



CHAPTER 918—NORFOLK

MEETING

DATE: 7/9/2024
TIME: 7:00PM/1900
LOCATION: OFK FBO

JULY 2024

FIND JOY—30 Ways in 30 Days - Item number : 9

“Pick up the phone and call whoever is on your heart today.”

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

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EVENTS

EAA Chap 569 FIB
7/6/2024 Crete, NE

EDITOR'S MEMO. . .

1,000th Young Eagle flight in Norfolk

Kitarra Williams (left) of Norfolk was the 1,000th Young Eagle flown by Norfolk's Experimental Aircraft Association Chapter 918. On Saturday morning, Williams flew with pilot Randy Neuharth and Cody and Huntley Timm of Neligh. For more on the event, see page 13.



JEREMY BUSS/CORRESPONDENT

From right off the front page of the Norfolk Daily News comes this proud moment for Chapter 918. Randy will review the flight and numbers in his **DOTSU-WA** column on page three. Suffice to say, we are all pleased to have achieved this goal and hope that Kitarra was impressed enough to want to continue as she gets older. Randy has had good success in keeping young people interested in flying, so we are looking forward to what's ahead for her.

Our July edition of the newsletter is chock full of photos from the Young Eagles event as well as the Fly In Breakfast which the chapter hosted on 8 and 9 June. It was quite rewarding to see many chapter members on duty for both events and in spite of the construction going on at the airport which closed one runway and most of the taxiways, there was little congestion of traffic and things flowed smoothly. Work continues on the lighting upgrades, so keep an eye on the **NOTAMS** as runway 2/20 is next up for upgrade. Runway closures will be limited to night time hours if possible but pay attention.

As summer flying begins in earnest, keep in mind that density altitude can be a factor even at airports with 1500' field elevation. As one flies west, the temps usually rise, right along with the terrain, so pay attention in loading, especially if the seats are filled. Many four place airplanes are not four place airplanes with full tanks. A rate of climb of 200 feet per minute will not allow you to climb through a down draft of 250 feet per minute. Many of our airplanes are limited in capability as the weather warms. Know your airplane, it's limits and your own. Fly smart...and safely.

JHL

MEETING MINUTES

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11 JUNE 2024

Meeting was called to order by President Timothy Miller at 1905. There were eight members present and one guest.

- ◆ The minutes of the May 14 meeting were reviewed for comment and correction. None noted; motion to approve as presented in the newsletter and so voted.
- ◆ David provided the Treasurer’s report. Deposit of \$1647.00 from breakfast receipts resulted in a balance of \$5664.92 in the bank. Motion was made to approve report as presented; so voted.
- ◆ Tim gave a report on the Young Eagles event hosted by the Chapter on 8 June 2024. Forty young people were flown by the six pilots in attendance. Randy had the privilege of flying the 1000th Young Eagle, Kitarra Williams in his Cherokee.
- ◆ Tim gave a report on Flight Breakfast. Guests were mostly complimentary on the food and quantity. It was noted that there was some wastage, which is inevitable but thoughts to help control this by smaller quantities disbursed, particularly the waffles and sausage were expressed. There were some issues with the roasters as the electrical ‘bus’ had a failure. The microwave at the FBO was a life saver.
- ◆ John thanked everyone who participated in both events, especially the wives who put in extra effort to make the events a success. Thank you Janet, LaRene and Sue for being a part of the effort. Thanks to Ray for getting out the signage. It was heartening to see the membership come out in support of these activities.
- ◆ There was some discussion about moving the event to a later date in June. We will continue to study this aspect.
- ◆ The Chapter formally welcomed Joe Hyde to the group with a plaque commemorating his successful completion of Private Pilot checkride.
- ◆ Noted Harlan, IA annual Father’s Day Fly In Breakfast scheduled for 16 June; also noted Pender, NE Fly In Breakfast scheduled for 30 June.

Meeting adjourned at 2010. Next meeting scheduled for 9 July 2024. Look forward to seeing everyone there as we welcome new member Jordon Judt.



New member Joe Hyde receives recognition plaque for his successful completion of the Private Pilot checkride in January. Joe was formally welcomed into the EAA and the Chapter. We look forward to encouraging him as he pursues his additional ratings and plans for professional pilot. Welcome, Joe!

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Denny Marten’s Midget Mustang departing OFK for VMR on 9 June.



Sam Fisher caught this Grumman Wildcat on the ground in Norfolk for fuel.



David Ottis had his Cessna 175 out for taxi after many years idle. Nice to see!!

