



VOLUME 5

ISSUE 9

CHAPTER 918—NORFOLK

MEETING

DATE: 9/13/2022

SEPTEMBER 2022

TIME: 7:00PM/1900

LOCATION: OFK FBO

FIND JOY—30 Ways in 30 Days - Item number : 15

Say Thank you...and mean it

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

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EVENTS

9/3/22 EAA Chap 1055

FIB York, NE

9/17/22 EAA Chap 569

FIB Crete, NE

EDITOR'S MEMO. . .

A good month this last one; quite a lot of flying activity around the airport thanks to some decent weather and the seemingly constant wind subsiding. Still some hot days, so morning and evening were doubtless the best times to go out, and many of our local pilots did so.

As you will note Randy's "**Adventures of Dotsuwa**", the 'red bird' is back in the air. The new interior looks pretty spiffy and adds class and value to the ol' Cherokee. Nice work Randy and Sam. I was able to get some flying in the Sonex, getting a bit more familiar with the ship. It is a nice flyer. We also got the Pietenpol Air Camper out of the barn and into the air. I did the requisite 3 take off and landings to a full stop for tail "skid" currency on a nice morning. A couple of days later, we got Mark up for a tour of the local countryside. It is running well and it's nice to be able to fly it.

Here's a photo of the library display that was up all month. The display garnered a fair share of positive comments. Next available is April, when we will concentrate on "Women in Aviation." Lots inside - enjoy!

JHL



MEETING MINUTES

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9 AUGUST 2022

Meeting was called to order by President Tim Miller at 1902. There were 12 members in attendance.

- ♦ Review of the minutes of the previous meeting resulted in a motion and vote to accept the minutes as published in the newsletter.
- ♦ Ray Olson made the Treasurer's report: after disbursements for Chapter shirts and expenses to Tim Miller, the balance of \$3012.56 was reported. The Treasurer's report was approved as presented.
- ♦ There was discussion on the success of the Fly In Breakfast, especially the turnout of local community members. There were some snafu's with food preparation, as we got a little behind when the rush came in. Signage and advertising went a long way to the success of this endeavor. Thanks again to everyone who participated, especially the wives who pitched in.
- ♦ A congratulatory plaque was presented to Kenneth Warrick on the recent passing of his Private Pilot checkride. Kenneth was also inducted into the Chapter as well as a one year dues payment to EAA. Welcome Kenneth!
- ♦ John advised that the library display on homebuilt airplanes, EAA Young Eagles program and EAA organization was in place in the Community Display area of the Norfolk library. Members were encouraged to visit and comment.
- ♦ Joe has moved his Rans S-21 to the airport and is diligently working away finishing up. The Chapter sent a plant and card to Joe and his family in memory of his wife Gloria, who passed away.
- ♦ Tim reported that action on the 501c3 filing will move forward, as the necessary corporate registration paperwork has been located.
- ♦ There was discussion regarding a Young Eagles event in September. It was decided to schedule Saturday September 17 as the date, with hours of service from 0800 to 1100. Randy will get the sign up arrangements made with EAA and the facebook page. Volunteers will be needed to fly as well as manage the ground support effort.
- ♦ Randy provided a video presentation by AOPA Safety Foundation on the recent fatal mid-air collision at the North Las Vegas airport. While a tower controlled field, procedures and positional awareness by the aircraft involved played a large part in this crash. Discussion on operations around airports ensued, especially communications around non-controlled airports.
- ♦ Mike N. and Jerry K. provided comments on the activities at Oshkosh. Tim participated in the One Week Wonder program, and enjoyed the experience.
- ♦ Mark and Matt Berger provided a brief report on the Brodhead Pietenpol fly in, held the week before Oshkosh AirVenture. Participation was not as big this year as has been, and weather in various parts of the country had a lot to do with that.

The meeting was adjourned at 2020. Next meeting scheduled for 13 September 2022 at the Norfolk Airport FBO office, at 1900.

INSIDE

EDITOR'S MEMO...PG 1

MEETING MINUTES.PG 2

ADVENTURES OF
DOTSUWA. . . PG 3

GONE FLYIN' . . . PG 4-6



Sally and I headed to Yankton in the Zenith for FIB. Some ground fog along the way but bright sunshine.



Zenith at Genoa for FIB. Not a lot of fly in's but good folks and lotsa food.



This HondaJet came in a couple of weeks ago. Very pretty, first one I've seen.

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 27

By Randy Neuharth

We're back in the air! On August 8th everything was finally finished as far as **Dotsuwa** concerned. The new seat upholstery, side panels and carpeting were completed and the new digital clock and CHT/EGT gage were installed and wired. I was able to do a flight to check everything and it all worked great. Thanks goes to Sam Fisher who helped with the wiring for the clock and new gage. I have to say the new interior looks great, love that new airplane smell! It has been a long, and at times tedious project but the results are well worth it.

Of course, it was necessary to try and get caught up having not flown in almost two months. I did a couple of local flights just to check everything out. All was well until a trip to Columbus on the 11th. On final I noticed the DG and attitude indicator were acting strangely; guess what? Vacuum pump failure! Luckily, I was able to get a new vacuum pump delivered and installed the next day.

