



VOLUME 8

ISSUE 6

## CHAPTER 918—NORFOLK

### MEETING

DATE: 6/10-2025

JUNE 2025

TIME: 7:00PM/1900

LOCATION: OFK FBO

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FIND JOY—30 Ways in 30 Days - Item number : 24

“NOTICE THE MAGIC”

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

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### EVENTS

6/21/25 EAA Chap 569

FIB Crete, NE

### EDITOR'S MEMO. . .

Blessings and blessings; RAIN!! Gray days, low clouds, lousy visibility and life giving moisture! The grass needs mowing but it'll have to wait a day or so. Had some business in Lincoln last week so got a little behind on household chores and now playing catch up. I appreciate that President Tim and roving reporter Randy have taken time to prepare articles and photos for publication.

Mark Berger got his Pietenpol ready to go early in the month and we were just waiting for a day to drag the old girl out. Mark and Matt had checked everything over and made some engine runs after sitting in the hangar all winter. All I had to do was remember how to get in the cockpit. It's a bit of an acrobatic act to fold up the body to get under the wing and have a leg in and a leg out; and age doesn't help much. So far, so good. Look for a few more pics later in the newsletter.



As flying and fly-in season opens up, I want to take a few lines to remind everyone that safe operations around airports with lots with inbound and out-bound traffic is everyone's responsibility. ADS-B in has allowed even the simplest airplane to have traffic information right in front of the driver. While it is a safety boon, it is vitally important to pay attention to what's going out-side the cockpit/cabin and pay attention to what's going on with radio communications. Listen up; then identify who you are, where you are and what you plan to do. From a personal standpoint, I would discourage long straight in approaches where other aircraft are around, as that low flying aircraft on final is tough to see. Know the traffic pattern and use it. Most airports have left hand traffic for all runways; some do not. Pay attention to the **Airport Facilities Directory** or the airport data page on your **Garmin**. Even enroute, pay attention as there may be a NORDO out there. Let's keep it safe and sane out there and enjoy ourselves.

JHL

## MEETING MINUTES

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13 MAY 2025

Meeting was called to order by President Timothy Miller at 1906. There were twelve members present and one guest. Our guest was Curt Shavee from the **NORFALCONS R/C Club**.

1. Minutes of the April meeting were reviewed for corrections or comments. None forthcoming; motion to approve Minutes as presented: So voted.
2. David presented the Treasurer's Report and reported \$5748.93 in the bank. Motion was made to approve the report: So voted.
3. There was lengthy discussion of the upcoming **Flight Breakfast** and **Young Eagles** events on 21 and 22 June 2025. Reminded all pilots to assure that **Youth Protection** approval is up to date. It was noted that to fly Young Eagles at a sanctioned event the pilot must be a Member in Good Standing of EAA
4. Ray Olson volunteered to continue as 'P/R' representative with the Norfolk Daily News and signage.
5. Curt Shavee of the **NORFALCONS R/C Club** requested permission to display radio control models at both the **YE** event and **FIB**. After some discussion to work out logistics, the chapter members agreed to permit the display in the back of the hangar.
6. Tim volunteered to work with local media to advertise the FIB on radio.
7. John brought **Wolf Boredom Fighter** parts and plans for show and tell and described this old timey biplane project he has been working on for too many years. Chapter builders are familiar with metal and steel for airframe, so the wooden construction used in the **B-Fighter** was an interesting educational program. Photo below is ship completed by John L. and Whit Bonifant in 1994. Currently still active in Europe (that's the Alps).



Meeting was adjourned at 2010. Next meeting is scheduled for 10 June 2025, same time, same place. Please plan on attending for final planning for the **YE** event and the **FIB**.

JHL

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Interesting skyline horizon  
this evening at the airport.  
Rain showers and cloud  
formations. Dramatic!



Nice recreational lake near  
Leigh, NE on highway 91.  
Cloudy day but good flying.



Reflection in the FBO win-  
dow at Albion. Yeah, I've  
shared before...still neat.



## THE CONTINUING ADVENTURES OF DOTSUWA - 60

By Randy Neuharth

Welcome to June and hopefully some great flying weather ahead. The last few days of the month we have been dealing with the Canadian wildfire smoke which has caused some very hazy days but as of yet no IFR days because of it. Last year there were a couple of days of actual IFR days because of the smoke. Let's keep an eye out.

May was a pretty productive month for **DOTSUWA** and I with a total of 10.9 on the Hobbs meter. The usual just for fun days but also several flights with practice approaches to Wayne and Norfolk and a flight to Vermillion and another to Yankton just to have someplace to go. It's always good to go to Vermillion to practice flying a right-hand traffic pattern. It's not difficult but the sight pictures are a bit different so it doesn't hurt to practice.

The last two flights were both on the last day of the month. Tom Bankers flew with me to Hastings for their monthly burger feed. Unfortunately, the wind was a lot stronger than forecast so we had to contend with a little turbulence. 4500' was not high enough to get out of it but it was tolerable on the way down. It was much warmer and a lot rougher coming back a 5500' with a 15-knot headwind. Not real pleasant but we made it. Hastings had a great turn-out, there were about 30 planes on the ramp and a long line for burgers. Luckily Tom and I were there early so did not have to stand in line for long.

Later that day, I flew to Wayne for their burger/brat feed. Since I had my burger fix for the day I opted for brats. They also were having overnight camping for those who wanted to. I opted not to stay over night but there were several that were camping. One of the campers had flown in from Torrington, Wyoming in a Cherokee 180. Not a huge crowd by the time I left but everyone was enjoying themselves and I met some new people and visited with old friends. Overall, an enjoyable day of flying. By the way, the wind was right down the grass runway so I chose to land on it. The grass strip is in great shape so I plan to do some more work on it in the future.

