



CHAPTER 918—NORFOLK

MEETING

DATE: 12/15/2021

DECEMBER 2021

TIME: 6:30PM/1830

LOCATION: OFK FBO

**FIND JOY—30 Ways in 30 Days
SPREAD SOME HOLIDAY CHEER**

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

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EVENTS

12/4/21 EAA Chap 1055

FIB York, NE

12/18/21 EAA Chap 569

FIB Crete, NE

EDITOR'S MEMO. . .

Happy Holidays dear friends and fellow flyers. A little behind this month, for which I apologize, so I'll get right to it. **PLEASE NOTE THE MEETING NIGHT CHANGE - WEDNESDAY, 15 DECEMBER 2021 AT 1830.** Arrangements have been made with **FIRST CHOICE CATERING** to host our Chapter at their facility, 1110 S. 9th Street here in Norfolk for a family gathering with supper, dessert and good fellowship. Menu consists of oven fried chicken, broccoli, mashed potatoes and gravy. Dessert is a cheese cake, and the price per person is \$16.50 per. Please RSVP to John Linke or Tim Miller before 12 December 2021 so I can get a head count to the chef at First Choice. Please, plan on attending. Don Wisnieski will be guest speaker describing his recent flight to Houston and return in his Cherokee 180.

While I've not caught up with Randy in my airport quest, I have managed to add several more and now have 45 in the passport booklet. If I can scare up a few more decent weather days this month, I'll keep on flying. If I don't make it, there's always next year, huh?

It is with some sadness that I share the departure of our friend and former member Richard Strauss for Florida. He and his wife Sandy have taken to the road, and plan on wintering in a warmer climate. Richard's work on the line for the airport these past 8 years has been a blessing, not just for the airport but



for each of us who called for his service. Always ready to help, he will be missed. Thanks Richard; enjoy your time there and think about us here in the snow some time. A going away gathering at the FBO on the 23rd was well attended. That's Richard in the red shirt.

MEETING MINUTES

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9 NOVEMBER 2021

Meeting was called to order at 1810 by President Tim Miller. There were 12 members present.

- ◆ Minutes approved as published in the newsletter.
- ◆ Ray Olson reported there was \$2004.41 in the bank account. Report approved.
- ◆ It was suggested to keep the current slate of officers. A motion was made after some discussion to retain officers as indicated below.

PRESIDENT	TIMOTHY MILLER
VICE PRESIDENT/YE	RANDY NEUHARTH
TREASURER	RAY OLSON
SEC/NEWSLETTER	JOHN LINKE

- ◆ Joe Rutloff indicated that the officer listing caption on the newsletter was incorrect. After checking it out, the editor has made changes to correct this long running oversight. Thanks Joe...
- ◆ Tim gave a report on the EAA Leadership Seminar which he attended at Oshkosh in October. High points included:
 1. Meeting Format
 2. Education Programs
 3. Encouraging Guest Speakers and Programs
 4. Break from regular business meeting to more social time.
- ◆ John suggested a family oriented holiday gathering in December if space can be found at First Choice Catering.
- ◆ EAA Chapter 569 in Lincoln extended an invitation to attend their holiday gathering in Lincoln.
- ◆ John had EAA calendars available for sale.
- ◆ Tim expressed some frustration with limitations that are being leveled at pilots to obtain life insurance when acting as pilot in command.
- ◆ Builder's reports:
 - Jerry is still working on turbo and other issues with the SONEX;
 - Joe is working on paperwork as the continues on his Rans S-19;
 - Mike is working on wiring for the Zenith STOL;
 - John is making arrangements for his son to build wings for the Repli-Cub project;
 - Mark B. is working on Pietenpol annual inspection.
- ◆ Randy presented a video on operations into and out of Eppley in Omaha. Discussion ensued regarding operations into the airport, difficulty finding it at night due to lights around it and proximity of Council Bluffs airport.

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Richard Strauss and C-150 model to gather dust in his mobile residence in Florida.



Zenith wing at the Mall in Omaha and Sally paying attention to Mike Howard's dog. They got along splendidly!

