



CHAPTER 918—NORFOLK

MEETING

DATE: 8/13/2024

AUGUST 2024

TIME: 7:00PM/1900

LOCATION: OFK FBO

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

Be a friend...to make a friend

<https://chapters.eaa.org/EAA918>

PRESIDENT

Timothy L. Miller

402-750-8638

Tim.mpgpro@gmail.com

TREASURER

David Ottis

402-750-8183

DavidOttis@gmail.com

VICE PRES/Y.E.

COORDINATOR

Randy Neuharth

402-844-3794

rneuharth1952@gmail.com

SEC/NEWSLETTER EDITOR

John H. Linke

402-379-9991

jhlinke@aol.com

EVENTS

- EAA Chap 569 FIB
- 8/17/2024 Crete, NE
- Vermillion, SD (KVMR) FIB
- 8/11/2024 Vermillion, SD

EDITOR'S MEMO. . .

AirVenture 2024; Oshkosh...done and done for another year. A HUGE year in numbers. A few of our members made the trip and we have photos and stories to share. It was a busy month besides that, as noted in Randy's **DOTSUWA** column and **Miller Musings** on page 4. Mark and I managed to get the Pietenpol airborne again, on a hot morning. With the radiator pouring copious amounts of hot air into the cockpit, it got even more uncomfortable. Still, it was good to have the opportunity to fly the ol' girl again.



Mike Nahrstedt shared this photo of the night airshow fireworks display. I love the Aeronca Sedan in the foreground, and the drones lighted up as the Canadian Snowbirds. A great shot and I promised him front page for sharing.

I hope you will find this month's issue entertaining and enjoyable. I apologize for the late arrival of the newsletter but some family business got in the way, and I had to make a quick trip to Dayton for my youngest daughter. The hot temps of the past couple of weeks have abated a bit, so no excuse for not getting out to the airport to commit aviation. Do so carefully, and share the ride.

JHL

MEETING MINUTES

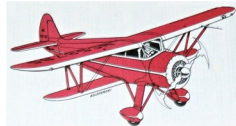
MEETING MINUTES

9 JULY 2024

Meeting was called to order by President Timothy Miller at 1902. There were 8 members present. John Linke was absent due to family obligations.

- ◆ Reviewed the minutes of the June meeting; no changes or additions. Motion to accept and so voted.
- ◆ David presented the treasurer’s report: \$5167.56 reported in the bank. Motion to accept report as presented; so moved and voted.
- ◆ Tim asked for volunteers to assist chapter in O’Neill with their flight breakfast on Saturday of the State Fly In. Randy, David and Tim volunteered to be available.
- ◆ Tim requested that members keep an eye out for roasters for the chapter which may be used for functions, such as the flight breakfast efforts. Additionally, he solicited suggestions for additional equipment belonging to the chapter for such events.
- ◆ Tim presented plaques to Jordon Judt and Christian Mirch for their recent private pilot milestone. We are pleased to have these two young men in the chapter, and look forward to their contributions moving forward.
- ◆ August meeting is to be held on Tuesday, 13 August at 1900 in the Norfolk Airport FBO offices. Please plan to attend as we look forward and plan upcoming chapter activities.

Meeting was adjourned at 1945.



Christian Mirch and Jordon Judt received congratulatory plaques and EAA membership for their recent Private Pilot completions. Congrats and welcome!



INSIDE

EDITOR’S MEMO...PG 1

MEETING MINUTES...PG 2

ADVENTURES OF DOTSUWA. . . PG 3

GONE FLYIN’ . . . PG 4

MILLER MUSINGS. . .PG 4

PHOTO ESSAY . . PG 5/6



Mark Berger’s Pietenpol Air Camper taxiing out for a flight.



Continental powered Piet at Johnson Lake and ‘bullet hole’ from hail.

