



# CHAPTER 918—NORFOLK

## MEETING

DATE: 6/11/2024

JUNE 2024

TIME: 7:00PM/1900

LOCATION: OFK FBO

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**FIND JOY—30 Ways in 30 Days - Item number : 12**

**“Share a secret with a friend”**

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

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### EVENTS

**EAA Chap 918 FIB**

**6/9/2024 Norfolk, NE**

**EAA Chap 569 FIB**

**6/15/2024 Crete, NE**

## EDITOR'S MEMO. . .

Memorial Day 2024...While this is being written after the annual celebration of our fallen heroes, the fact remains that it is an important precursor to summer. Sally and I took time to travel to the gravesite of her father and mother in Omaha. Orville served in Patton's brigade during WW2. He lived to a ripe old age, surviving the trauma of war to settle ultimately in Omaha and raise 11 children with his wife Edith. Orville suffered with what we would label today as PTSD, with occasional bouts of depression throughout his life. They didn't have a label for it then and I doubt he would have asked for help if it had been offered in his later years. He served proudly, albeit suffering, even so.



My friend Whit Bonifant died two years ago on my birthday, suffering cardiac arrest after a surgical procedure. Whit served in the US Army in between Korea and Viet Nam. He jumped out of perfectly good airplanes while serving, and continued to do so after he got out. He flew for personal enjoyment and instructed in airplanes, helicopters and gliders right up until his surgery. I miss him...and the times we shared at the North Omaha airport.

I share this with you as a simple reminder: The freedoms you and I enjoy were won at a cost. Eldon Searcy and Robert Watson were two with whom I served in my time in Southeast Asia in 1968. They, and 50,000 others sacrificed in our most controversial war. Let us not forget their sacrifice, nor that of any who have died in the quest for the freedoms we too often take for granted, and which are eroding today in a contentious political climate. Praise the Lord for the freedoms you and I enjoy; thank a GI for his service, and never forget... Fly the flag proudly (June 6 "D-Day; June 14 Flag Day!)

Lots of stuff inside; don't forget busy weekend ahead with Young Eagles on Saturday 8 May and Flight breakfast on Sunday 9 May. See you there!

**JHL**

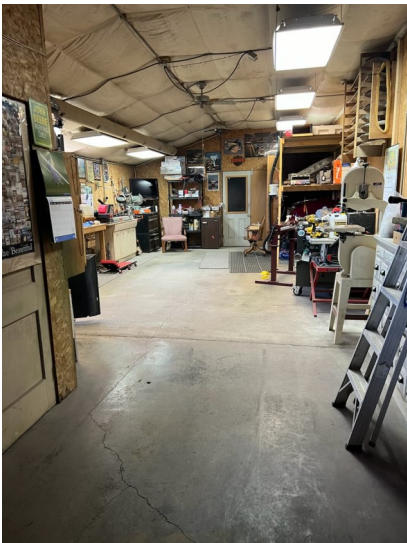
MEETING MINUTES

**MEETING MINUTES**

**14 MAY 2024**

The meeting was called to order at 1903 by President Timothy Miller There were twelve members present and two guests. We want to continue to welcome Candace and her daughter Alexandria to our activities.

- ◆ Minutes of the April 9 meeting were reviewed and motion made to accept as published in the newsletter; motion passed.
- ◆ David presented the Treasurer’s report; there were no disbursements or additions to report since the April meeting. Balance is \$4017.92; motion made to accept Treasurer’s report; so voted.
- ◆ Tim reviewed the upcoming events in June, the Young Eagles event scheduled for 8 June from 0800 to 1100. Randy will open registration on 1 June. He requested each pilot to assure he is compliant with the youth protection training. Pilots and volunteers asked to arrive at the airport around 0700; pilot briefing at 0730, flight operations to begin at 0800.
- ◆ Tim reviewed the needs for the flight breakfast planned for Sunday 9 June 2024. Set up will be after the YE event on Saturday. Dale has agreed to secure paper products and supplies. Volunteers are asked to arrive not later than 0730 to help with final set up.
- ◆ Tim informed the group of a new private pilot candidate scheduled for a check ride on 2 June. We will look forward to welcoming him into our group.
- ◆ Tim reminded everyone of the State Fly In which is to be hosted by the EAA Chapter and aviation community in O’Neill on 19 and 20 July. An evening airshow is planned on the 19th with a flight breakfast on Saturday the 20th. If any members can volunteer man power on either or both days, please contact Tim so he can relay the information to O’Neill.
- ◆ There was some discussion of mixture leaning and its affect as well as value in engine performance. Lean of peak and rich of peak options were discussed. There are some aircraft/engine combinations which the manufacturer has approved or recommended for lean of peak operations. Otherwise, the old ‘lean ‘til it’s rough, then richen the mixture slightly’ adage seems to be the best solution.



