



VOLUME 5

ISSUE 10

CHAPTER 918—NORFOLK

MEETING

DATE: 10/11/2022

OCTOBER 2022

TIME: 7:00PM/1900

LOCATION: OFK FBO

[https://chapters.eaa.org/
EAA918](https://chapters.eaa.org/EAA918).

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EVENTS

10/1/22 EAA Chap 1055
FIB York, NE

10/15/22 EAA Chap 569

FIB Crete, NE

FIND JOY—30 Ways in 30 Days

Ask how someone is doing, and really listen

EDITOR'S MEMO. . .

September has been a decent flying month, and there has been quite a bit of activity around the Norfolk airport. I was able to get the Zenith out on a few flights, including a couple of flight breakfasts. An early morning jaunt over to Albion and I caught this sunrise photo parked in front of the terminal. I just have to share. It was a good flight with smooth, morning air and cool temperatures.



The Young Eagles event on the 17th was successful, with a really nice morning and some excited young people with which to share the thrill of flight. Randy's report and a couple of photos on page 3.

It has been a bit of a roller coaster ride for me emotionally, this September. Mike Nahrstedt's mother died on the 13th, and we attended the service in Madison. The Chapter provided a card and plant for the family, and the service was well done. Mike's father had passed away in 2020, at the height of the COVID event, so the service was for both parents.

A couple of days later, I received a note that a friend and fellow flyer in Omaha had been hospitalized with impending renal failure. Sally and I were able to travel to Fremont, and I spent about 45 minutes with Duane (Clausen) in his hospital room. His son Phillip and wife Pat were there, and it was a good visit. A day later, Duane passed quietly in his sleep.

Lots of pics to share this month, and a short article on CRM . . . enjoy!

JHL

MEETING MINUTES

MEETING MINUTES

13 SEPTEMBER 2022

The September meeting was called to order at 1902 by President Tim Miller. There were seven members present and one visitor. He was appropriately welcomed and encouraged to join in the fun.

- ♦ Minutes from the August meeting were reviewed and approved with the correction to reference Joe Rudloff's airplane from the stated "Rans S-21" to the correct designation Ran's S-19.
- ♦ Ray Olson reported \$2960.06 in the bank. Treasurer's report was approved as presented.
- ♦ There was discussion of the upcoming Young Eagle's event. Randy stated that 55 had initially signed up, with confirmations for 19. Pilot situation was verified, with John L, Randy N, Jerry K, Tim M and Jack F (volunteer from Atkinson) to fly. Pilot brief scheduled for 0730, with first flight at 0800. Ground crew was confirmed with Mark T, Tom B, Kay N. The Zenith will be used as the pre-flight brief airplane.
- ♦ Reminded members of flight breakfast at Yankton, SD and Martin Field (Sioux City) on the 18th.
- ♦ Tim reported that attorney Pat Carney is moving ahead with investigation for the 501c3 filing.
- ♦ Tim reminded each member of the value of attending the EAA Leadership conference, which is scheduled for October 2022, and January 2023 in Oshkosh. His attendance last year was enlightening and informative.
- ♦ Tom Bankers has completed his new flight simulator. The custom made panel and multi-screen video presentation are quite realistic, and his selection of aircraft is impressive. He has invited members to visit and fly anytime.
- ♦ Randy presented a video discussing slips to a landing. There was discussion afterward on slips and flap usage. The video was quite informative.
- ♦ John has made arrangements with the Norfolk library for display space in April, and the theme is Women in Aviation. There was some discussion as to how to maximize the value to the community, with perhaps a movie, presentation and school participation. We shall continue with discussions

The meeting was adjourned at 2010.

**CRM - What is Cockpit/Crew Resource Management?**

Instructor Bob Martens offers the following Keys to Good CRM.

- ♦ **Time Management:** Recognize that rushing works against us in all circumstances. Give yourself enough time to do the job (each task) right the first time. This involves planning, preflight and enroute phases of flight.
- ♦ **Information Management:** With good information you will make good decisions. If you are having trouble making a decision, get more information so you can do it right.

