



CHAPTER 918—NORFOLK

MEETING

DATE: 1/11/2022

JANUARY 2022

TIME: 6:00PM/1800

LOCATION: OFK FBO

FIND JOY—30 Ways in 30 Days - Item number : 16

“Start a new tradition”

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

EAA918.

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EVENTS

1 Jan 22 EAA Chap 1055
York, NE

15 Jan 22 EAA Chap 569

FIB Crete, NE

EDITOR'S MEMO. . .

Out with the old; in with the new. Each 365 days we watch the 'ball drop'; and vow to make the new better than the old. Admirable plans often fall under the ax of life, and yet we continue on, in spite of challenges and unforeseen circumstances, to wax poetic and charge ahead.

As I look back over 2021, I find some sadness but honestly, a whole lot more gladness, or at least things to celebrate and be thankful for. I pray each of you will forgive an old fellow's meanderings as I close out the old and bring in the new.

I did not make my goal of 80 airports this year but I am not unhappy with the adventures I had exploring 46 of 'em. I'll begin again in 2022, and try to figure out a way to get that 81st one – the seaplane base at Alma, NE. I suppose I have to make a landing and a takeoff, so I won't be 'ditching' the Zenith in the lake just to say I landed on water. Any ideas?

We lost a friend and fellow flyer from our group, and added a couple more. Weather and the COVID event conspired to keep fly in breakfast activity to a shadow of former years but the ones held were well attended. Chapter 918 hosted two such events, and I can say the members did a great job setting up and preparing for our guests. Each was a success in its own right, so we'll see what 2022 holds in store for us.

I was able to travel quite a lot with my wife Sally, though they were all Buick trips. Lots of stuff to carry when you are gonna be gone several days and the laryngectomy supplies have to go along. More stuff than the Zenith can carry and still put people aboard. Keeping up with family gets more important as we age I think, and we are watching grand children and great grand children in far off places grow up.

I hope that each of you has your own positive memories of the memorable year that was 2021. It is easy to dwell on the negatives but the reality of life is that there is more to living than worrying about it. I've spent fifty years of my life flying for a living, considering my time in Uncle Sam's Army flying Huey's and other fling wing flying machines. I've spent even longer flying for fun. And that is my goal in my retirement years – fly for fun, share the joy and keep the skill-set up. When it starts being work, then it'll be time to hang up the keys and build models to fill the garage. I pray for each of you, for safe flying adventures, great memories, happy times with family and friends. We are blessed in America; be thankful for it and do what you can to protect our right to fly. God bless...

MEETING MINUTES

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15 DECEMBER 2021

We had no formal meeting for our December gathering, instead meeting with family at First Choice here in Norfolk for a wonderful meal and great fellowship.

- ◆ President Tim Miller presented Certificates of Appreciation to each of the officers for their service to the chapter during 2021.

Tim Miller	President
Randy Neuharth	Vice-Pres/YE Coordinator
Ray Olson	Treasurer
John Linke	Secretary/Newsletter Editor

- ◆ Ray Olson reported \$2004.41 in the checking account.
- ◆ Don Wisnieski and his wife Jolene were co-speakers, with Jolene providing knowing nods, head shakes and details over and above Don's relating of their flight to Houston, Texas and return. With Don being a newly licensed pilot, the trip was a primer for others who may decide to venture out on a long cross country trip. Don related that the planning started weeks in advance though, of course, the reality of planning comes in the days, often hours before launch. Weather is the biggest hurdle for the VFR pilot on long cross country trips, and they were blessed with good conditions over the ten day period they were gone.
- ◆ Next meeting is scheduled for 11 January 2022, at the Norfolk Airport FBO office. Time is the usual 1800; bring your money....annual dues are due. Still cheap at 20 bucks, so invite a friend.

Meeting broke up around 8:30 PM. Thanks to everyone who attended the supper meeting. The ladies at First Choice did a great job.

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Randy and I had an opportunity to fly together on the 8th, just out for the fun of it. Here is Dotsuwa heading south toward Columbus, NE.



I was privileged to fly this beautiful Glastar in November. It is powered by the Lycoming 150 hp engine, and is a nice flyer. Thanks Jace for 'handing me the keys' for the flight. This is the third Glastar on the field. Always a pleasure for me to be able to fly something new.



In October, Tim Miller attended the EAA Leadership Seminar held at Wittman Field in Oshkosh, WI. Here is a photo of the attending EAA members. Thanks Tim for making time for this event.



THE CONTINUING ADVENTURES OF DOTSUWA - 20

By Randy Neuharth

2021 has been an interesting year to say the least. As I look back, I have to say that given the pandemic, my wife and I have been lucky. So far, we have avoided catching Covid-19 in its various forms. Being vaccinated and boosted appears to work. I cannot say the same for some of my friends and relatives, some of whom have had some issues but all have been able to beat it.

