



VOLUME 5

ISSUE 11

CHAPTER 918—NORFOLK

MEETING

DATE: 11/8/2022

NOVEMBER 2022

TIME: 6:00PM/1800

LOCATION: OFK FBO

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

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EVENTS

11/5/22 EAA Chap 1055
FIB York, NE

11/19/22 EAA Chap 569

FIB Crete, NE

FIND JOY—30 Ways in 30 Days - Item number : 1

List what you are thankful for.

EDITOR'S MEMO. . .

Happy Thanksgiving!!

It's November already...yikes!! The year is rapidly getting away from us. The relatively pleasant fall weather has been a blessing though I think we all agree, a bit more moisture would be great. Maybe this winter, huh? Snow...UGH!! About time to get the snow blower out and all set up to work.

Not a lot of flying for me this month. It's annual time for the Zenith and after our early month road trips, I've had it out of service. While down this time I decided to finally install the Dynon D-10A. I opted to fabricate a whole new panel segment on the left side, so a relatively simple job has turned into a bit more work. I expected it, so while I've not rushed anything, it's about time to get all the work installed. Lots of panel space there now so it looks kinda bare. I'll share before and after photos later in the newsletter.

I want to remind everyone that our meeting time has changed for the winter months. We meet at the Norfolk Airport FBO office at 6PM (1800) beginning this month, through April 2023. This month will also be nomination of officers for the upcoming year, so if you want a change, make your recommendation known at the meeting. We will vote/confirm at the December meeting. This meeting is scheduled for 13 December 2022, so put it on your calendar and plan to be there. May have a surprise in store...

Sam was on the road this month and shared some photos. Look for a few of those on page 4. Thanks for sharing; look forward to hearing of your adventure.

It's that time of year again, when the holidays seem to rush in on us and we often get wrapped up in the hustle and bustle. Take a bit of time to slow down and look around. Indeed, we are blessed here in America, even with all the political wrangling, fussing and fighting going on around us. The freedoms we enjoy are like none other on the planet. As pilots, aircraft owners and enthusiasts, we perhaps more than many, have reason to be thankful. As Tim shared his cross country adventure with members, I couldn't help but think how easy it is for us to take for granted that freedom to travel 700 miles, across three states, and parts of two others with little hassle. So I would suggest that we each take time to reflect on what we have; family, freedom, health and ability to share ourselves. We are indeed God-blessed. Let us be thankful in all we do.

JHL

MEETING MINUTES

MEETING MINUTES**11 OCTOBER 2022**

Meeting was called to order by President Tim Miller at 1902. There were 8 members present and one guest.

- ♦ Minutes of the September meeting were reviewed, and approved as reported in the newsletter.
- ♦ Ray Olson reported \$2850.76 in the bank, as Treasurer's Report. Report was approved as presented.
- ♦ Tim presented an invoice received from Norfolk Airport Services for fuel purchases in support of the September Young Eagles flight day. It was agreed to have the chapter pay for fuel for guest pilot Jack from Atkinson.
- ♦ Bruce advised that picnic tables were available for purchase in Battle-creek. Tim will approach the Airport Authority regarding storage of the tables in the main hangar before we commit to purchase.
- ♦ Tim provided a post-flight report of his recent long cross country to Ohio in his Grumman Yankee. His advice is to check availability of fuel and hours of operation at some of the smaller airports which many of us tend to use.
- ♦ Randy gave a review of the Young Eagles event held in September. Overall, it was a good day, with 42 kids flown. There was some discussion regarding more efficient use of the pilots and planes available with our guests.
- ♦ Mike thanked the Chapter for the plant and card which was sent to his mother's funeral service.
- ♦ Joe Rudloff is weighing his Rans S-19, and preparing paperwork for the airworthiness inspection.
- ♦ Mike Nahrstedt is still plugging away at electrical things, though slow due to family loss.
- ♦ Randy reminded everyone to take the opportunity to fly Tom Banker's simulator. His latest variation is quite sophisticated, and he has a large selection of aircraft available.
- ♦ Reminded everyone of the meeting night time change, with Daylight Saving time shift to 1800 (6PM).
- ♦ Ray Olson presented some still and video photography which he put together from a Blue Angels flight demo in Virginia during his recent family visit.
- ♦ Randy presented a training video on making consistently smooth landings. There was some discussion afterward, with the consensus being to practice, practice, practice.

The meeting was adjourned at 2020. The next meeting is scheduled for 11 November at the Norfolk Airport FBO. Remember the time change: 1800/6PM.



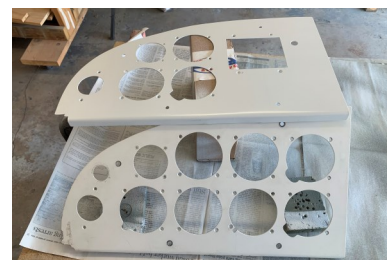
INSIDE

EDITOR'S MEMO...PG 1

MEETING MINUTES..PG 2

ADVENTURES OF
DOTSUWA. . . PG 3

GONE FLYIN' . . . PG 4



Zenith panel before, during, after and installed. Lotsa space left over, huh?

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 29

By Randy Neuharth

As I “leaf” October behind in the wake turbulence of **Dotsuwa**, it has been an interesting month with both record low and high temperatures; crazy. It’s almost about time to put the Mustang convertible away for the winter and make sure **Dotsuwa’s** engine preheater is working properly and change the battery in the carbon monoxide detector. You do have one, don’t you? You may recall the video we watched some time back about the Minnesota Mooney pilot that woke up in a snowy field. He had some serious injuries but survived. That was the exception, not the rule to that scenario.

