



VOLUME 4

ISSUE 9

## CHAPTER 918—NORFOLK

### MEETING

DATE: 9/14/2021

TIME: 7PM/1900

LOCATION: Norfolk FBO

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

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### EVENTS

9/4/21 EAA Chap 1055

FIB York, NE

9/18/21 EAA Chap 569

FIB Crete, NE

SEPTEMBER 2021

**FIND JOY—30 Ways in 30 Days - Item number : 3**  
**Sing Loudly**

### EDITOR'S MEMO. . .

Greetings friends and fellow flyers. August is come and gone and it has been a hot one. Thankful for the rain the past week or so though other places may not be so thankful for the downpours and flooding. Folks in the east got hammered with a hurricane coming ashore, as did the Louisiana coast more recently. You can't please everybody...so we learn to adapt and move ahead anyway.

Got lots of photos this month and some shared flying adventures so will likely add a page or two to bring it all to you. As for me, the month was not very productive in the flying department. The Zenith was out of service 'til the 25th awaiting the carburetor overhaul. Yikes!! The bill for that was a shocker. Shouldn't complain too loudly I suppose, as I've not done anything to it for fifteen years and over 600 hours. Like everything mechanical, airplane parts wear out. I think it's better to use things and wear 'em out rather than let 'em sit and have to be fixed from just sitting. Have not flown a lot since getting back in service but happy with the 'new' carburetor, and happy to be flying again.



A lot of travel this month for Sally and I, so have been out of touch a bit.

Jerry Kohles brought his Sonex/WaieX out to the airport a couple of weeks ago, and we've been working to assure all systems are 'go' for the first flight. Initial taxi test looks good, and will have a few more of those under our belts before the wings take flight. This airplane is powered by a turbo-charged Aero Vee engine, producing 100 horse power. Maybe we can have a flight report for next month's issue.

Don't forget meeting night on Tuesday, 14 September at 1900. Planning continues for the upcoming Flight Breakfast scheduled for September 26th - please plan on attending and participating.

JHL

## MEETING MINUTES

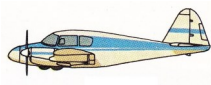
## MEETING MINUTES

10 August 2021

Meeting called to order by President Tim Miller at 1910. There were 13 members present.

- ♦ July meeting minutes reviewed and approved.
- ♦ Ray gave Treasurer's report: Deposit \$808.00 proceeds from Fly In Breakfast, with total after expenses, \$1513.31
- ♦ Tim met with Norfolk Chamber of Commerce to discuss co-sponsoring of Fly In Breakfast to be scheduled for the Sunday following Oktoberfest festivities, which are scheduled for September 24, 25.
- ♦ Tim has provided an A/C Distribution block for upcoming events to assure we have power available for all electrical appliances.
- ♦ It was suggested we provide 'to go' containers for the FIB.
- ♦ Further discussion and final plans to be worked out at the September 14th meeting.
- ♦ Tim attended the grand opening of the Chapter 80 Youth Facility in Omaha at Oak View Mall. Two projects will be ongoing, and youth programs will be undertaken by the Chapter. Congrats to Bruce Mundy and his members for taking this big step.
- ♦ There was some discussion on getting a 501c3 status for the Chapter to facilitate tax advantages for donors. Tim will continue research and advise at the next meeting.
- ♦ Randy met a Lincoln Tower employee on one of his adventures. With relaxing of COVID restrictions, towers may be opened for tours. He is also available for on site visits and discussion of ATC operations.
- ♦ Since at least two members were planning on visiting AirVenture at Oshkosh, the newsletter editor requested written and photographic evidence to share with other members.

The meeting was adjourned at 2040. Next meeting scheduled for 14 September at the Norfolk Airport FBO office at 1900. We will discuss the Fly In Breakfast. Please make an effort to attend and participate in the discussion.