The meeting broke up around 2005 with adjournment following. Next meeting is Tuesday, 11 June at 1900 at the Norfolk FBO office. Please, if you can volunteer your time on Saturday (8) and Sunday (9), be there. A good time is had by everyone and it is a good fellowship time. Besides, the food ain’t half bad either!



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Sally and I in front of the urn box for our friend and fellow flyer Whit Bonifant at the National Cemetery in Omaha.



Parking ramp at Hastings, NE for their monthly burger feed. More pics...pg 5.

## ADVENTURES OF DOTSUWA



## THE CONTINUING ADVENTURES OF DOTSUWA - 48

By Randy Neuharth

I can't believe that another month has flown by. It seems like it was just yesterday when John reminded of the last article deadline, yet here we are again. Twelve point two hours on the Hobbs meter this month is pretty good considering some of the weather conditions we have had to contend with. Wind continues to be a major factor. More on that later.

In addition to several local flights just for fun, **Dotsuwa** and I made some flights to some local airports I hadn't landed at in a while including Neligh, Albion and Creighton. It's always a good thing to make approaches and landings at other airports. It gives good practice for figuring out how to enter traffic patterns to different airports and from different directions rather than just your home airport.

IFR practice under the hood with Sam Fisher as safety pilot was a good workout. I made approaches to Wayne, Hartington and Yankton. At Yankton we switched seats and Sam got some hood time and an approach back in Norfolk.

Of course, what would a month of flying be without a fly-out for breakfast or lunch somewhere? I finally got back to Crete for there breakfast on the third Saturday of the month. If you haven't been there, try to make it; great people and great food. Unfortunately, Crete doesn't seem to like me. It seems every time I go there, I have strong winds to deal with and always have to fight the crosswind. Darn if I'm not getting pretty good at crosswind landings!

Mike Nahrstedt went along with me to the Hastings Burger Feed on the 25<sup>th</sup>. Guess what? Strong headwind on the way down and another crosswind landing to deal with. You can ask Mike how I did on the one in Hastings and back in Norfolk. (Pretty darn good)! Again, good food and good folks; highly recommended.

Now is also a good time to remind people to be checking your **NOTAMS**. Norfolk currently has runway 14/32 closed for approximately 35 days for work on a lighting project. The airport will also have to be closed some nights when they need to be working on the intersection. There may also be a complete airport closure for a day or two if it can't all be done at night. There are also lots of taxiways closed so you need to be aware of that also. Check the **NOTAMS**.

And now for the most important news. EAA Chapter 918 will be holding a Young Eagles Rally on Saturday, June 8, from 8-11 am and a Fly-in Breakfast on Sunday, June 9, from 8-11 am. Come and join us for breakfast.

Until next time, Happy Flying!



### NAHRSTEDT MOVES ZENITH

That little teaser picture on page two is Mike's empty shop. He and Bob Hekerdly trailered the Zenith from Mike's shop near Madison to his hangar at the Norfolk airport. Here are a few photos Mike shared...



I've had the opportunity in the past few days to catch Mike at work on the Zenith 750. He has the wings hung and is fitting the wing struts and jury struts. Congrats Mike on the move and getting the ship closer to flight.

