



CHAPTER 918—NORFOLK

MEETING

DATE: 10/8/2024

OCTOBER 2024

TIME: 7:00PM/1900

LOCATION: OFK FBO

FIND JOY—30 Ways in 30 Days - Item number : 28

Clean your space; enjoy the results.

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

PRESIDENT

Timothy L. Miller

402-750-8638

Tim.mpgpro@gmail.com

TREASURER

David Ottis

402-750-8183

DavidOttis@gmail.com

VICE PRES/Y.E.

COORDINATOR

Randy Neuharth

402-841-7752

rneuharth1952@gmail.com

SEC/NEWSLETTER EDITOR

John H. Linke

402-379-9991

jhlinke@aol.com

EVENTS

EAA Chap 569 FIB
10/18/2024 Crete, NE

EDITOR'S MEMO. . .

Another month has come and gone...and I'm bewildered. Where did it go? September was busy to be sure and the days sure got away from me. With several weekend fly ins/fly outs, the locals managed to put on a fair showing. I was blessed to have my two daughters here for a few days and they were able to fly with me to Yankton for the flight breakfast there. It was the first time I've flown with them since they were girls; like 10 or 12 years old! What a thrill. The older one tended to be ill years ago but she did very nicely with our ride from Grand Island and Allegiant Airlines to Norfolk in the Zenith. Deborah, the younger, drove in from Dayton. It was a good time for everyone and I'm glad they made the effort to come.



With lots of flying activity, we have a fair number of photos this month. I'll throw in a little prose, just in case someone is tired of airplane pictures. Randy is back with **DOTSUWA** and Tim with **MILLER MUSINGS**. Take a friend flying...enjoy the fall weather and be careful out there.

JHL

MEETING MINUTES

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11 SEPTEMBER 2024

Meeting was called to order by President Timothy Miller at 1906. There were 10 members present.

- ◆ The minutes for the August meeting were reviewed. There were no comments or corrections. Motion was made to accept the minutes as presented in the newsletter; so voted.
- ◆ David reported the balance in the bank account as \$5047.96. There were no payouts in the past month. Motion was made to accept the Treasurer's Report; so voted.
- ◆ Tim reported the purchase of a plant for the family of Joe Rudloff at the service in Vertigre, NE. That expenditure was \$65.00 due to long distance delivery.
- ◆ There was some discussion on limiting the amount a Chapter officer may authorize for such expenditures as memorial services. Motion was made to limit the amount to \$100.00; so voted. If an expenditure in excess of \$100.00 is anticipated, the approval must come from the members at a regular meeting.
- ◆ Ray Olson presented the new ad which will run in the Norfolk Daily News advertising the Flight Breakfast and the Young Eagles event. New ad cost is \$85.00 and will run the week of the events. There was a motion to accept the presentation; so voted.
- ◆ Randy discussed the Young Eagles event to be held on 21 Sep 2024. He reminded everyone to show up early. Pilot briefing at 0730; YE flights to begin at 0800.
- ◆ Tim discussed the FIB, scheduled for 22 Sep 2024. Set up to begin after YE event on Saturday. Ray asked for help putting out and picking up the signage and posters. Menu will remain as in the past; pancakes, waffles, omelets, sausage, biscuit and gravy with coffee and breakfast drink. Randy will make up tickets for YE participants, inviting them to the breakfast. Will meet at 0700 to finish set up and assure all is in readiness.
- ◆ Reminder of Flight Breakfast in Yankton, SD on 15 September; O'Neill will host FIB on 5 October.
- ◆ Randy presented a video advising on VFR flight following with ARTCC. Good advice when venturing very far from home in the event of trouble, there is someone available to assist. Even on short trips, monitoring the frequency can provide reassuring company in a time of need.
- ◆ A second short clip reminded everyone that weather depiction on the I-pad or other in-cockpit weather monitoring may be old news. Reminder that radar and NEXRAD are composite views of moisture in the atmosphere - a cloud may show green with no visible moisture. Pay attention.

Meeting was adjourned at 2015. Next meeting scheduled for 8 October 2024 at the Norfolk airport FBO office. Tim and Randy will have closing numbers for the YE event, as well as the Flight Breakfast. Remember, this is the last month we will be meeting at 1900 (7PM) until April. November meeting will be at 1800 (6PM) due to DST adjustment.

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Pretty yellow Piper Cub in the grass at Wayne, NE.



Cessna 120 in attendance at Wayne FIB.