UPCOMING EVENTS

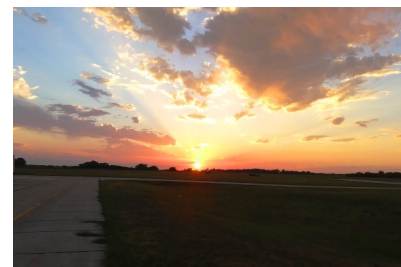
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| 16 September | Norfolk Pilots Assn. breakfast (7:30AM) |
| 26 September | EAA Chap 918 FIB (KOFK) 0800 - 1100     |

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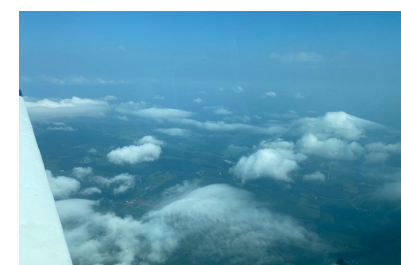
EDITOR'S MEMO...PG 1  
 MEETING MINUTES...PG 2  
 ADVENTURES OF DOTSUWA.  
 PG 3  
 .GONE FLYIN' .PG 4, 5  
 MILLER MUSINGS . PG 5, 6



**Jerry's SONEK parked in it's hangar spot. Checking systems and making final adjustments.**



**Thought you might like another sunset - this one was quite dramatic in person.**



**Michigan clouds from the Mooney on Jerry's great adventure. More on page 4.**

## ADVENTURES OF DOTSUWA



## THE CONTINUING ADVENTURES OF DOTSUWA - 16

By Randy Neuharth

We finally made it. The fourth time is the charm! After much frustration with weather and conflicts, mostly weather, we finally were able to get to Crete for their monthly breakfast.

I must say that it is a fine breakfast. If you have not been there you should make of point of getting there. Pancakes, made to order eggs or omelets, bacon, sausage and hashbrowns. I'll be back. It's the third Saturday of the month, by the way. I had the chance to visit with some guys that flew in from Millard; nice guys. If you go, be aware that they may be having parachuting ops going on at the same time. They were jumping when I was there. Just a heads-up. No pun intended.

**Dotsuwa** and I also made the Hartington fly-in breakfast which has the reputation of having the best sausage for a hundred miles around. They aren't wrong. You may have to go even farther than that. There I got to see some old friends and make some new ones from Pender. One of the gentlemen from Pender gets our chapter newsletter and asked me about the name **Dotsuwa**. He thought I was flying some exotic foreign job instead of my lowly, but lovely, Cherokee 140. After I told him the story, he said it might be a good idea to tell it here again in case others were wondering, so here goes. When my partner and I first bought the airplane, we were thinking, as all good pilots do, that she needed a name. Because she was a Cherokee and a beautiful red color, I did some research and found that "**Dotsuwa**", pronounced "doh-joo-wah" is the Cherokee name for Red Bird. (It could also mean Cardinal, so if I ever get a Cardinal, I know what to name her). So now you know the story behind the name. Rather clever if I do say so myself.

As many of you know, I have been continuing the quest to land at all 80 of the public airports in Nebraska as part of the Nebraska Pilots Passport Program. I'm happy to say that I am much closer now. On the 11<sup>th</sup> I was able to get to Gordon, Rushville, Hay Springs (a grass strip), Chadron and Thedford (brand new runway). It was one of the hot days with high humidity and haze from the smoke. So much so that I could really smell it on the trip out. At Gordon, I was able to meet my sister and brother-in-law for breakfast. They live about 20 miles straight north of Gordon in South Dakota. That was really nice.

It is a good reminder when you are heading out west on a hot day like that was, to be aware of the density altitude. Around here we don't think about it too much but out west where the elevation is a couple of thousand feet higher it is something to pay attention to. Chadron was reporting a density altitude of 5700' when I left there and since Hay Springs is about 500 feet higher in elevation the DA there was over 6000'. One needs to be aware of leaning for best power, especially coming off the grass with very little wind. It was another great trip and as always, a learning experience. There is some beautiful country out there and you would be amazed at how much water is out in the sandhills.

With the addition of those five airports and Crete, my count is now up to 66. Only 14 to go! It has been a great adventure and I would encourage you all to go someplace new. There are some nice places to visit and sometimes new friends to make. Until next time, remember what makes an airplane fly: Air-speed and money!



Randy shared a few photos from his trek out west, on a hot and hazy day. Lots of water out there, believe it or not. Even a forest...fly Nebraska!!



**Calumet Reservoir north of Burwell. Lots of haze from smoky fires out west.**



**Cherokee wing and Merritt Reservoir southwest of Valentine.**



**Pine ridge forest area with South Dakota just off the wing tip.**

## **GONE FLYIN'...**

**by Jerry Kohles**

**These photos are from the trip Lin and I took to Wisconsin and Michigan the end of July. We flew to a neat little airport called Tri-County (Lone**



**Rock, WI, KLNR). Near there we went to the Frank Lloyd Wright estate and took a tour.**





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Saturday, we went up to Oshkosh by car.  
That's Lin in front of a cargo plane there.



