



CHAPTER 918—NORFOLK

MEETING

DATE: 11/12/2024

NOVEMBER 2024

TIME: 6:00PM/1800

LOCATION: OFK FBO

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

“Say thank you...and mean it”

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

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EVENTS

EAA Chap 569 FIB
11/16/2024 Crete, NE

EDITOR'S MEMO. . .

Our year is rapidly getting away from us. The past couple of months have been fairly good for flying, albeit with a bit of wind from time to time. Hey, it is the seasonal time of year! Sally and I spent nearly half the month on the road visiting family; from Denver to Dayton and a few stops in between. That travel necessarily curtailed a lot of flying activity, even as we played catchup when we got home. I flew the Zenith a few times, giving first light plane rides to a pair of evangelists we had brought in from Florida for the congregation. While nervous at the beginning they both enjoyed the opportunity to see Nebraska from the air.

A reminder to the membership: the November meeting will be held on the 12th at 1800 (6PM). We move to our winter meeting times with the November meeting. On the agenda we will have officer selection or nomination. While we lost First Choice as a place for our Holiday gathering, I would like to discuss an alternative. I feel these full family gatherings are an important part of the fellowship which all enjoy.

As we move farther into November, the holidays begin to crowd in upon us. Travel, gift giving, family time all creep in to fill our lives. That is the blessing of this time of year. Let us all embrace the specialness of the season coming upon us, Thanksgiving and Christmas; even the New Year. As I write this, we don't know what the political climate will be moving forward. We must be vigilant to assure that our right to own and fly personal aircraft is not infringed upon. I would like to wish offer our best for a **HAPPY THANKSGIVING**. May God bless each of you and your families as we move forward.

Among my other affiliations is a membership in the **Short Wing Piper Club**. For those who do not know, it is probably the largest type club in the world, dedicated to the Piper Vagabond, Clipper, Pacer and Tri-Pacer. This year I was able to attend the **Southwest Regional Convention**, held in Sterling, CO in late September. I was privileged to be able to fly Larry Hradec's 1953 Tri-Pacer to the event. It was a good trip and I ended up logging 6.5 hours for the round trip. Weather was excellent for the duration of the gathering, with blue skies and reasonable winds. The event was my first; it won't be my last.

I was a bit disappointed in the number of airplanes flown in but learned that the regional events are not necessarily billed as 'fly-ins'. I did meet a group of dedicated men and women who share not just a love for their short wing Pipers but for each other. Long term friendships have developed among this group which to me, is an example of what our responsibilities are to one another.

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MEETING MINUTES

MEETING MINUTES

8 OCTOBER 2024

Meeting was called to order at 1900 (7PM) by President Timothy Miller. There were twelve members in attendance and one guest.

- ◆ Minutes of the September 11th were reviewed. Motion and seconded to approve minutes as published in the newsletter was made; so voted.
- ◆ David presented the Treasurer’s report: There is a balance of \$6240.44 in the bank account. Motion was made and seconded to accept Treasurer’s report; so voted.
- ◆ Randy noted that there is a balance of \$700 in Young Eagles credits available. Further discussion as to use of these fund was tabled for another meeting. Each member is asked to consider possible uses to benefit the chapter and the Young Eagle program.
- ◆ Randy presented a video on go arounds. There have been a spate of crashes in recent months from unsuccessful go around maneuvers. Not all of these were light GA airplanes, so the lessons are for all. There was much discussion after the presentation.
- ◆ The recent crash of the AmFlight Beech turbo prop was also discussed. There has been no release of a possible cause in this tragic event. With the crashes in the area in August still being fresh in minds, this event is a shock to the system.

Meeting was adjourned at 2000 (8PM). Next regularly scheduled meeting is set for November 12 at 1800 at the Norfolk Airport FBO office. Please note the time change.



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Cherokee, Zenith and Tri-Pacer taxied in for the flight breakfast.