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 49

By Randy Neuharth

June was a great month for flying for **Dotsuwa** and EAA Chapter 918. **Dotsuwa** got 8.5 hours flying this month. Some of it was just for fun and other flights were more purposeful. There were certainly some very warm days this month but morning flying made those flights a bit more comfortable.

The most exiting flying this month was for our Young Eagles Rally on June 8. The chapter was able to fly 40 Young Eagles that day and reached a milestone for the chapter by flying it's 1000th Young Eagle. That is quite an achievement for the chapter. I'm sure John will includes some of the pictures from the day. Thanks to all the ground crew and pilots who helped out that day. We could not it without you. Jack Flannery flew 4 kids, Jerry Kohles flew 9, John Linke flew 6, Tim Miller flew 3, Mark Throener flew 9, and I flew 9. Great job guys.

Given that we reached the 1000+ milestone, I decided to do a little research to see how many Young Eagles each of the pilots that flew on the 8th have to there're credit. A search of the EAA Young Eagles Logbook shows that Mark currently has 17 to his credit, Tim has 22, Jack has 27, John has 135, Jerry has 220 and I have 296. Keep in mind that several of our pilots are doing one Young Eagle at a time. There are many other pilots that have contributed to chapter total. Let's keep it going.

In addition to the kids I was able to fly at the rally, I was able to fly another Young Eagle on the 26th. Remember any EAA member can fly Young Eagles at any time as long as your membership and Youth Protection is current. I have the forms that the parents need to fill out and that you need to send in to get credit for the flight. Let me know if you want some. I encourage you to fly kids anytime you get a chance. Grand kids, nieces and nephews and neighbor kids are good candidates. And remember take some pictures.

Of course, I flew in to the breakfast in Norfolk the 918 sponsored. A trip to Madison and back to Norfolk counts as flying in, doesn't it? Another successful endeavor by the chapter. Hopefully Tim or John will report more on that.

June was also important for **Dotsuwa** in that this is the month for her annual. I would like to report that it was routine but alas it was not. Oh well, nothing a new starter, a new tire, new spark plugs and a new EGT probe can't fix. It was good to get her back in the air. She is purring like a kitten, just in time for the Pender, NE fly in breakfast. Met John there with his Zenith and a few other regular attendees at local events. Beautiful day for flying and a nice turnout.

Here's looking forward to some great flying in July. Until next time, Happy Flying!



MILLER MUSINGS ...by Timothy Miller

It was one of those nights in the hangar where the comfortable coolness of the evening balanced out the warmth of the day. I sat quietly in the darkness and closeness of my cockpit waiting for my eyes to readjust. There was a feeling of familiarity in this setting, not from the hours of flight and training that I had spent but something from my past, vaguely pulling at my memories. With about 8 minutes remaining for my eyes to adapt to the darkness, I settled in and waited. Memories are odd and at times unpredictable. This evenings journey would be turn out to be a good one.



As a child, I dreamt of flight, flying, and all things aeronautic. The Space Race was on, new rockets and launches were regular occurrences. I watched every single one I could.... Alan Shepard, John Glenn, the entire Gemini series. Occasionally my fervor was so great, I convinced my very formal mom to let me miss school to see the launches if we weren't going to watch them at school. We lived near Akron, Ohio home to Goodyear Aerospace and a lot of industrial technology that was part of the space race. Many of my classmates' parents were employed as engineers and technicians in that area. The Goodyear blimp regularly flew low over my backyard on its approach to the Suffield, Wingfoot Lake airbase. My desire to fly and infatuation with space even involved building my own mockup of a command module in the basement. Cardboard box walls, a couple of seat cushions, scraps from broken lawn chairs, borrowed Christmas tree lights and my imagination completed the setup. That is where my memories took me. Back to that time. Back to that darkened cool corner of the basement in Ohio, where my imagination and dreams of flight in my cardboard command module soared.

...continued

And then, I was back, so many years later, now a pilot, waiting for my eyes to finish adjusting to darkness so the panel, the panel of an airplane I flew, could be properly adjusted and set up for night flight. The card board and Christmas tree lights replaced by a panel of steam, 90's era digital, and fully modern glass instruments. The dreams from my childhood, now lifted and fulfilled; my thoughts transitioned to all the help and encouragement that so many gave to help me resurrect and act on those long-delayed dreams. Jim, Kayla, Janet, John, Mike, Mark, Brian, Dan, Randy, Jace, Norm, Rich, David, Darren, Greg, Sam, McKinzie, Mikayla, The EAA...and the list goes on as does my gratitude.

Eyes adjusted, gauges set, some through their internal settings, some by old school neutral density filters, but all now ready for some night currency and proficiency training.

It was a good night... and a great journey... from the present to the past and back.



FINAL THOUGHTS...

