



# CHAPTER 918—NORFOLK

## MEETING

DATE: 1/14/2025

JANUARY 2025

TIME: 6:00PM/1800

LOCATION: OFK FBO

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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

1/18/25 EAA Chap 569

FIB Crete, NE

### EDITOR’S MEMO. . .

Merry Christmas eve from Denver - again. Maybe I should move here? UGH!! Maybe not? Just a few short lines this evening as I prepare this for publication right after the first. It was near 60 degrees here in Denver with a backdrop of snow on the front range; really quite beautiful. A good day to commit aviation. The sound of airplane noise permeated the sky over Highlands Ranch off and on throughout the day, so someone was out enjoying the day. Centennial airport is nearby and training aircraft head west from the airport to stay well clear of the DIA Class B. And I guess that brings me to the point of my opening; we all share the sky, whether it is in the high country of Colorado or down in the flatlands of eastern Nebraska and Iowa. The sky is still blue, for the most part, the air smooth or rough and our machines transport us to exotic places, or not. A quick trip to Albion for a touch and go; or Neligh, or Wayne. Nice runways, nice people and a chance to practice a skill away from home. Winter often makes it difficult to do that, what with wind and ice and snow around. So when the weather cooperates, let’s take advantage of the opportunity and exercise our privilege to aviate. I have a flight review coming due next month, an opportunity which I look forward to. Not sure whether I’ll take it in the Zenith or borrow a Cessna or rent the Cherokee. Besides the regular VFR maneuvers, it might be nice to get a little hood practice, dontchathink? It couldn’t hurt, huh?

I hope that each of you has had a great holiday. By the time we return just before the first, we’ll have visited family in Colorado and New Mexico. I suspect we’ll have eaten way too much but the redeeming value is in the opportunity to see our family members. As we get older, our mortality seems to become more apparent so the importance of the few hours we are able to spend with kin has value deeper than we may at first glance appreciate. The same can be said of our affiliation with EAA members in the Chapter. We had a nice gathering at Napoli’s down town with 21 members and spouses in attendance. Ramy and his family did a great job with preparing and serving a delicious meal. Thanks to all who attended.

A reminder: **DUES ARE DUE - \$25.00 cheap**. Our chapter officers slate has stayed the same, with volunteers electing to remain in the leadership positions with affirmation from the general membership. That doesn’t exclude you as a member from participating with ideas, plans and action to make our chapter better. Please bring a check or cash green money to the January meeting. If you cannot make the meeting and prefer to mail, remit to **David Ottis, 84828 US Highway 81, Norfolk, NE 68701.**

JHL

**MEETING MINUTES**

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**10 DECEMBER 2024**

Meeting was called to order by Vice-President Randy Neuharth after our meal at Napoli's Restaurant in downtown Norfolk. There were 21 members and family present.

- ◆ Randy presented EAA award certificates to the Chapter officers, as well as service pins. Receiving the awards were Timothy Miller, Randy Neuharth, David Ottis and John Linke.
- ◆ Steve Falk was given a special award for his contribution to the Chapter as our own 'PANCAKE MAN'. Steve and Jerry tirelessly bring his grill and set up/tear down for each of our flight breakfasts.
- ◆ Randy shouted out a big thank you to the ladies who have assisted in Chapter activities, including Kay, Janet, Sue, Cindy, LaRene and Sally. Without their assistance and support much of what we enjoy in the Chapter would be lost. Thank you ladies...
- ◆ Randy has purchased new YE banners and an I-pad with YE credits. The chapter voted to offer sharing funds with the O'Neill chapter (804) to bolster their YE efforts.
- ◆ Reminded everyone that dues are due in January.

Meeting was wrapped up shortly after 8PM. Next meeting scheduled for 14 January 2025 at the Norfolk Airport FBO office at 1800/6PM.

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**From left to right, Sue and Steve Falk, Sally and John Linke, Jerry Kohles and Lin (hiding), Vineta, Mark Berger, Randy Neuharth (sitting), Matt Berger, David Ottis, Ray Olson, Richard Strauss (sitting), Mike Nahrstedt, Tom Bankers, Jordon Judd, Kay Neuharth (sitting), Janet and Mikaela Miller, Cindy and Mark Throener.**



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**Ray, Steve, Sue, John, Sally, Lin, Jerry, Mike, Tom, David, Mark and Richard - table # 1**



