



CHAPTER 918—NORFOLK

MEETING

DATE: 1/9/2024
TIME: 6:00PM/1800
LOCATION: OFK FBO

JANUARY 2024

FIND JOY—30 Ways in 30 Days - Item number : 29
“List three goals for the New Year”

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

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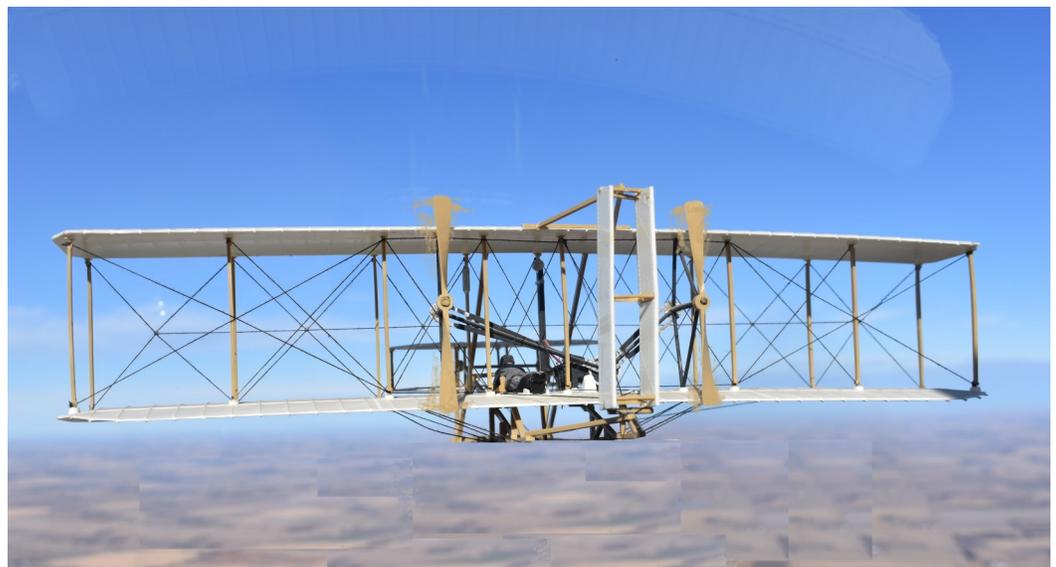
EVENTS

1/6/2024 EAA Chap 569
FIB Crete, NE

EDITOR'S MEMO. . .

HAPPY NEW YEAR!! You've probably heard that message a time or two over the past few days. It's that time of year again—out with the old, in with the new. For my part, I pray the new year is a good one for each of you. May you find blessings in the simple things, and share those blessings with others.

Almost forgot that last month was the 120th anniversary of the Wright brothers flights at Kitty Hawk. At 1035 on a brisk, chilly North Carolina December morning, the 17th to be exact, the Wright Flyer trundled down the 60 foot long 2”X4” launching rail into full flight. The first three flights that day were not much to brag about really but on the final flight of the day, Wilber was able to remain aloft for nearly a minute, traversing 800 odd feet of North Carolina sand and scrub brush. I thought I'd celebrate by committing aviation myself, so trundled the Zenith out of its hangar into the brisk and cold December morning and taxied out to runway 20. I pulled onto the runway right at the end and throttled up. In less distance than the longest flight of the Wright brother's that day, the Zenith was airborne and climbing at 1100 feet a minute. Less than a minute after pushing the throttle forward, I was at traffic pattern altitude. We've come a long way baby!



I took the Wright Flyer along with me, just for fun to imagine a real flight in this wood and rag contraption that now hangs in the Smithsonian Air and Space Museum on the Washington Mall. I wore a smile the whole flight, friends.

MEETING MINUTES

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12 DECEMBER 2023

Our family oriented Holiday gathering preempted our normal meeting, so minutes for the December meeting are rather short and sweet. Minutes and Treasurer’s report were reviewed and approved. Tim thanked officers for their leadership during the past year, as we look forward to what the new year brings. Grand thanks to our spouses who participated in Chapter activities.

We had 17 in attendance, and everyone enjoyed spinach stuffed chicken breast with a parmesan sauce, buttered red potatoes, peas, carrots and onions, as well as a roll and delicious chocolate mousse or cherry cheese cake. First Choice catering did a great job in preparation - thank you ladies!!

Next meeting at the Norfolk airport FBO office, 9 January 2024 at 1800. Please plan on attending and bring your check book: **DUES are DUE- \$25.**



BACK ROW: Mike and LaRene, Mark Berger, Dave Ottis, Randy and Kay, Tim Miller, Lin, Janet, Ray Olson, Mark and son.