On the 14th I flew to Vermillion for their fly-in breakfast, John Linke took off shortly after and we had breakfast together. It was fun to see some familiar faces at the event. On the trip home I decided to fly to Neligh first. If you have not been there you should go. Brian Wilcox had a commemorative coin for pilots to pick up when they stop there. Really nice coin. Make sure you pick yours up sometime. Thanks Brian.

August 21 was the Hartington fly-in breakfast. I try not to miss that one; best sausage in a hundred miles and always a big crowd since it is sponsored by the Catholic Grade School. John and Sally got there shortly after I did. We both have the best ideas! After leaving Hartington we both flew to the breakfast at Fremont. Since I had breakfast about 7:30, I waited until about noon to have breakfast for lunch! When I parked in Fremont, I was met by a couple of young ladies who were working with CAP. They were meeting and getting names and information from the pilots. In talking to them one had mentioned that she was planning on going into the Air Force and was hoping to become a pilot. She mentioned that she had never been in a small plane before. Naturally I had to rectify that situation, so before I left, I gave her a Young Eagle ride (with her mother in the back seat), a first for both of them. Mile wide smiles!

I have had a few other flights since then, mostly just for the fun of being back in the air but also to practice some short field take offs and landings and spot landings as well as steep turns. You know, fun stuff. There are a few more fly-ins in September that I want to attend so I hope I have some interesting stuff to report next month. I'm so glad to be back in the air.

I want to remind everyone that we have a Young Eagle Rally scheduled for Saturday, September 17. We will need all the help we can get. If you get an email in regards to helping please confirm so that it is recorded on the Young Eagles computer program. I am hoping for a great turnout so we need pilots and ground crew. Until next time, Happy Flying!



A lot of flying activity this month, and lots of photos to share. Thanks to Sam Fisher for sending me pics of his flying adventures, and the interesting airplanes he meets on the ramp at Norfolk.



Betcha can't guess what this one is? I looked up the N number and the FAA has it listed as a Kreutzer K-5 "Air Coach". Consulting my Juptner's Civil Aircraft reference book, I discovered this airplane received its type certificate in 1929. It was manufactured by the Josept Kreutzer Aircraft Company of Venice, CA. The photos in Juptner's book reveal the same N number but the ship is listed as a K-3, with 3 LaBlonde 90 horse power engines, and fixed pitch props. It was initially a 4 seat airplane but was upgraded to 6 seats with the installation of the Kinner K-5 engines of 100 horsepower. This may be the last survivor of perhaps 7 built. Sam reported it was on it's way to a new museum home in Illinois. What an adventure that would be, huh?



That second photo is Randy's certificate of completion as he completed the challenge of making a flight operation at each of the 80 airports in the state. Here is Mitch Schneringer presenting the certificate at the Fremont FIB. Congrats again, Randy.



While in Fremont, Randy met a couple of young women who were the 'sign-in queens', wandering around from arrival to arrival with a clipboard. The girls were friendly, and excited to be part of the CAP, and the fly-in. Randy ended up giving Lily and her mother a Young Eagles ride, her first sortie in a light plane. She has plans to look at a career in the Air Force. Go Lily!!



More pictures to share, so don't go away. We'll continue on the next page or two. It's always exciting to me to be able to share the activities of Chapter members with each of you, particularly those who may not make it to the airport too often, or are otherwise unable to share in many of the activities. The Chapter is here to promote safe flying activity, and encourage and educate any and all who may show interest.



John presenting the congratulatory plaque to Kenneth Warrick. Nice to have young people in the fold. Welcome!



You remember I mentioned bright sunshine and ground fog? Well, here it is off the Zenith wing as we flew up north to Hartington, NE.



Here's the welcoming committee at Fremont, visiting with Sally.



Another interesting machine, rarely seen in the USofA. It's a Bulldog, built in England.



Stearman taxiing out for departure from Fremont. That little yellow bird in the background: a Stinson 105 — 1939.



Hey, had to show off a little. Yours truly posing with the Stearman at Fremont....and my wife too!



Flying is a fun thing to share. I am blessed that my wife will occasionally share the sky with me. Over the years, she has become a pretty good passenger, though I have to admit, when the air is rough, she's looking for things to hang on to. Still, she's handled some interesting flights really well.



Just had to share this one; a Mooney hanging on the old Creighton University Medical Center exterior wall. It's advertising the restaurant in the building. We'll have to try it out sometime.



One more foggy photo - Sam shared this one on their flight to the Fremont FIB. Kinda pretty, huh?



Well folks, that concludes our flying adventures for the month of August. As you can see, there really was quite a lot of activity. I'm glad that I was able to share it with Sally, and meet flying friends at several different locales in the state.

September should be a good month for flying. If you can find the time, get out and enjoy the change of season. If you have to bum a ride, there are several pilots in the Chapter who are happy to share. And don't forget meeting night on the 13th! Be safe... **JHL**