**Kay, Cindy, Jordon, Matt, Vineta, Makaela, Janet, Mark, Randy - table # 2**



**The most important table - the dessert table! Jamie and Jason prepared cheese cake in three flavors. YUM-O**



## ADVENTURES OF DOTSUWA



## THE CONTINUING ADVENTURES OF DOTSUWA - 55

By Randy Neuharth

As I sit here on New Years Eve Day contemplating the end of the 2024 and the entry into the new year, I am reminded of the many blessings that I and my family have enjoyed. We have been very fortunate in that we have enjoyed a happy and healthy year. We have also enjoyed the many freedoms this country provides. One of the freedoms that is particularly important to me and I'm sure to my many aviator friends, is the freedom to fly virtually anywhere we want to in this country. As I look back on this year, I realize that even with this freedom, my excursions have been quite limited. Of the 130 hours that **Dotsuwa** and I logged this year, the vast majority them have been in Nebraska. The rest have been to South Dakota and Iowa. I really need to expand my horizons.

Reviewing my year in aviation finds that even though my flying was somewhat localized it was nonetheless not without adventure and new experiences. Of course, there were the requisite fly-in breakfasts that are always a fun time; they give me a chance to catch up with old friends and to meet new ones. I really encourage you to attend several this coming year. In addition to good food and good company I think that fly-in breakfasts offer much more. They are a great way to hone your flying skills. First, you need to do some flight planning. In addition to figuring how long the trip may be, (you don't want to get there late for breakfast, ask me how I know) you need to figure out ahead of time what the probable runway would be. Determining how to get into the traffic pattern and fitting into the flow if it is busy takes some thought and skill as well as situational awareness. You need to keep your head on a swivel and use all your resources, including ADS-B in if you have it as well as good radio communications.

Other fly-ins this year included several to grass strips. I really enjoy them but I have determined, one; that a low wing Cherokee is not at its best on the grass and two; I need to spend more time working on my grass strip take off technique. Not to say that my technique is bad or that it can't or shouldn't be done in a Cherokee, it's just that I'm not as comfortable as I'd like to be.



EAA Chapter 918 members and support staff - 2024

So, what will 2025 bring? I sincerely hope that it brings joy, happiness and great aviating for all of you. As for me, I have some ideas in mind but I hesitate to list them because like New Years Resolutions, long range aviation goals have a tendency not to happen, I'll just have to report on them as they happen.

Here's wishing each of you a happy, prosperous and aviation adventure filled New Year! Until next time, Happy Flying!

**MILLER MUSINGS. . . By Timothy Miller**

**Continued from previous column**

**Looking Back, Next Challenges**

With each New Year, there is an opportunity to reflect on the past year and anticipate the next year with the challenges and opportunities it may bring.

**The Past:** My 2024 included the Sad/Happy departure of **Dustee**, the Grumman AA-1A that I did all of my PPL training and check ride in. For those of you that have sold an airplane, you probably understand the "Sad/Happy" comment. Once you decide to sell, the hard work of getting that accomplished begins. Lots of calls, emails, tire kickers, and deals and offers that were way too good to be true..... and they weren't. But on a clear cool day in February. I took off for what I believed was a brief check-out ride with a prospective buyer and 30 minutes later I was calling final for what was the last time with me as PIC of N9299L. I was sad to see her go, but the next chapter was upon me.

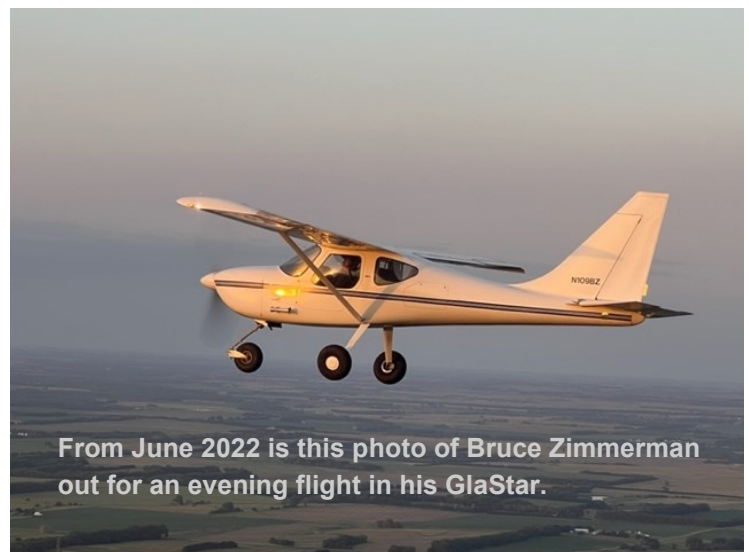
My daughters nickname a lot of things, and airplanes (Dustee) are not exempt. I have a Pazmany PL-1 that has been given the nickname "Oscar". Oscar has good bones and flies great, but arrived with more colors and shades of color than a calico cat. The process of getting Oscar cleaned up and looking like a proper plane has largely been completed, the radio and the adsb out has been updated, and with just shy of 100 hours of flight time with Oscar, and hitting 400+ total time, I am feeling much more confident and comfortable as a pilot.