Sunday, we went up to northern Michigan  
and landed on Mackinac Island (KMCD). That was  
a fun flight and a fun place to visit. No vehicles  
on that island. Only bicycles and horse and car-  
riage to get around.



## MILLER MUSINGS...by Tim Miller

Big international trade shows have been a pretty common experience for me in the last 25 years. New York, LA, and Las Vegas were all common stops for these audio and video technology events. However, I had never been to the **EAA Airventure** event in Oshkosh, WI.

As I prepared for the trip, I relied on that past tradeshow experience, the **EAA** and other websites, and the advice of local pilots who had made the trek before. My goal...get a feel for the show and check on some specific airplanes. My plan was simple. We would drive, stay one day (which I knew would not be enough time to really see the show). My wife, Janet, agreed to go with me with a few conditions. She wanted to see rural Iowa, Minnesota, and Wisconsin on our way to Oshkosh, do some sightseeing after we departed the air show, and...stop to get supplies for a quilting project she was working on.



Wednesday, July 28th was our travel day and we traveled mostly on county roads and highways with as little interstate travel as possible. Our passage took us through the "Dells", and surprisingly it was a very busy place for a Wednesday afternoon. It reminded me a lot of Branson, Missouri. Arrival in Oshkosh was just after sunset, and right before the storm that rolled through that had damaged so many areas to the west. Thankfully the storm didn't overly impact the campers or aircraft on the airport grounds. We were told that over 1,000 aircraft left Oshkosh that evening to avoid the storm.

With no reservation, we took the last available

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motel room in a thoroughly forgettable experience. The room was overpriced, smelled like an ashtray and the air conditioner sounded like it was in a continuous state of throwing a rod, although it did move cool air. The bed was an exquisite example from the "Marquis de Sade" collection. However, we were dry, we were not in the car, and we were done with the first leg of the Oshkosh adventure.

Thursday early morning opened with breakfast at McDonald's and a stop at the Brown lot to park across from **EAA Headquarters** and a great view of one of the Goodyear airships.

I grew up with the Goodyear airships flying low over my backyard on their way to their home base of Wingfoot Lake, Ohio. It was both exciting and somehow calming to see the massive ship up close again.

After a brief check-in at the EAA Headquarters for entry wristbands, we boarded the shuttle bus to the field. Like every trade show I have ever attended before it, **Airventure** was an attention deficit disorder extravaganza. It was a "who's who" of each respective industry's vendors and manufacturers. Different from all of my prior convention experiences, this was in actual 3-D and full "sense-surround". Tour helicopters were continuously orbiting the field, with aircraft landing, taking off, and airshow exhibitions throughout the entire day.



Although this, our first trip, was primarily a recon for the next **Airventure** in '22, I had some specific vendors and aircraft I wanted to see. And Janet had her own ideas. Growing up in Spalding, NE, in the O'Neill MOA, she lived with military jets flying over

on a regular basis.

Her father, Johnny Bernt, was a veteran of WWII and built airbases while stationed in the Pacific. Col. Gerard Pritchard, a family friend, treated the Bernt family to a SAC airshow as VIP guests. So although warbirds were low on my list, we walked the warbirds. I had walked warbirds with my Uncle Ed in Cleveland when I was about 8. He flew off of a carrier during WWII. His first hand insights were largely lost on me as an 8-year-old.



This time, as a newly minted pilot, my perspective was different and my appreciation of all the pilots, the missions, the crews, the mechanics, and the support personnel that each aircraft represented increased dramatically.

After catching all of my "must-see" aircraft and vendors, we capped off the day by walking down to watch the ultralight demos and then found seats for the amazing evening air and fireworks show.

One day really can't do **Airventure** justice. But it was fun for both of us and we plan to return for a longer stay in '22! Family friendly, great food, and lots and lots of airplanes and gear.



Well folks, that's all for this month. I hope you have enjoyed the photos, and different writers. I sure appreciated the break, I can tell you - maybe you did too? **DON'T FORGET THE MEETING ON THE 14th, AND THE FLY IN BREAKFAST PLANNED FOR SEPTEMBER 26.**

JHL