Cubs, Cubs and more tail wheel airplanes at Sandhills fly in. Thanks for sharing Randy...

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 52

By Randy Neuharth

Rarely have we had a month of flying where I would like a do-over but September was the month I would like to have back again. Not because September was an awful month for flying or that I did something stupid and would like a do-over.

No, exactly the opposite. This September was as close to a perfect month for flying as we can expect and if I could, I would like to replay this month over all year long. There were so many days this month that had wonderfully cool, calm mornings that were absolutely stellar. As our friend Richard Strauss always said on days like that, it was magic!

Dotsuwa and I were able to log 18 magical hours this month, several were just for fun to enjoy the privilege of the freedom of flight. Several flights were over to Wayne to do some practice on the grass in preparation for a trip I was planning for the end of the month. I'll get to that later. We also made two flights to Beatrice to shuttle Jerry Kohles back and forth to get his plane to and from the avionics shop. Always glad to help out. Tom Bankers and I flew to Yankton for their breakfast. There were several Norfolk pilots there including John Linke and Randy Sunderman. Unfortunately I had to miss the Crete breakfast this month but it is always on my radar.

I would be remiss if I did not mention the chapter events this month. I'll let Tim report on the Fly-in breakfast. Suffice it to say it was a success! Our other event was our **Young Eagles Rally**. Again, a huge success thanks to everyone involved. We could not do it without a great ground crew, registration crew and of course pilots. My sincere thanks to everyone who helped. We were able to fly 41 kids that day. Jack Flannery flew 5, Jerry Kohles flew 9, John Linke flew 7, Mark Throener flew 11, and I flew 9. We had kids for as far away as Missouri Valley and Omaha. Wow, that's dedication.

As I mentioned earlier, I had been doing some practice on the grass to get ready for a flight that I wanted to do at the end of the month. For several years I had been trying to get to the annual **Sandhills Fly-in** at the Dismal River airstrip southwest of Mullen. Dismal River is a private 4500' grass strip that is used to fly golfers in on a Pilatus to the private golf course near there. The strip is very well taken care of and is irrigated. In the past, weather and my schedule have plotted against me and I had not been able to get there so I was determined to make it this year. I left here at 7:15 to make it to an 8:00 breakfast, MTN time; made it with time to spare! I felt a bit out of place as **Dotsuwa** was one of only two low wing airplanes to land there. The other was a **Navion**! All the others were high winged and/or tail wheel airplanes. Nonetheless, I was welcomed and had a great breakfast and meet a bunch of new pilots as I did not know a single person there. It was a perfect day for flying, if a bit warm on the way home. When I left, there were 32 planes that had flown in. What a turn out. Cessna's, Cubs and Super Cubs, oh my! Kit Foxes, Citabria's. Scouts and others flew by. Ok, so much for my try and poetry, you get the picture. I had fun; mission accomplished!

It really was a perfect month. So many wonderful days. Great chapter activities and magical hours in the airplane. I am looking forward to the replay. Until next time, let's enjoy the "Magic" and "Happy Flying".

MILLER MUSINGS...

Timothy Miller

Continued from previous column

This past summer, two pilots in two aircraft, left from the local airport within minutes of each other. It was clear with blue sky at takeoff and little wind. Within about an hour, both pilots had perished. Likely within minutes of each other. While we are waiting for the final report from NTSB and FAA, the preliminary reports indicate inadvertent flight in, or into, IMC.

As a low-time pilot with only 400 hours, I readily acknowledge that I have a lot to learn. This past spring, during a Young Eagle flight I was witness to a small cloud forming about 2 miles in front of me. One second there was nothing but blue sky, the next a wisp and then a fully formed cloud. I was easily able to safely navigate around it and finish my YE sortie but that experience was, for me, a tremendous reality check. The studying that you do for your written exam and check ride all point out that this can happen, yet all of my training and subsequent flights had clouds that pre-existed and that I simply avoided because they were easy to spot. But the books say that clouds can just happen. Dew point and temperature converging will either yield rain, fog or a cloud. If the scale of the area is big enough that can happen to a large area quickly and a pilot could find themselves in the middle of it. That is real and frightening.

We may never know exactly what happened to cause the loss of these two pilots but my experience with a cloud "just happening" provides me with an insight as to what might have happened. It also causes me to look much more carefully at weather, temps aloft and atmospheric conditions...and with a very different perspective. The loss of two pilots is a steep price to pay for a simple lesson. But simple is not exclusive to big and impactful, and that is how I will memorialize their loss.