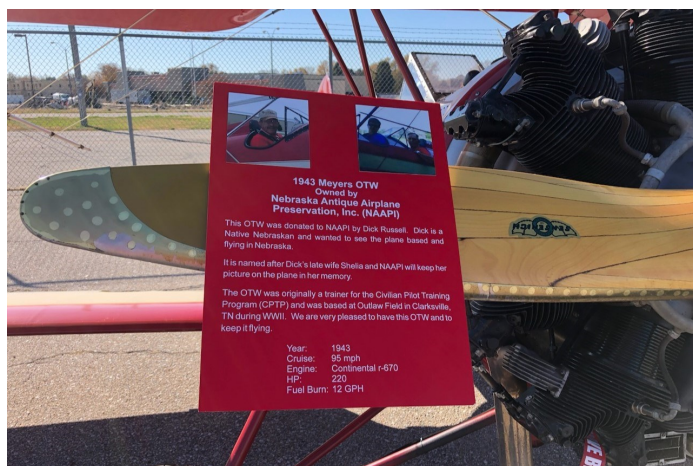
What adventures have **Dotsuwa** and I been up to? I actually got some decent flying time in October. Of course, there were the normal “just for fun” flights. I did a couple flights to check the fall foliage along the river and to find a friend’s place along the Niobrara. All he needs is a landing strip and it would be perfect!

As you know I completed the Nebraska 80 airport challenge last year. What a fun and rewarding adventure. I had been contemplating what would be the next challenge and finally decided that I would start working on the FLY South Dakota Airports Passport program. It is sponsored by the South Dakota Pilots Association. There are 72 airports in South Dakota. Luckily there is no time restriction on the program so I can take my time. There are three levels to their program with awards for each level with other requirements in addition to landing at each airport. The Bronze level requirements are to visit 20 airports, visit 2 museums in SD with aviation displays and attend 2 safety seminars. Silver level requirements are to visit 40 airports, 3 museums and 3 safety seminars. The Gold level is to visit all 72 airports, 4 museums and 4 safety seminars. (I believe the museums and seminar are cumulative from each level).

I had been to Yankton’s fly-in breakfast last month as my first SD airport. This month I went to Springfield and Wagner. Unfortunately, there was nobody around at Springfield or Wagner. Wagner’s runway runs east/west. Can you say crosswind? Now to plan for the next airports.

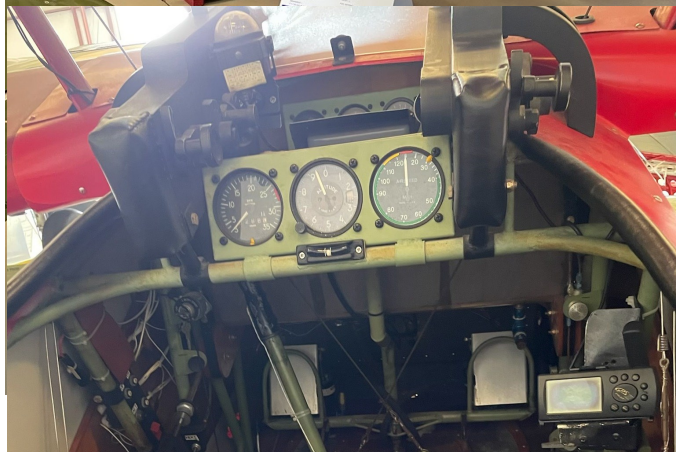
The last flight of the month was to Hastings with Tom Bankers for the Nebraska Antique Airplane Association hamburger feed. A beautiful day to fly and great food. That was their last feed of the year and will start back up in March. Check it out. The pics below are of a Meyers OTW, seen at Hastings. It is under the care of the Nebraska Antique Airplane Association, and an unusual WW2 trainer; it’s all metal!

Well, that’s it for this month. As we prepare for winter flying remember, preheat, take warm clothing and don’t forget the carbon monoxide detector. Until next time. Happy Flying.



ON THE ROAD...

Sam ventured down to Florida on his vacation and found a museum in Titusville. He shared some photos with me, so I share them with you.



This Fokker TriPlane replica flies with a modern 4 cylinder opposed engine. Compare the panel here with the Zenith. Modern compared to 1917 but still pretty simple. Here's one close to my heart; spent nearly 1000 hours in the front seat of the Huey. And a few hours in the back seat. Front's better!



GONE FLYIN'...



Saw this in a newsletter I receive. Fellow bought the remains of a crashed Cessna 182, and made it into a wind Tee on his property. Interesting: He's not a pilot but has enjoyed an interest in flying things since his youth.



ON BUILDING and REBUILDING...

Over the years I've owned and flown the Zenith, I've added, subtracted, rebuilt, modified and (hopefully) updated it. It is still a relatively simple airplane, which I do enjoy flying and showing off. The new panel build is something I've put off for several years, as I dread wiring, plumbing and working in the crowded spaces underneath the instrument panel.

As anyone who has taken on the task of building an airplane knows, it's a lot easier to do it the way you want it the first time. However, over my years of ownership, technology has changed, so upgrades are inevitable. I remember flying from here to Louisiana and back with a hand held Garmin GPS fastened to the panel for navigation. Worked great but due to airspace restrictions and military training areas, it was vital to have a sectional chart in my lap to avoid flying into someone's airspace. Today, I'm still behind the 'power curve' but XM weather, and the Garmin 496 are a far cry from where it all began. So, even with all the work involved in an upgrade, take it one step at a time and the results may surprise you. Fly safe... **JHL**