Some of the fly ins for the breakfast: Midget Mustang, Cessna 172 and Cherokee.



Diane and Larry Hradec pose with their Tri-Pacer. Larry is continuing in his recovery and doing well.



A little memory from the fly in breakfast in September. The serving line at a quiet moment. Behind the line, Cindy, Mark, Randy and Sue.



THE CONTINUING ADVENTURES OF DOTSUWA - 53

By Randy Neuharth

Another month has come and gone and as they say, time flies when you're having fun. I have to say, I am continuing to have fun when I fly. I did get some significant flying time in October with 11.5 on the Hobbs. Early in the month, Jerry Kohles and I were able to take ten residents from the Meadows for rides. As you may recall, John Linke, Tim Miller and I had gone to the Meadows earlier to give an aviation presentation and sign up residents for rides. Interestingly there were more women than men who took the rides. I think they all had a good time. A couple of boys from Lutheran High Northeast school helped out on the last couple of flights as part of a service day for their school. The high school students had a little contest going to see who did the most interesting service work that day. The two boys that helped out the Meadows residents were pretty sure they were going to win because Jerry and I took them for rides. They figured no one else came close to anything that interesting.

My flying during the month included the obligatory flights for fun of course but I also got in a flight to Hastings for their final burger feed of the year. They will start back up again in March. Mark Throener also flew down in his Mooney with his son and grandson. The Hastings group had a great turn out as usual; I'm looking forward to next year.

Another interesting flight was to Sheldon, Iowa. I flew up there to take a look at a **Ford 8N** tractor that I was interested in. That's another story in itself and I ended up buying it. Thanks to Dave Ottis for helping me get it home. At any rate, it was another fun flight to an airport I hadn't been to in quite a while.

The nice thing about this past month is that for the most part is that the flying has been very smooth, although there have been some very strong winds aloft to deal with. On one of the trips to Wayne to fly a practice approach there were 40 knots tailwinds going up and the trip back was mighty slow.

As we move into November and the winter months, now is a good time to think about winter flying preparations. I think that it is very important to pre-heat the engine before start up. It is probably one of the most important things you can do for the longevity of your engine. I don't like it very much when I'm cold and neither does your engine. Also, what do you have as an emergency kit in your plane? How about cold weather clothing, maybe a sleeping bag and winter boots. I was visiting with Blake Moser about the winters when he was attending the flight school at the University of North Dakota. He said that during the winter the school would not let them take a plane out unless they had a pair of winter boots along. You never know how far you may have to walk if you have to put down in an emergency. Don't forget your carbon monoxide detector. Let's plan ahead and be safe out there.

One thing is sure as we move forward in November, night currency will be easier to get. (By the way, I prefer Daylight Saving Time). Until next time, Happy Flying.

MILLER MUSINGS by Timothy Miller

This is a milestone month, at least for me. It marks the completion of 4 years holding my private pilot's license, 400 hours of safe pilot-in-command time in the books, 839 landings logged and the realization that one of my lifelong dreams to be a pilot is, in fact, no longer a dream. I am living it. The freedom and joys of flight are like few others. Every new day is a realization of my good fortune and the ability to fly and convene with such a supportive community of friends and pilots that I learn from every time we gather.

Looking back, there were times during training that were exciting, unexpected and unfamiliar. Frustrations, setbacks, and self-doubt mixed the challenges of rookie airplane ownership.... all mixed with occasional outright fear. Yep, those full-stall practice sessions still haunt me. Somehow, with the help of hard work and much kind and generous help and encouragement, my mission to become a pilot was realized.

With that in mind, one of the recurring questions I face is: how do we help promote and recreate those opportunities and good fortune to others who have similar aspirations? Membership and activity in EAA is certainly one way many contribute. But what lies beyond, or even within, that organization? EAA is certainly focused and proven at promoting activities for youth with all of its educational and Young Eagle programs. And while EAA is an excellent resource for an adult learner it is a much more inferred and indirect path to pilot status than that which is available to youth. As our chapter moves forward, being mindful of ways to formally help and encourage the adult "future pilot" should be a part of our ongoing focus.