EAA Chapter 918 had two really great Celebration of Flight weekends in 2024. We hit our 1000<sup>th</sup> Young Eagle flight and continue to offer one of the best breakfasts in town. We have gotten the formula pretty well refined and have a great team that works these events. I am grateful to every member (and their spouses) who gives the time and talent to make these events possible. Truly outstanding!

**CONTINUED IN NEXT COLUMN**

On a somber note however, Chapter 918 said farewell to a longtime member of our group in August. Joseph Rudloff, who was a greeter and headcount specialist at so many of our breakfasts, was lost in an airplane accident. Rest in peace Joe.

**The Future:** I personally hope to fly more long extended cross-country flights and see more of the USA from the air. Growing our chapter with new members, activities and completing the 501c3 process is also high on my list. Promoting flight, flight education and flight opportunity is at the heart of EAA's role and mission. With Norfolk Regional Airport (KOFK) as an economic growth asset to the greater Norfolk community and our chapter's base of operation, I feel confident that our mission will be both challenging and successful. If you have any ideas for growth, outreach or opportunities for our chapter, please get in contact with me or any chapter member you may know. The future will be as bright as we are willing to make it, and I look forward to writing those results this time, next year! **Happy New Year!**



From June 2022 is this photo of Bruce Zimmerman out for an evening flight in his GlaStar.

## MR. PIPER AND HIS CUBS

I recently purchased a hard bound copy of Devon Francis' "**Mr. Piper and His Cubs**". It's a story as much about the development of the Cub and its progeny as it is about the man who built Piper Aircraft Corporation from meager beginnings in Bradford, Pennsylvania to one of the top three producers in the world at the turn of the century. While the book focuses on the history of the company and the man through 1973, Piper continues to this day, maintaining a strong presence in a dynamic general aviation manufacturing system. Of course, now, the idea of a simple airplane for training and personal flying have been left in the wake of money making corporate turboprops, the legacy of the Cub and W.T. Piper live on. Copy cats are now producing Cub clones by the hundreds for a consumer looking for a practical, affordable (relative), personal flying machine. While the days of the \$1325 Cub are long gone, the idea inspired by the Cub and its kin, (Aeronca Chiefs, Champs; Taylorcraft BC's, Porterfields, etc.) of flying just for the fun of it, lives on. It is to the credit of the EAA founder and long time President Paul Poberezny that EAA's beginnings were founded on much the same concept.

Mr. Piper and his family didn't always get it right. The company suffered through a hard time after World War two that broke the backs of many light plane manufacturers. Poor planning and misreading of the times led to airplanes being parked on airport ramps, unsold and few prospects in sight. Piper managed to stave off bankruptcy and recovered, thanks in part to an emotionless manager appointed by banks and his insistence that if the company were to survive, it had to take a different stance on its product. The result was the first of the '**Short Wing Pipers**', the PA-15 Vagabond. Like the original Cub, the Vag was a minimal airplane. Unlike the Cub, it seated two side by side, performed smartly, had nice control feel and at \$1990.00 fly away factory, it was the least expensive, new airplane from anyone. While not single-handedly saving Piper Aircraft, without the Vag and it's follow-ons (Clipper, Pacer, Tri-Pacer and Colt) it is likely that Piper would have gone the way of many other light plane manufacturers. **CONTINUED NEXT COLUMN**

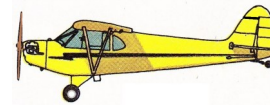
MR. PIPER...

...continued

The book is an easy read, especially if you are a bit of a history buff with a bent toward flying things. The history of the 'military' Cubs is quite a story in itself and is treated well in the book. As I mentioned, it isn't all peaches and cream and you see the faults as well as the personal assets of each member of the Piper family who were involved in the management of the company.

I offer this quick book report so that if you have an interest, the book is available (though long out of print) through e-bay and possibly through the Piper Aviation Museum in Lock Haven. The original copyright is 1973 but several updates have been compiled to make the transition into the '90's.

