



VOLUME 5

ISSUE 5

CHAPTER 918—NORFOLK

MEETING

DATE: 5/10/2022

MAY 2022

TIME: 7:00PM/1900

LOCATION: OFK FBO

FIND JOY—30 Ways in 30 Days - Item number : 31

“Tell a friend that you love them.”

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

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EVENTS

5/7/22 EAA Chap 1055

FIB York, NE

5/14/22 EAA Chap 569

FIB Crete, NE

EDITOR'S MEMO. . .

Lots going on this month...maybe even a little flying activity. With the wind and weather the past several weeks, we are about due for a break. I caught Joe Rudloff taxiing out a couple of weeks ago on a day when the wind subsided for a few hours. He's happy to have the Skyhawk back in service and I



was able to get in some flying on that day as well, heading out west with a turn back over Neligh. Nice day...

A few reminders: A special showing of the 1957 James Stewart film “**The Spirit of St. Louis**” will be shown at the Norfolk 7 theatre at 0930 on **19 May** in commemoration of the 95th anniversary of Charles Liinbergh's historic flight across the Atlantic Ocean. Concessions will be available, and a free will offering will be accepted.

Additionally, the EAA Ford Tri-Motor will be in Lincoln on May 5 thru 8 for rides. More info at flytheford.org. And don't forget the Wayne **STOL Drag Racing** event on May 20, 21 and 22.

JHL

MEETING MINUTES

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12 APRIL 2022

Meeting was called to order by President Tim Miller at 1905. There were 11 members present and one guest.

- ♦ Treasurer's Report was given by Ray Olson: there is \$1928.48 in the bank. Report was approved.
- ♦ Secretary reviewed the minutes from March meeting. There was a correction in the previous report from "401c(3) to 501c(3)". Minutes were approved after this correction.
- ♦ Discussion on the application for 501c(3) status for the chapter. Costs were reviewed, as well as potential fund raising efforts to keep the chapter solvent, and moving forward. A motion was offered, seconded and voted upon to move forward with the application. Tim will report on efforts at the next meeting.
- ♦ Randy discussed the upcoming Young Eagles event, scheduled to coincide with the national **Young Eagles Day** on 11 June 2022. He will get the registration sheet prepared for **facebook**. Randy also reminded pilots planning to participate to assure they have completed the **Youth Protection Program** requirements.
- ♦ Tom Bankers reported on his early plans for the cookout tentatively scheduled as a mid-day in September. He and Tim will coordinate efforts to firm up plans for this fund raising event, to secure donations and report back to members at the next meeting.
- ♦ It was suggested that we study a dues increase in November or December to assist in offsetting costs of the 501c(3) filing and maintenance.
- ♦ John reported that Dale Primrose and Sam Fisher have successfully completed their Private Pilot checkrides. Congrats to both! The chapter will purchase a one year membership in the EAA, and Chapter 918 for each.
- ♦ John is planning a display of Spirit of St. Louis and Charles Lindbergh memorabilia in the display case at the FBO to commemorate the 95th anniversary of the non-stop flight across the Atlantic Ocean from New York to Paris.
- ♦ John reminded chapter members that EAA Chapter 569 in Lincoln, NE is hosting the EAA Ford Tri-Motor for rides on 5 - 8 May. The location is Ross Aviation (formerly Silverhawk) on the Lincoln airport.
- ♦ The upcoming STOL Drag Racing event in Wayne, NE is looking for volunteers to assist in crowd control, parking and other efforts.
- ♦ Randy reported on the recent Norfolk Airport Board meeting, specifically letting everyone know that the Jet A fuel system will undergo major updating.
- ♦ Mike Nahrstedt reported that he was able to get his CH-750 panel cut at Dent Specialists in Madison, NE. Price was reasonable, and work was good.

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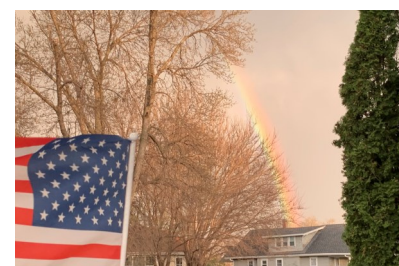
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EAA's Ford Tri-Motor, one of America's first airliners.



If you look closely, you'll see a rainbow between the flag and the pine tree. To have a rainbow, you have to have rain - blessed rain.



A golden oldie...the KR-2 over western Colorado, circa 1985.