I am eternally grateful for the assistance and encouragement during my journey to this small milestone month. But I want to figure out a way for other adults to be able to replicate it and for others to hit

Continued next column

MILLER MUSINGS...continued

similar milestones. Many of the senior pilots I know have commented on the more stringent and expensive path to pilot status that is placed in front of aspiring adult pilots today, especially compared to when they were training. I would love to hear your ideas.

Fly safe!



Short Wing Piper Regional Report

Continued from page 1

Photos below show a Piper Colt which flew in from Longmont, CO and a Pacer from Kansas. Jim Lambert graciously provide hangar space for our Tri-Pacer. Activities included a tour of a carnival ride factory, art tour with other activities for the ladies. Lots of food and fellowship. A worthwhile adventure.



AVIATION HISTORY LESSON AT THE MEADOWS

Randy, Tim and John were invited in mid-September to present a class on aviation history to the seniors at the Meadows elderly care facility. We had a fair number of attendees, more women than men interestingly enough.



I had prepared a slide show for a youth program I've been associated with for several years and was able to present this program to the attendees. It was a rewarding hour and a half with interesting questions and honest interest in the subject.



Many in the group were interested in taking an airplane ride and Randy spent some time discussing this with them. While not done under the auspices of the EAA Chapter, Randy, Jerry and I agreed to meeting with those interested to accomplish a flying experience. The following photos are the accomplishment of the flying day. I was unable to attend but Randy and Jerry had a great time.



Randy poses with one of his passengers. Dotuwa took it all in stride on a nice day for sharing an aviation adventure.



Jerry's Mooney 201 served as the means for these three ladies to enjoy a flight around the Norfolk area. Post flight smiles, maybe??

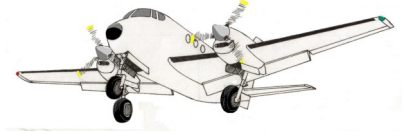


Jerry and three smiling participants in our senior flying day. Always nice to see post flight grins; a successful flying adventure.



Loading up in the Mooney. I think Jerry enjoyed it as much his passengers did.

... and finally. . .



BIRDS! They have been moving in recent weeks and I suspect they will be seen for another couple of weeks. With the pleasant weather of the past several weeks, it seems as if they were a little slow in moving south. For better or for worse, the FAA has not figured out a way to track bird flights, whether individual or massive formations. A large formation will show up on radar but of course, there is no altitude read out. So, it behooves the pilot in command and his passengers, to keep eyeballs outside when in an area where flocks may be expected. And where might we expect them? Usually around a water source, river, lake or pond; often in harvested fields in huge numbers and even gathered on airports around the mid-west. We've had pigeons around the Norfolk airport; at an airport in Minnesota, water birds in a large flock used the runway for takeoffs and landings. It's a little unnerving to be rolling down the runway at 60 mph and a flock of birds is camped out in front of you. Hopefully, they hear the roar of your Lycoming engine and vacate. My point is simply this - **PAY ATTENTION AND DO WHAT YOU CAN TO AVOID A BIRD STRIKE. IT CAN RUIN YOUR DAY.**



Jerry and a plane load. Interestingly, one of the attendees to the 'ground school' was a former Cherokee owner, a story we related a couple of months ago in the newsletter. The activities at the Meadows and at the airport allowed us not just to spread the gospel of general aviation but also provided a positive spin on private airplane ownership. Thanks to all who were able to participate.



A final photo: A Carbon Cub and Aviat Husky on the ramp in Hastings. It is really rewarding to see a ramp full of airplanes. While I enjoy the airplanes, it really is the people who make these gatherings memorable. Look ahead to spring when things crank back up for fly ins.