



CHAPTER 918—NORFOLK

MEETING

DATE: 11/9/2021

NOVEMBER 2021

TIME: 6PM/1800

FIND JOY—30 Ways in 30 Days - Item number : 29

LOCATION: Norfolk FBO

LIST 3 GOALS FOR YOUR NEW YEAR

EDITOR'S MEMO. . .

<https://chapters.eaa.org/EEA918>

A chill wind chases the cold rain from the local area, reminding us once again that seasonal change is in the air. There's still a lot of good flying weather in the weeks ahead, so don't pull the battery for winter storage just yet. You may find a need to pre-heat if you plan an early morning flight but that's a small price to pay for the opportunity and privilege we enjoy by being able to fly.

PRESIDENT

Timothy L. Miller

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President Tim Miller attended the EAA Leadership Seminar a couple of weekends ago in Oshkosh and has a report to share at the meeting. Make the time to attend, and don't forget, it will be at 1800 (6PM) at the FBO office in Norfolk.

SEC/TREASURER

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I have been blessed to be able to do some flying this month – weather and my available time somehow came together. Lots of cross country time, as I chase Randy around the state. Randy shares his final 'Passports' flight with us in his **ADVENTURES OF DOTSUWA**, on page 3. I've added 14 airports to my collection, and will continue to pursue the goal until I run out of year or flying weather. Who knows? This might be the year I am able to complete.

YOUNG EAGLES

COORDINATOR

Randy Neuharth

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Last month it was brought to the attention of the meeting attendees that there seems to be no building going on by chapter members. In actuality, there are at least four projects underway, and Jerry's SONEX continues to occupy his time as the 'bugs' are worked out. Here's mine...

NEWSLETTER EDITOR

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EVENTS

11/6/21 EAA Chap 105

FIB York, NE

11/20/21 EAA Chap 569

FIB Crete, NE



Lot's of stuff inside, so take a read and take a look. Look forward to seeing each of you at the November meeting on Tuesday, 9 November 2021 at 1800 (6PM). We will be discussing officers for the upcoming year, so be prepared to participate.

JHL

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 18

By Randy Neuharth

IT'S FINALLY DONE!

On October 4th Dotsuwa and I were able to finish the quest to land at all eighty of Nebraska's public airports as part of the Nebraska Pilots Facebook Challenge. I started the challenge on January 1st of this year and in nine months and four

days I finished... the first pilot in Nebraska to complete the challenge.

The last trip was a two-day adventure out west. I departed shortly after noon on Sunday, October 3rd. The first stop was Grant County airport at Hyannis, not much excitement there, and the runway is a little rough with some wide cracks across it making it a little bouncy. From there, it was off to Alliance. A nice airport with big long runways and some nice folks to visit with. Next stop Scottsbluff: Another nice airport with good service. I put a bit of fuel on there but not too much; density altitude was 7100', not something we think about around here. It did require a bit of leaning to get full power. Leaving there, I flew along the Bluffs to get some pictures. Very cool! From there, I headed to Kimball but not before taking a bit of a side trip to check out Chimney Rock. Now that is pretty neat from the air. Between there and Kimball is some very rugged country that I had no idea existed. Once you get over that rugged area, which is not real wide, the country gets pretty flat, but the elevation is quite high. Density altitude was 7200' at Kimball.

At Kimball I got to visit with an older gentleman who is a flight instructor. He does a lot of instructing in tail-draggers as well as aerobatic training in a Pitts. Wish I would have had more time to visit. Off to Sidney where I stayed the night. Sidney has a very nice facility, and the folks are very accommodating. They gave me a car and directed me to a nice motel with a very good rate. Also put the plane in a hangar for only \$20. Nice!

After spending the night in Sidney, I took off for Billy G. Ray Field at Chappell. Unfortunately, this was probably the worst field that I have landed on during the entire adventure. The black top on the runway was quite broken up. The only way to describe it was to say it was a bit "crunchy". Too bad! The next stop was Oshkosh... Nebraska, not Wisconsin. A nice little airport with a river close by with some nice scenery. Looked like a nice place to try and find a place to camp sometime.

Next stop, Ogallala. Of-course this is the gateway to Lake McConaughy, which is very visible between Oshkosh and Ogallala. This is a very nice airport with two really nice runways and nice airport facilities. I'd visit again sometime.

Off to the last stop, Grant. A nice little airport with cheap gas! \$4.25 a gallon. Of course I filled up. John Linke was nice enough to make arrangements with me the night before and met me at Grant. He took pictures of me landing there which was really nice of him. I thank him for that. Of course, he was able to knock off a few airports of his own on the trip. (He has quite a few airports completed himself.) At Grant, we met a nice young man and his family. He was just moving in to be the airport manager and mechanic there. We wish him luck. From there it was back home to complete the adventure.

This has truly been a rewarding adventure and challenge meeting interesting people in interesting and occasionally not so interesting places. Along the way I logged 68.6 hours. I don't want to know what the fuel bill was and I certainly don't want my wife to know, but I would do it again in a heartbeat, or better yet; how about another state? I learned a lot about Nebraska, about myself, and about flying. I would encourage everyone to think about creating an adventure of your own.

Many people say that Nebraska is a fly-over state and from 30,000 feet that may be true, but from a couple of thousand feet, it is a state that will surprise you with a variety of landscapes that are breathtaking. From the abundance of sand hills, lakes and ponds, the winding rivers and streams, the awesome bluffs with their rugged and broken peaks and valleys, Nebraska is truly a magnificent place.



PRESIDENTIAL MUSINGS... Tim Miller

The **Experimental Aircraft Association** was founded on three principal goals: **Education**, **Aviation** and **Socialization**. During our three days of training, we touched on all of these, learned how there can be a great deal of overlap from one area to another and also some ways to promote each at the Chapter level.

The **Education** component is addressed by specific programs, and will be discussed more thoroughly at the next meeting. The **Social** and **Aviation** aspects of the training centered on two primary event types: Fly-ins/Workshops and Meetings/Gatherings. Chapters are encouraged to host both Fly-in Breakfast events for the social and aviation opportunities and workshops for their promotion of education and information.

Chapter business is being encouraged to be kept out of 'social gatherings' by either conducting business on a separate day or at a separate time, either before or after the gathering events. Gatherings should be fun, filled with snacks or pot luck meals and full of sharing of milestone events, building techniques or other educational and /or social elements. Cookouts, picnics and other fun activities that include spouses, significant others and families are also encouraged.

Beyond the training, we were able to tour the **SONEX** Factory on Wednesday night and the tour was conducted by John Monnett himself. On Thursday evening, Taras Lyssenko did a very entertaining presentation at the EAA Museum on salvaging warbirds.

For me, it was like trying to get a drink of water from a fire hose. It was a worthwhile effort and I would encourage leadership as well as members at large to make the connection and participate.



GONE FLYIN'...



That's all for this month. The photos above are bluffs in and around Scottsbluff and Chimney Rock.