JHL



## HOMEBUILDERS WEEK - JANUARY 27

### *30 online sessions to expand your knowledge of building your own aircraft*

By 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 27<sup>th</sup>, 2025, and end on Friday, January 31<sup>st</sup>, 2025. Each day, we offer six live webinars running 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](http://www.EAA.org/HomebuildersWeek)

The topics cover 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, January 30<sup>th</sup>, to talk about EAA's

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**HOMEBUILDERS WEEK by Charlie Becker**

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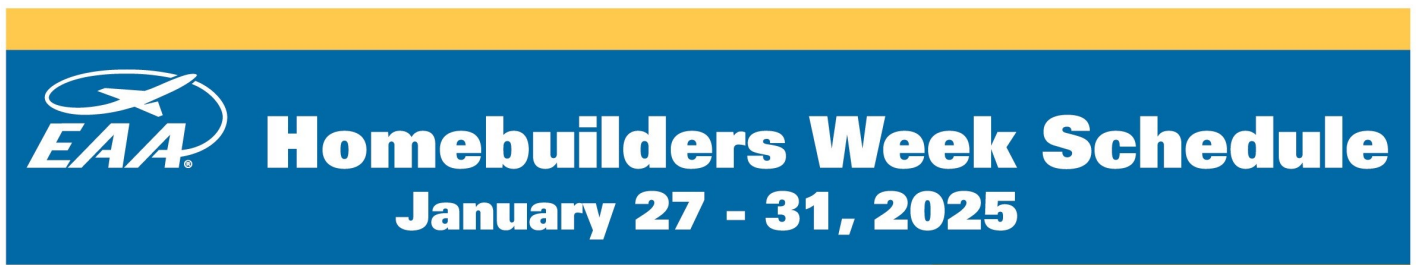
Advocacy efforts on behalf of the homebuilt members.

EAA Homebuilders Week follows immediately after the anniversary of the founding of the Experimental Aircraft Association on January 26<sup>th</sup>, 1953. I can't think of a better way to recognize our organization's founding than to spend 5 straight days learning about homebuilding.

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

Visit [www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek) to sign up.

**SCHEDULE OF SEMINARS IS LISTED BELOW**



**EAA Homebuilders Week Schedule**  
**January 27 - 31, 2025**

To sign up: [EAA.org/HomebuildersWeek](http://EAA.org/HomebuildersWeek)

Time CST	Monday 1/27/25	Tuesday 1/28/25	Wednesday 1/29/25	Thursday 1/30/25	Friday 1/31/25
11:30-12:45	Building an Aircraft: What You Need to Know - Charlie Becker	Wiring Basics - Dick Koehler	Flight Testing 101 - Paul Dye	EAA Advocacy Update: Top Homebuilding Issues and the Impact of MOSAIC - Sean Elliott, Rob Hackman, & Jack J. Pelton	Staying Alive: Analysis of Homebuilt Fatal Accidents - Dave Nelson
1:00-2:15	Sheet Metal Basics - Mike Dooley	TIG Welding - Charlie Becker & Shaun Walker	Composite Construction - Mark Forss	Amateur-Built Aircraft Certification Process - Joe Norris	Liability of Selling Your Homebuilt - Kathy Yodice
2:30-3:45	Fabric-Covering Basics - Nate Hammond	Getting Your Project Finished and Flying - Vic Syracuse	Buying a Used Homebuilt - Vic Syracuse	Sonex Highwing Update - Mark Schaible	Zenith Aircraft Kits & Plans - Sebastien Heintz & Roger Dubbert
4:00-5:15	The Need for Speed: Kitbuilt Options - Dave Forster	Hardware for Homebuilts - John Cox	Advanced Flight Systems - Rob Hickman	Garmin Experimental Avionics Solutions - Brad Brensing	Weight and Balance - Joe Norris
5:30-6:45	Panel Planning and Wiring - Marc Ausman	Dynon Avionics - Michael Schofield	Engine Selection Basics - Dick Koehler	Gas Welding - Budd Davisson	Working With Wood 101 - John Egan
7:00-8:15	Rotax 9 Series Installation & Operation - Phil Lockwood	Designing the Perfect Paint Scheme and Its Impact on Budget - Craig Barnett	Data-Driven Diagnosis of Engine Issues - Mike Busch	Van's RV Aircraft Kits - Greg Hughes	Common Builder & Maintenance Errors - Vic Syracuse