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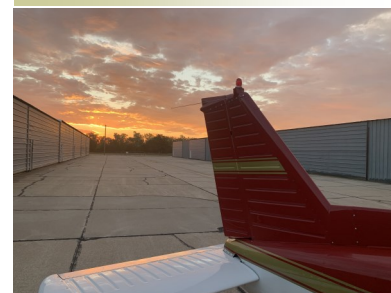
EDITOR'S MEMO...PG 1

MEETING MINUTES..PG 2

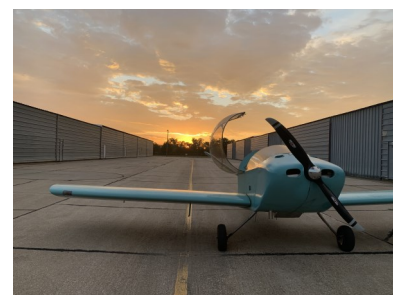
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How about this sunrise? Between the hangar rows preparing to launch for YKN.



Here's Seth Harder's Cessna 172...it's an oldie but looks nice and flies very well. The kids love it!!

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA -

By Randy Neuharth

It is crazy how fast a month goes by! All of a sudden here's John asking, "can you get me another Dotsuwa article for the newsletter"? Well here goes.

September has been a rather busy month. I checked the logbook and found out I logged 13.8 hours this month. Must be trying to make up for the last two months! Besides several local flights just for fun, (you always have to do those) I had the opportunity to take Rich Clausen to Council Bluffs to pick up his plane from the shop. With Rich along it was a good time to get some hood time to try and get current. I was able to fly for Norfolk to Council Bluffs under the hood using flight following and then fly a GPS approach to Council Bluffs. I have to say I was pretty happy with my performance. Now I just need to get a bit more to be current.

Coming out of Council Bluffs was interesting because I was behind several students. They sure take a long time doing their runups. I didn't think they were ever going to take off. Of course, there were a couple more in the pattern doing touch and goes so it was a bit of a challenge to fit in to the traffic pattern. Head on a swivel! A fun day of flying.

Probably the most rewarding flying this month was the Young Eagles flights the chapter held on the 17th. The chapter flew 42 Young Eagles that day. Outstanding! Jack Flannery flew 5, Jerry Kohles 5, Timothy Miller 5, John Linke 10 and I flew 17. I really wanted to spread the last two flights out but they wanted to go together and mine was the only 4-place left. Thanks Jack, for flying in from Atkinson to help out. Also, a big thank you goes to everyone for the chapter who helped out. Without you we could not have a successful event. I also need to thank my wife Kay for helping out. She sometime does it reluctantly but always steps up. Actually, she secretly enjoys doing it! I'm sure John will include some photos.

The last flight of the month was interesting and fun. I had been contacted by a young lady who was looking to surprise her boy-friend with a birthday flight. He had started flying lessons a while back but ran into a medical issue that does not allow him to get a medical certificate. We were able to work out a time on his birthday for a surprise evening flight. Smiles all around. Another rewarding experience.

Oh, I almost forgot; John and I got a flight in one morning with some formation flight and some photos. What can I say? I'm blessed.

That's it for this month. I would love to hear from you guys about your flights. Now I need an oil change. Until next time, safe flying.



Mark Throener gives preflight briefing to families using the Zenith as his example



John Linke poses with a plane load of smiling faces after completing a YE flight. Great!!

CRM

...continued from page 2

- ♦ **Workload Management:** All pilots have a breaking point. Use your quiet time during the flight to free up your skills for the critical phases of flight.
- ♦ **Prioritization:** Recognize the difference between critical actions and routine actions. Manage your cockpit so that the critical phases of flight (takeoff, approach and landing) are never interfered with or compromised.
- ♦ **Situational Awareness:** ALWAYS be aware of where you are and what is going on around you that could impact your flight. It is the direct opposite of complacency.
- ♦ **Finally, Risk Management:** Every decision we make, big or little, has consequences. We need to consistently review our decisions for accuracy and appropriateness to ensure desired outcomes are achieved. No flight is perfect; it is only when we link together a series of bad decisions that we impact safety.



Randy shares his passion with a young man in the Cherokee 140, he proudly identifies as "Dotsuwa".

GONE FLYIN'...



Randy's Cherokee, Dotsuwa northwest of Norfolk from the Zenith. Fun flight...



Zenith from the Cherokee, cruising at 3500' MSL near Pierce, NE.

In closing this month, I share a photo of my friend Duane, boarding his Cherokee at the Millard airport. Duane was characterized at the Memorial Service as a man of integrity. Not a bad thing in this day and age. As we each touch the lives of others, may we also be known for our generosity, kindness and integrity.

JHL