FRONT ROW: Tom Bankers, Bruce Z., Jerry Kohles, Sally and John Linke.



INSIDE

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Post flight comparison of the original Wright Flyer and a more modern flyer. Yikes!



Willow Creek reservoir and Pierce, NE off the wingtip on 12/30/23 - last flight of the year; very enjoyable.



One more shot of the Flyer cruising over Nebraska - yep, I had fun!



THE CONTINUING ADVENTURES OF DOTSUWA - 43

By Randy Neuharth

Wow, another year has just blown by. It is amazing how fast the years go as we get a bit more, shall we say, mature! December is always a month of reflection in more ways than one. We can always look back on what we have or have not accomplished. I prefer to look at what I have accomplished.

That's much more positive anyway. Since this is supposed to be an article about flying, I am going to stick to that.

December is the month that I get my notice of renewal for my airplane insurance. Obviously, it makes me look back and record how many hours I've had in the last year, flight medical and flight training information etc. Luckily, I fly enough in a year that the number of hours logged is not an issue. As you may recall, at one of our meetings I brought up a discussion I had at an insurance presentation. The presenter indicated that insurance companies liked to see at least 50 hours per year. I am way past that so no problem. Interestingly, my quote was exactly the same as last year for the same coverage. I chose to add \$5,000 more to my hull coverage for only \$18 more! One has to cover the new avionics. I could have saved some money going with a different company that was also quoted, but I have been with this company for a long time and their coverage is a bit better with less stringent requirements for others to fly my airplane.

Ok, how about some flying adventures. It was a bit slow this month even with the nice weather but the holidays tend to get busy. We did get to fly 7.5 in December and most of that was actually cross country. Probably the highlight was the flight to York for their last ever monthly fly-in breakfast. Lots of planes and people showed up for that. So much so that I understand they ran out of food. They decided that the chapter was getting too small and age was catching up with them (the youngest is 70) that it was time to give it up. A sad day. There was a reporter there from the York paper that did a nice video and article. I will try and share that at the next meeting.

Other flights this month included a trip to Yankton, one to O'Neill and one to Council Bluffs to take Rich Clausen to get his plane. Council Bluffs is a very busy place with a lot of training going on. You have to remember flying out of there to head straight north or you will bust Omaha's airspace! Don't ask me how I know!

To finish up, I'd like to put in a plug for Nebraska Aviation license plate. The Nebraska pilot's group is trying to get enough plates sold to get the plate produced. Check out www.flynebraska.org if you are interested. They need to have 250 signatures to get it done.

Happy New Year, and until next time, Happy Flying!



Dear Pilots and Aviation Enthusiasts,

FLY NEBRASKA is a non-profit created by Pilots in Nebraska who are working towards having a license plate issued by the State of Nebraska to support and highlight Nebraska Aviation. To do so, we need 250 individuals to reserve a plate for \$70 each before the state will issue the plate.



Once we have 250 paid reservations, the plates will be issued and all additional contributions will go towards providing support to the Nebraska Aviation community.

If you would like to be one of the first Nebraskans to have a FLY NEBRASKA plate, please visit our website at www.flynebraska.org or contact Paul Seger 402-340-6285, Derek Whisler 402-430-7721, or Zac 402-266-1189.

GONE FLYIN'...

I'm a bit late with this missive but have a good excuse: I wanted to fly on the first and share that flight with you. When I arrived at the field, Randy was getting **Dotsuwa** ready, so we discussed where we would go, and flying together to get there.



Did we have a good time? Yes indeed! Smooth air for easy formation work and no place to go.





Joe Rudloff taxiing out in his Rans S-19 for a morning flight. Joe's enjoying this airplane a lot.

SAFETY CORNER

Pilot Workshop subscriber question:

"My instructor insisted I always put the cowl plug strap over the prop. Is it really that important?" — Marcus A. Paul Bertorelli replies:

Paul Bertorelli replies:



Don't do this.

"Yeah, it's that important. Cowl plugs are designed to keep out birds and chipmunks, but they do an even better job of blocking the airflow needed for engine cooling. Forgetting them can be a disaster. I know of at least one Diamond DA-40 that got a toasted and totaled engine from this oversight. The NTSB database has a fatal Beech Baron accident caused

by overlooked cowl plugs and also a handful of non-fatals.

Cowl plugs left in place might not be obvious on the ground where idle power or a quick run-up won't produce enough heat to notice anything amiss. But at full climb power, the engine can heat quickly enough to seize. The fix is easy: Loop the strap over one prop blade. If you forget to remove the plugs, the first spin of the prop will fling them clear. Yeah, it's death by embarrassment when you shut down to retrieve the plugs, but that's better than the other kind of death. For this reason, avoid using plugs without a strap. And while you're over there grabbing your plugs, step back and take a final look at the entire airplane from a distance for anything else you might have forgotten, or that's blocking your taxi. You don't want to be that guy taxiing out with a plastic owl still perched on top of the tail." [There are preflight tasks a flying companion can help with](#), if they know how.