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 24

By Randy Neuharth

"Oh where, oh where has the good weather gone, oh where, oh where can it can it be? With the wind blowin' strong, we've waited so long. Oh, where oh where can it be".
(Sung to the tune, "Oh where, oh where has my little dog

gone"; if anybody remembers that old tune.)

This month has been just terrible for trying to do any flying. Wind has not been our friend as can be seen in the number of days this month with wind reaching over 30 mph and a quite a few days with gusts over 50. I do not recall a month like this before. Rather unusual. Let's hope that things settle down soon. I need a new adventure but don't want to get beat up doing it. I guess we could always try our hand at flying backwards.

Because of the weather I was only able to log 3.7 hours this month. Not much by my previous standards but at least it's something. All this month's flights were basically local flights. I did get a couple of flights to Wayne, I consider that local, where I did some take offs and landings on the grass. I'm practicing for the STOL races next month in Wayne. **NOT! Dotsuwa** is just not cut out for that, but it was good practice anyway. The other flights were just for fun and to practice some approaches. I have been taking Tom Bankers along and having him do some flying to pay him back for the simulator time I get at his place. I really need to get some good weather so I can start working on the airports in South Dakota. I did get the opportunity, early in the month, to act as safety pilot for Jerry Kohles for his IFR currency. Jerry's Mooney is a very nice and capable IFR plane. A fun experience for me. Thanks Jerry.

I have found that when you can't fly for real you can still keep learning. There are a lot of good videos out there through **EAA** and **AOPA** that are worth looking at. I always learn something by watching them. YouTube also has a lot of interesting videos but some of them have to be taken with a grain of salt. Some of the ones that have good information are from Jason Shappard-MzeroA Flight Training, Aviation 101, InTheHangar, among others. Mike Jesch has some great stuff including a series of good training videos on the Garmin 430/530, worth a look if you have any of that equipment in your plane.

Another good thing to do when you can't fly, after you finished your honey do's of course, is to spend time with your favorite aviation apps. I have discovered a lot of hidden treasures in my Garmin Pilot app just by exploring and pushing different buttons. I would guess that none of us really know or has mastered all that those apps can do. Trying to figure something out in flight is not a good idea.

That's about it for this time. Let's hope that this next month has better flying weather so I have something interesting to report. Until next time, Happy Flying!

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- ♦ Randy presented a video discussion of the Kobe Bryant crash. There was discussion afterward on continuing VFR into IMC conditions. Even well qualified pilots can be lulled into the trap and find themselves well behind the 'power curve' very quickly.

The meeting was adjourned at 2020. Next meeting scheduled for 10 May 2022 at the FBO, 1900 (7PM).



GONE FLYIN'. . .

I'll take a few moments here to share with you my recent loss. When I moved to Omaha in 1988, I was alone, in a new job, and not much to do. I wandered onto the North Omaha airport one Saturday afternoon and my life changed. I met there several gentlemen who were active glider flyers and aviation nuts. My kinda people! Whit Bonifant was one of these fellows, and we became fast friends and partners in a Boredom Fighter project. As it progressed, it was evident we'd be old guys before we



Whit and I with the basic fuselage in 1993.

finished, so we found one closer to completion and finished it up. It still flies in Europe, as noted by this recent photo. We flew the B-Fighter for 75 hours before



Photo Copyright © Marc Michel

selling it to a fellow in Sioux City.

Whit died in Omaha on 18 April of a massive stroke following surgery. He was a CFI in airplanes, gliders and helicopters and was active right up 'til the end. His people skills and his thoughtful, analytic mind made him an asset to Valmont in Valley, NE as well as other organizations, including the CAP in the area. A fellow patriot, Whit served in the 82nd Airborne in his youth, jumping out of perfectly good airplanes. He continued sky diving after separation from service to his country. He will be sorely missed by his family, myriad friends and associates and those whose life he touched in the aviation community. His Tuesday night cookouts at the North Omaha airport through the '90's brought many who would not otherwise have taken a flight in a glider or light airplane to the 'light' which we all have enjoyed.

One of his other (many) friends noted in the funeral brochure, "**He (Whit) was soft spoken, he had a warm smile, he was confident in his abilities yet he was modest and humble and loved being a pilot and flight instructor.**" I could not have said it better...he was a fast friend, and I will miss his presence in my life.

Take care my friends and fellow flyers...you are all loved in a special way.

JHL