is still closed and probably will be for a while as I believe that is being redone and re-seeded. It should be a great place to land on the grass when it is finished.

That is the extent of my flying for the month. Hopefully the weather will continue to be nice and mild going forward so that I can try and get a few more South Dakota airports checked off.

Before signing off for this month I would like to talk a bit about cold weather flying. For me there are things that I like to check. For one, it is a good idea to check the scat tubing that is part of your cabin heating and defrost system. Is it in good condition and is it properly connected where it should be? More than one pilot has found out that the heat doesn't work very well if the scat tubing is not connected to the muffler shroud. Another thing to check is for places that let cold air into the cabin. Often these can be blocked to help keep things toasty. And, as I mentioned last month, don't forget the carbon monoxide detector.

Well, that's if for this month. Until next time, fly safe, and stay warm.



FAA EXTENDS REGISTRATION INTERVAL

REGISTRATION NOT TRANSFERABLE	
UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION	
NATIONALITY AND REGISTRATION MARKS N 12345	AIRCRAFT SERIAL NO. 6969
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT CESSNA C-150L ICAO Aircraft Address Code:	
ISSUED TO ROBERT E. BARO 300 MOERKLE ST ANYTOWN, OHIO 12345	This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with the Federal Aviation Act of 1958, and regulations issued thereunder.	
DATE OF ISSUE February 15, 1996	 ADMINISTRATOR U.S. Department of Transportation Federal Aviation Administration
AC Form 8050-3(11/93) Supersedes previous editions	

In a direct final rule published in the [Federal Register](#) Nov. 22, 2022, the [FAA](#) is extending the duration of aircraft registration certificates from three years to seven years. The new rule, which was required by the 2018 FAA Reauthorization Act, provides two types of relief for aircraft owners.

First, the change to a seven-year registration period will reduce the number of applications for aircraft ownership renewals awaiting FAA approval at any given time, reducing the agency's administrative burden, and expediting the approval of renewals. Second, the rule expands authority for aircraft owners to operate beyond the registration renewal date from 90 days following expiration to 12 months, a timeframe that should cover any renewal delays stemming from agency backlogs.

The rule will take effect 60 days after it was published in the Federal Register. The change will apply to all aircraft currently registered under existing FAA regulations. FAA officials explain they chose to make this change through a direct final rule because it anticipates the rule will be noncontroversial and the agency believes it will not receive any adverse comments.



SAVE THE DATE: Lincoln Airport will host the Guardians of Freedom Airshow in August 2023. The Blue Angels are scheduled to appear for the two day event. Dates to be announced.

GONE FLYIN'...



When I was out flying on the 28th, the air was interesting. Down low, the winds were a bit gusty but found smooth air at 4000' to 4500' MSL on my trip to Central City. On the way home, I took this photo...right in the middle is a jet at high altitude leaving a contrail. As I looked at the sky, a smile drifted across my face. Here we were, probably 35,000' feet apart, sharing the sky; one for fun, the other on a mission. I wonder if he saw N931CE on his ADS-B, putting along below at 125 knots over the ground. I wonder if he too smiled a bit?



Nebraska in the fall; flat and brown, and yet, a beauty all its own. The Loup River near Fullerton is off the wing tip. Isn't this why we fly? The blue sky, the freedom...take time to share an adventure. **JHL**