ED NOTE: The walk around becomes vitally important if using pre-heat and blanket or plugs to keep heat in the cowl area. Assure the plugs/blanket are removed and well clear of the aircraft before entering. It's easy enough to pre-flight in the relative warmth of the hangar, pull the airplane outside and give a cursory glance as you close the hangar door and approach, generally from the rear, and forget all that stuff up front.



YORK BREAKFAST SERVES FINAL OMELET

The second of December 2023 was memorable if for no other reason than it was the final Fly In breakfast held in York, NE by EAA Chapter 1055. As expected (weather cooperated), the ramp was fairly filled with airplanes from all over the state, and maybe one or two outside Nebraska.

Randy shared a couple of photos of the ramp area while he was there, and I have to say, it was nice to see such a good turnout. While it may be sad to see this 'institution' pass, it is nonetheless a testament to the 'can-do' spirit of a bunch of aviation enthusiasts (dare I say, nuts?) that it was able to carry on successfully, month after month for more years than I can remember.



Kudos, and a hearty 'THANK YOU' to all the members who contributed to the success of this event, and the dedicated fly in guests who participated by flying or driving in to enjoy the camaraderie of fellow flyers.

JHL

Homebuilders Week – Online Event Starts January 22

An online opportunity to learn about building your own aircraft

Charlie Becker, EAA Homebuilt Community Manager

Homebuilders Week is an online opportunity to carry on the founding mission of EAA by sharing as much knowledge and information about building your own aircraft as possible in five days. We start on Monday, January 22nd, 2024, and end on Friday, January 26th, 2024. Each day, we offer six live webinars back-to-back, starting at 11:30 am central time and running every hour and a half until the last session at 7pm central. The sessions are live and allow time for questions. To sign up for the sessions, visit www.EAA.org/HomebuildersWeek

The topics cover a wide variety of areas of interest to anyone curious about building their own aircraft. We try to make sure there is something for everyone, whether you are just considering the idea of building an aircraft, are knee deep in a project or getting ready for test flying. We even have EAA president Jack Pelton lined up on our anniversary date, January 26th, to talk about EAA's Advocacy efforts on behalf of the homebuilt members.

EAA Homebuilders Week coincides with the anniversary of the founding of the Experimental Aircraft Association in 1953. We have come so far since that first EAA meeting. Back then, information on homebuilding was sparse and hard to come by. I know that if our founder, Paul Poberezny, was still with us, he would give us a big thumbs up for this effort to support the homebuilder.

EAA Homebuilders Week is made possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, and Scheme Designers, Inc.

Visit www.EAA.org/HomebuildersWeek to sign up.

Please see page 6 for a full schedule of events for this upcoming national event.



Homebuilders Week Schedule

January 22 - 26, 2024

To sign up: EAA.org/HomebuildersWeek

Time CST	Monday 1/22/24	Tuesday 1/23/24	Wednesday 1/24/24	Thursday 1/25/24	Friday 1/26/24
11:30-12:45	Building an Aircraft: What You Need to Know Charlie Becker	Composite Construction Basics Mark Forss	Amateur-Built Certification Process Joe Norris	Lies, Darned Lies, and Homebuilt Accident Statistics Ron Wanttaja	EAA Advocacy Update: Top Homebuilding Issues and the Impact of MOSAIC Jack J. Pelton, Sean Elliott & Rob Hackman
1:00-2:15	Wiring Basics Dick Koehler	The Nuts and Bolts of Nuts and Bolts Kerry Fores	Building on the Cheap Ron Wanttaja	Lycoming Engine Installation Dave Prizio	Working With Wood 101 John Egan
2:30-3:45	Welding Basics: Gas & TIG Charlie Becker & Tracy Buttles	Fabric Covering Basics Nate Hammond	Buying a Used RV Aircraft Vic Syracuse	Sonex Aircraft and AeroConversions Products Mark Schaible	Zenith Aircraft Kits & Plans Sebastien Heintz & Roger Dubbert
4:00-5:15	Sheet Metal Basics Jim Scott	Factory-Built to Homebuilt: What's the Difference? Tom Charpentier	Advanced Flight Systems Rob Hickman	Garmin Experimental Avionics Solutions Brad Bensing	Scratchbuilding From Plans: 90% Done and 90% to Go! Marty Feehan
5:30-6:45	Panel Planning and Wiring Marc Ausman	Dynon Avionics Michael Schofield	Flight Testing 101 Paul Dye	Propeller Selection for Homebuilts Steve Boser	Latex Paint: A Low-Cost Alternative Malcolm Morrison
7:00-8:15	Rotax 9 Series Installation & Operation Phil Lockwood	Painting Your Plane: DIY or Use an Expert? Craig Barnett & Ken Reese	Engine Break-In Mike Busch	Van's RV Aircraft Kits Greg Hughes	Common Builder & Maintenance Errors Vic Syracuse

Sponsored by





Look at that cute little Cherokee! Randy found this on his tree, along with an old time tin ornament - MERRY CHRISTMAS!!