On a related side note, I know that at least one of the aircraft did not have an autopilot. An autopilot

have bought enough time and control for one or both aircraft to fly out of the IMC conditions. In future writings I hope to detail some of the testing I am planning with a simple "add-on" autopilot for experimental aircraft. I have made the first round of the selection process to be a Beta tester with an existing manufacturer. With luck, I will be able to report on the progression and efficacy of this device as I believe it could be a vital piece of simple and affordable safety gear for a similar scenario. Until then, Fly safe!



WAYNE, NE HOSTS FLIGHT BREAKFAST

On 8 September, with clear skies and light winds, pilots from around the area converged on Wayne, NE for pancakes and sausage. Here are a few photos of the event. Enjoy!!



Denny Marten's Cessna 172, looking pretty.

Continued next column

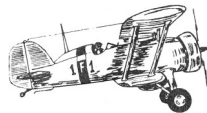
WAYNE FIB, CONTINUED...



Denny and his wife in the Cessna getting ready to depart for Vermillion, SD.



A 'coupe and a Cub on the grass in Wayne. Just like the 'good ol' days', huh?



YANKTON, SD YRAA HOSTS FLIGHT BREAKFAST

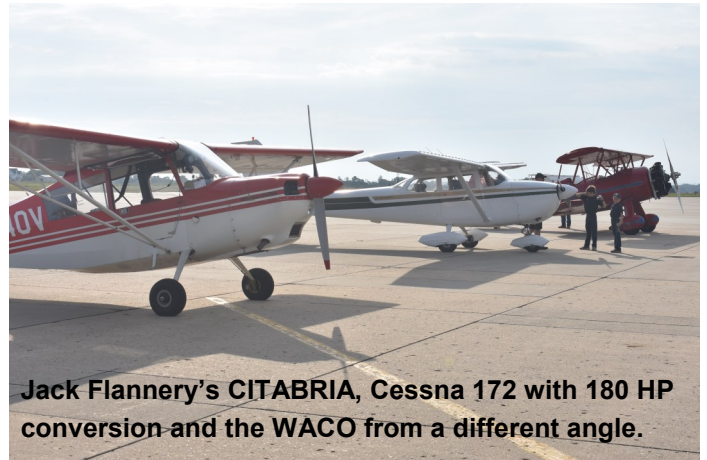
The flight breakfast in Yankton this year was well attended and my first opportunity to fly with my girls to an event since they were youngsters in Grand Junction, Colorado. I was blessed to have a friend loan me his Cessna to carry the girls and Sally to the event and we enjoyed a smooth flight up and back. Weather once again cooperated with blue skies and light winds. Enjoy the photos...



WACO YPF-7 at Yankton, SD. Nice step back in



How about this pretty little Cardinal? On the ramp at Yankton; nice to see.



Jack Flannery's CITABRIA, Cessna 172 with 180 HP conversion and the WACO from a different angle.



Van's RV-6A taxiing in at Yankton. Gold leaf vinyl trim on the fuselage was well done.

NORFOLK CHAPTER 918 HOSTS YOUNG EAGLES RALLY and FLIGHT BREAKFAST

The weekend of September 21, 22 was quite busy for Norfolk Chapter members as they hosted a Young Eagles Rally and Flight Breakfast. As is often the case, the vagaries of the weather are tough to factor in when scheduling these things, so while the weather in Norfolk was great on Sunday, it was not so in other areas of the state. A few fly ins made the effort, for which we are grateful. The community showed up in good numbers, so overall, the event was a success. Here are a few pics of both events. Review the **DOTSUWA** column for the YE numbers.



Chapter signage welcomes visitors to the Norfolk Regional Airport for YE and FIB events.



The crew for the YE and FIB events posed in front of Larry Hradec's Piper TriPacer. From the left: John, Jerry, Randy, David, Tim, Mark T, Matt, Mark B, Mike, Tom and Steve. Missing are Janet, Sue and Cindy.



John with Steele and Evan. Some nervousness before takeoff but smiles afterward.



Randy and DOTSUWA with three happy flyers. Always a pleasure to see those post flight smiles!!



The final photo for this month; the chow line. Thanks to all who participated in set up, serving and clean up. It would be nice to think that these events just happen: well, in a way, they do. They do with a lot of concentrated effort on the part of everyone. Thank you; and stand proud. Great job, everyone!! JHL