As far as flying is concerned it has been a great year of adventure. Flying to all 80 Nebraska airports has been the biggest adventure of the year. Since I have reported on that in the past, I will not elaborate on that except to say that it was a wonderful way to social distance. Even though the challenge ends at the end of 2021, there is no reason that you can't continue it on your own or to start the challenge if you have not already done so. It is well worth the effort, a lot of fun, a chance to meet some great people and see some beautiful country.

This past year brought 141 hours to the log book, of which 68 were used to fly the airport challenge. That is probably about double what would have been flown in a normal year. Along the way I learned a lot about flight planning, weather, the importance of checking NOTAM's, handling turbulence, crosswinds and density altitude, figuring out the best way to enter the traffic pattern and dealing with self-serve fuel pumps.

So, what were the other half of the hours flown this year? Some were used to just fly for fun, often flying to some of the area airports, sometimes alone, but sometimes taking a friend along for a ride. After all it is more fun to share the wonder of flight with someone else. Along the way I was able to participate in the Norfolk **EAA Chapter 918** Young Eagles Rally and fly a bunch of very enthusiastic kids. It is really rewarding to see the smiles on their face after the ride. Thanks to **Chapter 918** for supporting this event and for all the rides you gave along with the ground crew help that made the event a success.

One of the other things that was on my list was to get more IFR work, both simulated and actual. I am happy to say if was able to accomplish that goal. I did some actual work with Rich Clausen along with some simulated IFR with John Linke and Tim Miller. I also get quite a bit of IFR work in Tom Banker's simulator which really helps with procedures. This simulator training brought my comfort level up to the point where I was comfortable enough to do some actual IFR solo. I'm hoping to do more in the future.

It has been a crazy and wonderful year for me. I hope as you reflect back on your year you feel a sense of accomplishment also. I am looking forward to next year and setting more goals, one of which is to take more people for rides, not just kids but also adults, so those of you who currently don't have access to a flying airplane, all you have to do is ask. I would also to spend more time using the plan for vacation travel and to visit family more often.

I would love to hear more about your adventures in flight and to hear more about the progress that those of you who are building have made on your projects. Until next time, **Happy New Year, and Happy Flying.**

BABY, IT'S COLD OUTSIDE!

Like it or not, winter has come to Nebraska.



Flying in winter with snow on the ground is really one of the best times to fly. Generally smooth air, crisp for good climb rate and often, visibility that eludes us in the summer.

But along with that beautiful scenery comes the



stark reality that it is indeed an unfriendly environment. Check the airplane well before flight; assure the survival kit that you threw in the locker for the summer is up to date, and on board in an easily accessible location. While our friend Richard is enjoying winter in Florida, basking in the warm sunshine, each of us has a responsibility to plan carefully for winter flying, especially when snow is on the ground. Refresh your survival knowledge with an on line course from AOPA or FAA. The photos above are illustrative of conditions that can exist all over the Midwest through March.

GONE FLYIN'...

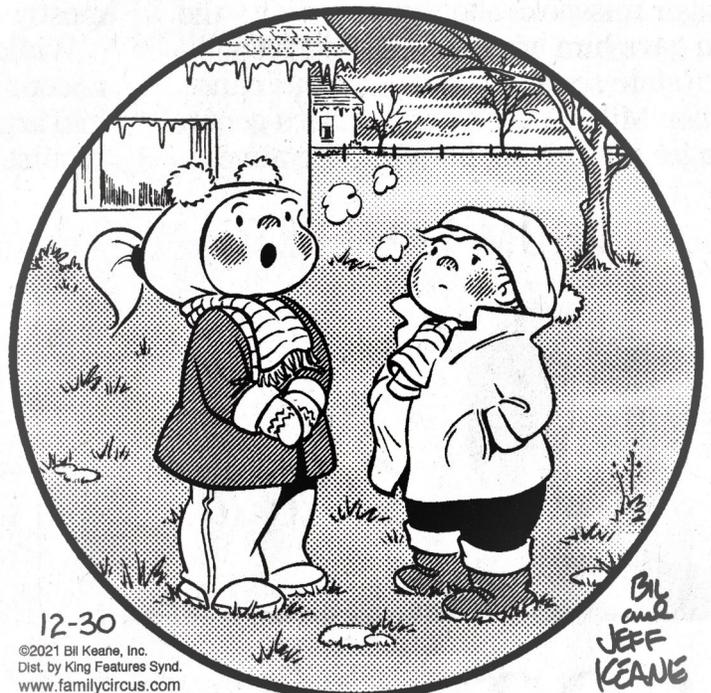
Tim Miller has purchased a new flying machine, so if you see a white, red and black low wing sport plane taxiing around the airport, that'll be him. The air-



plane is a Pazmany PL-1 "Laminar". It is a good flyer and should prove a fine step up for him. Congrats!!

THE FAMILY CIRCUS

By Bil Keane



12-30
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BIL
and
JEFF
KEANE

"It's cold and cloudy. I think the snowman's coming."