As we move into June, the chapter is looking forward to several important events. June 21 will be our **Young Eagles Rally** and June 22 will be our **Fly-in Breakfast**. We are going to need all hands-on-deck to



make them go smoothly. I would remind those of you who will be flying Young Eagles to make sure that your membership and Youth Protection/Background Check is current to be able to fly. You don't need the Youth Protection to help on the ground but I would encourage you to do it anyway. EAA likes to have as many members as possible to have it for their events. We are going to have a great weekend.

I am looking forward to a great month of flying and EAA activities in June. Until next time, "Happy Flying".

## MILLER MUSINGS

by Timothy Miller

**Landings: Required, Repeated—And a Workout for the Mind**

For many pilots, landings hold a special place in both their training and emotional state. Every flight ends with a landing. It's not optional—it's required. Whether you're flying solo, with passengers or just doing laps in the pattern, landing the aircraft safely is the standard, not the exception. Staying *current* is mandatory; staying *proficient* is what separates skilled pilots from merely legal ones. And while much of the benefit is about safety and confidence in the aircraft, there's another layer: repeated landings—especially when practiced intentionally—have measurable, long-term cognitive benefits. You're not just keeping your flying sharp. You're sharpening your brain.

**Focus That Trains the Brain**

The last couple hundred feet before touchdown requires full engagement. You're interpreting air-speed, sink rate, alignment, wind correction, control inputs, and the timing of the flare—all in real time. That kind of sustained, high-stakes focus is exactly the kind of input that strengthens cognitive control systems in the brain. Functional MRI studies have shown that complex, goal-driven tasks involving motor coordination and decision-making increase activity in the prefrontal cortex and basal ganglia—regions responsible for executive function, attention, and motor learning. Over time, this activity promotes neuroplasticity, or the brain's ability to adapt and reorganize itself.

What does that mean for pilots? The repeated practice of landings—especially under varying conditions—helps develop better pattern recognition, faster mental response times, and improved multi-tasking. These aren't just flying skills; they're high-

level cognitive tools useful in work, crisis management, and everyday decision-making.

**Building Mental Resilience and Confidence**

Repeated successful landings also reinforce *self-efficacy*—your belief in your ability to handle challenges and remain composed under pressure.

That's more than a good feeling. Studies link strong self-efficacy with lower stress reactivity, better emotional regulation, and increased mental stamina. Pilots often notice that after maintaining proficiency over time, they handle non-aviation stressors—traffic, deadlines, emergencies—with greater calm and clarity. It's not magic. It's the mental discipline built through repeated, focused action.

**Long-Term Cognitive Payoff**

Longitudinal imaging research has shown that people engaged in demanding cognitive-motor tasks over many years tend to maintain stronger brain structure and function with age. In particular, pilots and others in skill-intensive roles show more robust white matter integrity and better long-term working memory compared to control groups.

So yes, every landing is different. And yes, each one matters. But taken together over time, they build not just a logbook—but a brain that stays sharper, longer.

**The Bottom Line**

Landing safely is mandatory. Doing it well, over and over, is how pilots stay sharp—and it pays dividends far beyond aviation. Each approach and touchdown isn't just a maneuver; it's a moment of deep mental engagement that strengthens your skills, your confidence, and your brain.

Next time you go out for pattern work, remember: You're not just keeping the rust off your flying. You're investing in the kind of long-term flight performance, mental performance and brain change that pays off for a lifetime.

**FLYING THE FORD - PIETENPOL AIRBORNE**

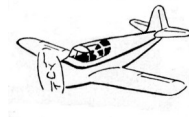
Mark and Matt Berger are justifiably proud of their twelve year obsession with building a BIG model airplane. The airplane doesn't fly a lot really but it is a treat to be able to relive the early days of aviation and enjoy Bernard Pietenpol's idea of the affordable flying machine.



On 14 May, we were able to find a day when the wind wasn't blowing so we trundled the ship over to the taxiway for runway 32/14. She started right up and after warming a few minutes, we rolled down the grass adjacent to runway 14 and into the air.



The view from the cockpit is cluttered by struts and wires to the side and struts and Ford Model A engine to the front. The bark of the short stacks necessitates some kind of hearing protection though the installed windshield does a good job of keeping the wind off the pilot's face. Nothing happens quickly but the flying is pure and simple. Tail skid and no brakes...YIKES!!

**HASTINGS, NE MONTHLY FLY-IN**

Randy shared a couple of pics from his and Tom's adventure to Hastings on the 31st. Enjoy...



# WAYNE CHICKEN DAYS FLY-IN

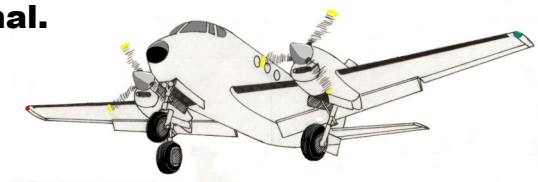
... On final.



Almost looks like a Cherokee convention on the ramp at Wayne, NE. That odd ball in there is a Brit, if I'm not mistaken. A rarity in the USofA.



A pretty Archer at the end of the row. Always liked this trim scheme from Piper - maybe it's the gold stripes. Thanks Randy for sharing.



Stopped in and visited with Mike Nahrstedt and got a couple of photos of his Zenith 750 as he continues to make progress toward completion. Mike is doing a good job with this project, with a lot of attention to detail. Nice panel work...



That wraps it up for this month folks. Keep the faith and press on. Spring and summer can bring challenges but they are also great times to fly. Check out a new airport; take a friend flying; share your passion...and keep it safe out there.

JHL