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA -

By Randy Neuharth

I am at a loss. Since completion of the **Nebraska Pilots Passport Program**, I feel like a lost soul. It seems almost anticlimactic and really strange to not be thinking about my next flight plan to some exotic corner of the state. I am looking forward to hearing what the next challenge will be.

So, what have **Dotsuwa** and I been up to? Well, we have still been flying, just not as far. We have been doing some local flights with some practice instrument approaches. We even had a good day for some actual IFR work with ceilings that were not too low but that made for good practice. I was able to file to Columbus and Albion with approaches to both airports that broke out at about 1000 feet. I was able to get above the cloud layer but the approach itself was in actual.

We have also been able to get in a couple of fly-in breakfasts including the ones at York and Crete. If you have not had the opportunity to get to a fly-in breakfast I would encourage you to do so. York and Crete do a breakfast every month. They are both great. (I like the one at Crete the best). I believe York is the first Saturday of the month and Crete is the third Saturday. Both serve from 8:00 to 10:00. They are a great place to meet new people and see some cool planes.

At the breakfast in Crete, I had a gentleman ask me how I went about planning my flights for the passport challenge. I hadn't really thought about it a lot but the truth is a bit of planning did go into the flights. As I started out, the major goal was to get the closest airports first because in general you could get six or seven at a time. As the airports got farther away, the goal was still the same, plan a route that could get four to six airports in one day and be able to get back to Norfolk before supper. I usually had several routes saved in my flight planning app, which by the way, is Garmin Pilot. With several routes already plotted out I had options for any given day based on time and distance. After that it was a matter of planning for weather and determining where to go based on when I was available to go. Part of the fun was in the planning! Needless to say, routes were constantly being revised based on the proximity of the airports to each other. Figuring out routes that had airports close to each other was part of the challenge and sometimes you simply had to say I just can't get to this one today.

One thing I would do differently next time is to plan more overnight trips. I only did one and enjoyed that immensely. Another thing I would do is try to take some side trips in some of the airports out west. For example, in Chadron I would have liked to gone to the Museum of the Fur Trade and in Scotts Bluff taken time to actually travel to the bluffs instead of just fly by. As I said before, Nebraska is a beautiful state. We all need to take some time to check it out and flying is a great way to do it. Until next time, happy flying!

SAFETY CORNER...

PASSENGER'S APPLICATION OF BRAKE FLIPS CUB



The pilot was planning to perform an off-airport landing on the shore of a reservoir near Nephi, Utah, where he had successfully landed many times before. After an approximate 30-minute flight, he configured the Javron PA-18 replica for landing on the shoreline.

During touchdown, the passenger, who was positioned in the rear seat, inadvertently applied the brakes. Because of the brakes being depressed on touchdown, the airplane immediately nosed over, coming to rest inverted.

The airplane sustained substantial damage to the wing strut.

The pilot reported that there were no pre-impact mechanical anomalies with the airplane that would have precluded normal operation.

Probable Cause: The passenger's inadvertent application of the brakes during landing, which resulted in a nose-over.

ED COMMENT: ALWAYS BRIEF PASSENGERS! Assure they know to keep limbs away from the controls.

Another one I read about this month was an AeroStar pilot being distracted in the cockpit while he was clearing the runway. The right propeller struck a taxiway light stanchion and threw the debris into the fuselage. An expensive lesson learned.

Among tail wheel pilots particularly, there is a saying; the flight isn't over until the airplane is in the chocks. The yellow lines are painted on runways at exit areas to assure clearance as an airplane clears. It is wise to center the nose wheel, or tail wheel on the yellow line to prevent a strike.

GONE FLYIN'...

I was able to visit **EAA Chapter 80's** facility at the Oak View Mall in November. Mike Howard and the crew were working away on the Zenith 750 project and the Vans RV-12. They visited with folks that saw the activity through the window and were working on the horizontal stabilizer installation on the Zenith while I was there. Here's a few photos...stop by sometime.



Thanks Mike for taking time to visit with Sally and I.

Christmas greetings to each and every one of you, and your families. As the year moves quickly to its conclusion, may we all reflect upon what we have lived and learned this past 12 months. The chaos of the world seems to fade when we fly, and yet we come back to it with each landing. May we learn to share the peace we find in our pursuit of flight with the world around us to make it a better place. God bless you! **JHL**