Turning final off the left base for runway 32 in Norfolk. The black pavement really shows up with all that white stuff around. And look at that beautiful, clear blue sky. It was a grand day for flying. Flying may not be the 'end-all' but it sure is close. Take care and be safe out there!

On final . . .



One of the things that Randy noted in his column regarding the activities of the York EAA chapter was related to age. As I look around our chapter, I note there are few spring chickens among us. My friend Tom in California has suffered back issues since he was a young man jumping out of perfectly good helicopters with a full pack and as he has aged, those problems have magnified to the point where he opted for surgery to relieve some discomfort and allow him freedom of movement. The challenge of such procedures as we age is the time of recovery, and the value of the recovery. Tom has been an active flyer most of his adult life and now finds it difficult to get in and out of his airplanes. More than a few of our local pilot acquaintances are having the same difficulty, and it's not related only to low wing airplanes where one has to lower himself in and hoist himself back out, the TriPacer and Cessna strut braced series are just as challenging.

I suspect the old adage, "If I had known I was gonna live this long I'd have taken better care of myself" has a lot of value which we are wont to dismiss in our youth. As we age, myriad problems manifest themselves which we depend upon modern medicine to alleviate. In many cases, diet change, exercise and medication can go a long way to prolonging our quality of life but it goes without saying, the abuses of youth often demand payback.

I would encourage each of us to look closely at how we take care of ourselves, regardless of age. I had not planned to become a victim of cancer, least of all laryngeal cancer. I was so terrified of colorectal cancer that I didn't even think of others. Now the challenge for me is to carry on my life without what we all consider a valuable asset. I have been blessed....beyond measure. Friends, family and thankfully, a loving God have conspired to give me strength to follow the regimens to keep me healthy.

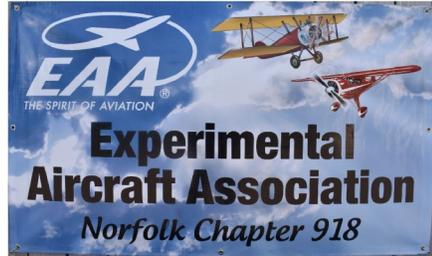
I share this about me with you not to stroke my ego but as a reminder that we can unexpectedly find ourselves in situations which we are ill prepared to handle. I have been blessed with a quality oncology medical team and I obey the rules. Some days it's a pain in the neck (or maybe lower) to do my daily chores but I swallow hard and get 'er done. I've learned to speak with an electronic device that gives me very robotic speech; I don't swim anymore for fear of getting water in the hole in my neck that goes directly to my lungs. I can however, still fly and that in itself is a blessing. I feared grounding - ugh!

JHL



EAA CHAPTER 918 - NORFOLK

**MEMBERSHIP APPLICATION
and
INFORMATION FORM**



CONTACT INFORMATION

PLEASE PRINT LEGIBLY

NAME:

EAA #:

HOME ADDRESS:

SPOUSE NAME:

HOME PHONE #:

E-MAIL ADDRESS:

CELL PHONE #:

PROFESSION:

RETIRED? Yes No

MEMBERSHIP PROFILE

OWNED AIRCRAFT? Yes No **TYPE:**

N-NUMBER:

AIRCRAFT BUILDER? Yes No **TYPE:**

% COMPLETE:

AIRPORT BASE:

PILOT LICENSE/RATINGS:

INTERESTS: Fly-Out Builders Young Eagles AirVenture Chapter Build

YOUNG EAGLE

YOUTH PROTECTION

VOLUNTEER? Yes No

TRAINING CURRENT? Yes No

OK TO PUBLISH INFO. IN

DO YOU HAVE

CHAPTER DIRECTORY? Yes No

A SHIRT Yes No

PAYMENT – DUES \$25/YEAR

PAYMENT FOR YEAR(S): 2024 2025 2026 2027 2028

PAYMENT DETAILS: TYPE:

AMOUNT:

DATE:

MAIL CHECK TO:

FOR MORE INFORMATION:

DAVID OTTIS

NORFOLK, NE 68701