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### NOTAMS - NORFOLK, NEBRASKA (KOFK)

I have to admit, I'm pretty bad at checking **NOTAMS** for the local flying I do. With several airports within fifteen or twenty minutes flying time, it's easy to make a spur of the moment decision to fly there, only to find out the field is closed due to runway or taxiway work.

To echo Randy's reminder in his **DOTSUWA** article, runway 32/14 in Norfolk will be closed for the next month. There will also be taxiway closures that may necessitate back taxiing on the main (2/20) runway. This calls for close attention monitoring the radio to assure the runway is clear for a particular operation.

So, this reminder, **IN BOLD PRINT:**

**+ CHECK NOTAMS +**

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### GONE WEST - DALE BITTNER DIES AT 69

Long time Norfolk ag operator Dale Bittner died on 27 May 2024 after being transported to UNMC in Omaha with medical complications. He will be sorely



missed by family and many friends and acquaintances. Dale's passions were family, airplanes and cars. He loved 'em all. Godspeed, Dale...

### HASTINGS, NE HOSTS MONTHLY COOK OUT

The last Saturday of each month, the Hastings airport hosts a burger cook out, inviting flyers from all around the fly in for food and fellowship. Randy and Mike flew DOTSUWA to KHSI on May 25th for another adventure. Randy and Mike shared some photos, which I will share with you. Enjoy!



A more modern line up of airplanes; 3 Cherokees, an RV and a Cirrus. Good turnout!



Mike and Cherokee with 450 Stearman in background



Ford flat head V-8 engine powers this 1037 Lincoln Sport.



How about that classy dining room? Love the back-drop...AIRPLANES!!



Appears to be New Standard, used for barn-storming, even in modern times with its four seats for paying customers.



A real rare one...Meyers OTW. All metal training plane from the late 1930's.

A little walk down memory lane with all these old airplanes on display in the dining area. What a pleasant surprise! Thanks Randy and Mike for sharing the photos. Looks like a worthwhile fly out to keep in mind for late June.

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**BERGER BOYS BUILD MODELS**

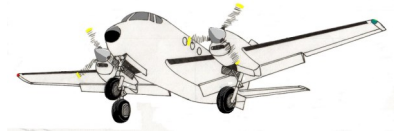
Mark Berger shared this photo. His father raised up the boys on Comet and Cleveland model kits.



That's Mark on the left with a Comet Cub In his right hand and Stinson Reliant in the left. Don is kneeling with Comper Swift; behind him is Mike with an Aer-onca K on floats and Bob on the right with a Cleve-land Luscombe Sedan. Mark turned his skills into full scale with his Pietenpol Air Camper. It builds just like an old Comet kit.



...on final, a safety bit.



**FINAL RUNWAY CHECKS**

Instructor Wally Moran of PilotWorkshops offers the following advice in response to question from a subscriber.

“There are three things you should include” as you prepare for takeoff.

“First: Take a look at that windsock. That’s the best indicator of the wind you’re going to have on your takeoff. It’s usually close to the end of the runway, which is where you are right now. But changing wind conditions can mean what it showed two minutes ago might no longer be valid.

“Second: Check for traffic on final. That’s essential at both towered and non-towered airports. Controllers can make mistakes just like pilots an.

“Finally: Check your heading when you line up on centerline. If it doesn’t match the runway number, either your directional indicator is not set or you’ve take the wrong runway. That’s an easier mistake than you’d think where two runways cross at a common starting point.

“Anything else, such as pre-departure briefings or a check of the flight controls can be done before announcing on the CTAF or calling the Tower. I don’t like to be sitting out on the runway any longer than I have to with my back to traffic. And controllers don’t appreciate aircraft that sit in place after a takeoff clearance unless the pilot told the controller he needs some time in position prior to rolling.”



**DON'T FORGET: YOUNG EAGLES ON SATURDAY 8 JUNE AND FLIGHT BREAKFAST ON SUNDAY JUNE 9. FLYING IN? CHECK NOTAMS FOR RUNWAY/TAXIWAY CLOSURES.**