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 50

By Randy Neuharth

What a month July has been for flying. Despite the runway closures and **NOTAMs** at OFK, **Dotsuwa** and I were able to log a whopping 17.7 hours this month. While several of those flights were just some local flights for fun, several of them bear mention. First off, I had planned on flying to **Johnson Lake**, near Lexington, for their annual noon fly-in on July 6. Since that is a private grass strip, I decided that it would probably be a good idea to practice some short and soft take-offs and landing so I spent a couple of flights working on that, including a trip to the grass at Wayne.

The flight to **Johnson Lake** was not without some drama and in hindsight I probably should have stayed home. First the weather was calling for the possibility of some thunder storms building later in the day and in fact when I left Norfolk, I had to circle to the north to get around a heavy rainstorm that was about five miles to the southwest of the airport. The trip after that was fairly uneventful but I did need to divert a bit to the south to avoid some rain but the ceilings were quite high and the visibility was good with a few raindrops on the windshield from time to time. The arrival at **Johnson Lake** was clear and the strip is in very nice condition and is about 3000' long. It was nice and clear there and the sun came out for a time for a beautiful day. However, things would soon change.

After a great lunch and some time looking at some cool planes, we began to notice that the sky to the northwest was getting darker and the radar was showing some ugly color. Time to bail! About six or seven of us decided it was time to go and took off as quickly as we could. We were the lucky ones as the wind started to come up shortly after we got out of there and a rain and hail storm moved in. Several planes that did not get out sustained some damage, including a **Pietenpol Aircamper**, which got some holes in the fabric. On the trip home I had to stay south until Grand Island before I could finally head direct to Norfolk as there were dark clouds and lightening to the north and west of me. I made it home with out any issues but as I said, hindsight is 20/20. I may need to review my aeronautical decision making.

July 18 was a special day for me. I was able to make three Young Eagles flights that day and flew four Young Eagles. The last flight of the of the morning was for my back door neighbor, Hunter. That was a significant in that Hunter was my 300th official Young Eagle!

July 27 saw a flight to Hastings for their monthly burger feed. This always a lot of fun and as usual had a very good attendance. Of course, it was quite warm and, you guessed it, another cross-wind landing. At least I'm getting pretty good at it.

I am sure Tim will talk about the State Fly-in at O'Neill but I did want to mention that I was able to drive out to help out on Friday and Saturday. I had a good time shuttling four folks who had flown in from Denver back and forth to the motel. They were very interesting to talk to. The airshow was great with outstanding attendance. It's a good thing I drove out Friday because Saturday morning was solid fog which caused a delay in the airshow start time.

Well, so much for the adventures this month, lots of good flying. Until next time, Happy Flying.

EDITOR'S NOTE: THIS IS THE FIFTIETH ARTICLE RANDY HAS PREPARED FOR PUBLICATION IN THE NEWSLETTER. I DIDN'T REALIZE WE'D PUT OUT THAT MANY. I PERSONALLY WANT TO THANK HIM FOR HIS EFFORTS. EACH MONTH HE BLANCHES WHEN I ASK HIM FOR A CONTRIBUTION, SAYING HE DOESN'T HAVE MUCH TO REPORT; AND EACH MONTH HE COMES THROUGH WITH A STELLAR DISPLAY OF WIT AND WISDOM TO SHARE. I HOPE THAT EACH OF YOU WILL MAKE AN EFFORT TO THANK HIM AS WELL. WELL DONE, MY FRIEND!! JHL

MILLER MUSINGS... by Timothy Miller

Two in One

It was a great week; two air shows in a 7-day period.

First up was the **Nebraska State Fly-In** at Oneill, NE on July 19th and 20th. What an amazing event and effort by Neilan Shunkwiler, the O'Neill airport, **EAA Chapter 804** and the community of O'Neill. Well done! More on that later.

Next up was the **EAA Airventure** event in Oshkosh, Wisconsin, July 22nd -28th. Billed as one of the biggest airshows in the world and the busiest airport in the world during the airshow, it doesn't disappoint. **Airventure** is not just an airshow, it is an immersion into a world of every type of aircraft, aviation equipment, forums and training and aviation lifestyle anyone could imagine. A record year in 2024 with 686,000 attendees and over 10,000 aircraft. It is so immense it is hard to take it all in. Motivation for attending this event also covers the entire range of human curiosity. Pilots, non-pilots, aviation geek, and non-geek, the aviation hardcore fans and those who just enjoy a great show.