Not the end of the newsletter yet...we have a photo essay of the Young Eagles event and the Fly In Breakfast to share. As noted previously, the turn out for members to support and assist in these two activities was laudable. The group photo below was duplicated



On Sunday. From left to right...*John Linke, Tom Reigle, Dale Penrose, Ray Olson, David Ottis, Mike Nahrstedt, LaRene Nahrstedt, Jerry Kohles, Janet Miller, Timothy Miller, Steve Falk, Mark Throener, Randy Neuharth, Mark Berger (Matt Berger, Sue Falk missing).*
THANKS!!

June 9th dawned with some high clouds but near calm conditions. As the morning wore on, it was apparent we'd have to operate from runway 2, so back taxi for take off was mandatory. Left: Timothy Miller briefs his passenger in Pazmany.



Above, Randy shoots a selfie with a plane load in DOTSUWA. John gets a load of smiles from his teen boys. Unfortunately, one of them got a little ill on the flight, even though the air was smooth. My first!! UGH! On the right above, the Cessna 172 was ideal for this load of kids. More smiles!

Randy presents the Flight Certificate to Young Eagle Corey.



Our Pancake Master, Steve Falk, flipper in hand, adorned with his cool apron. Thanks Steve...looking good. Dale Primrose and Ray Olson were the money changers - Thanks fellows! Newsletter editor convinced Denny Martens to allow him to try on the Midget Mustang. You put this airplane on folks; and I had to remove my shoes to get out! I admire Denny getting in and out of this airplane almost effortlessly, and he sure enjoys flying it. Thanks Denny for coming and sharing your little jewel.

Got a couple more pages of photos if you can stand 'em. Biggest newsletter ever; just had so many pics to share so I hope that you enjoy them.

JHL



Dan Kuether flew his gyroplane in for the flight breakfast. He flies the machine very well and demonstrated a real short field landing (12 feet) and take off (less than 150 feet). The prerotator gets the rotor up to speed before beginning the take off roll. Nice to see him here and this rarely seen version of flying.



Denny Martens of Vermillion flew his Midget Mustang. He's been flying this airplane for nearly 20 years and enjoys showing it. Below; here's ye olde editor attempting to get all of himself out. It was quite a thrill for me. Thanks again, Denny...



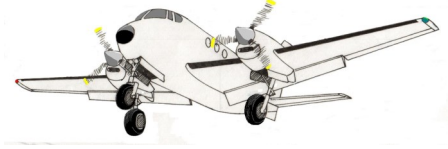
We've a few more photos to share, and some commentary on page 8. Fly ins are opportunities to get together with fellow flyers. It is also an opportunity to meet the public and share our enthusiasm for things aviation. We were blessed on Sunday the 9th with excellent weather conditions, perfect conditions for the FIB event. It would be nice to think that these events, even Young Eagles events just happen. Not true; there is a lot of planning and work that goes into hosting a successful event. Chapter 918 is blessed with members who are happy to come together to share the thrill we all get from sharing aviation. It was great to see the ramp here in Norfolk filled with airplanes. The corporate jets and turbo-props that come in during the week are nice to see and we are glad they find Norfolk a good place to stop. GA is alive and well—share it!

PENDER HOSTS FLY IN BREAKFAST

The damp and windy weather of the past week or so let up on Sunday, June 30th. Pender, NE (0C4) hosted a Fly In breakfast and airport manager John Miller was greeting fly ins with a meal ticket for pancakes and sausage. It was pleasant with light wind, so most landing operations were on runway 33, with takeoffs to the southeast on 15. No conflicts and good manners kept everything safe. Here are some pics of the event...



. . . On final . . .



And finally, just a gentle reminder: The season for aerial applicators is upon us. The yellow and blue Air Tractors will be seen all around airports in Nebraska, Iowa and South Dakota as July spreads out before us. Just remember, they aren't all Air Tractors and they aren't all blue and yellow. Most are operating with radios to communicate on CTAF frequencies so it is important to monitor the frequency around an airport from which you may be operating. Broadcast your intentions and pay attention for other traffic. When departing, before taking the runway, look around to assure you are not rolling out onto the runway in front of some one landing; good advice all the time but especially important as the season progresses. Be patient; these fellows are sharing the sky and doing their best to keep weeds and pests under control in the farming community. They often fly long days, always low to the ground and it can be quite stressful. We can do our part to keep the skies safe.

So, pay attention out there and be courteous. We all share the same sky. Keep your head on a swivel, monitor the frequency and fly safely.

JHL



Caught Joe Rudloff in the run-up area, heading out for another flight in his Rans. It's good to see him getting out regularly in this fine flyer.