This year, Janet and I wanted to check out some aircraft to see what features we liked about each. My quest for the "forever" airplane was getting more serious and this was the place to window shop and kick a few tires. We looked at old and new, the shiny, and the not so much, each time discussing the pros and cons. I am so very fortunate that she is willing to learn and be a sounding board. We left the show on Thursday afternoon with much to discuss from our most excellent time at Oshkosh. Our biggest take-a-way being many of the features we liked

or wanted in an airplane, we already had. What we did not have, we could work around.... for now.

Circling back around, the **O'Neill Airshow** was several orders of magnitude smaller.... but in no way any less professional or entertaining. Several members of **EAA Chapter 918** travelled to assist with the **EAA Chapter 804** Pancake breakfast on Saturday morning. This airshow was a huge undertaking by all parties involved. Neilan was seemingly everywhere all the time. A truly Herculean effort on his part to keep all the disparate parts of the show moving toward what was an amazing Friday night and Saturday airshow, and **Airventure** level acts entertaining the large crowds that showed up. The night airshow was followed by a first-class fireworks display that left the crowd cheering, multiple times. With fog rolling in early Saturday morning, the area residents again showed up in droves, the pancakes and sausages were served and the airshow was only delayed about an hour. My compliments and admiration to all for planning, prepping and executing such a great aviation and community event!

AIRVENTURE 2024 and OTHER FLY IN ACTIVITIES - A PHOTO ESSAY

Randy, Mike and Tim contributed photos for the newsletter and will share them over the next couple of pages. As the newsletter editor, I sure appreciate it when members contribute to the success of the publication. I love talking, writing and sharing my flying adventures but it's nice to take an editorial break now and then. Thanks fellows!



A photo from right out of the late 1930's, the Stearman and Waco Cabin model YKS parked in the grass at Johnson Lake field. They are quite pretty in color but had to share this nostalgic pair in black and white.



Another shot of the Waco YKS at Johnson Lake.



Citabria and Rans at Johnson Lake—and dark clouds



Crowd shot at the Nebraska State Fly In at O'Neill.



Here's what they are watching - USMC B-25



A real rarity - P51C Mustang in Tuskegee Airman markings. C models are a rare sight these days as most of them were left in situ or bulldozed after the war. The later D model offered better pilot visibility and other features learned for combat use.



Nanching CJ6, Chinese Air Force trainer. Many of these have been imported into the US and provide warbird looks while being easier on the pocket book than a Mustang, Corsair or other exotic fighter. Fully aerobatic, the Nanching is quite popular.



A pretty little TriPacer out of the Denver area. Jason keeps her at an airpark north of DIA. Heading home...

Two third scale P-38 Lightning was a hit at AirVenture. Coverage in the latest issue of Sport Aviation.



Lonnie and his Vashon Ranger stopped for fuel en-route to Oshkosh. He was on a nation wide adventure, starting at his home base in Georgia sightseeing all the way out to Utah. The former FedEx pilot says his Ranger is better equipped than some jets he flew.



Just had to throw this one in: Andy's Lake and TaHaZouka Park under the left wing of Mark's Pietenpol. It was a pretty day for flying and we made a grass landing at Steve Falk's strip, just for fun.



FINAL COMMENTS

I hope you have enjoyed the visit to the State Fly In and the few pics from OSH and locally. As the summer begins to wind down, take each opportunity you can to share your love of things aviation with someone else.

A reminder: **DENNY MARTENS ASKED ME TO REMIND EVERYONE OF THE FLIGHT BREAKFAST IN VERMILLION ON SUNDAY, AUG. 11. USE THE CORRECT TRAFFIC PATTERN.**

If we are planning on a FIB in September, we need to be working out details at the August meeting. Hope to see everyone there, sharing stories and moving forward with chapter activities. **JHL**