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ISSUE 6

CHAPTER 918—NORFOLK

MEETING

DATE: 6/14/2022

JUNE 2022

TIME: 7:00PM/1900

LOCATION: OFK FBO

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

“NOTICE THE MAGIC”

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

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EVENTS

6/4/22 EAA Chap 1055

FIB York, NE

6/18/22 EAA Chap 569

FIB Crete, NE

EDITOR'S MEMO. . .

I open this month with this; a small group of aviation enthusiasts gathered at the Norfolk 7 Cinema on the 19th of May for a showing of the 1957 film starring James Stewart, “**The Spirit of St. Louis**”. Each participant came away with a better understanding, though many had seen the film previously, several many times. I’m old enough to have remembered seeing it on the big screen when it debuted but in fact, I don’t think that I have ever seen it on the big screen. Unlike many flying movies today, there were actual airplanes used in this one. CGI (computer generated images) was not even imagined, so models often substituted for the real thing. Thanks ladies and gentlemen...a good time.



Weather was some better this month, so I, and others, managed to get some flying done. I added a few more airports to my collection, including Grand Island and Loup City. What I found in my travels is the importance of checking **NOTAM**’s before departure. You may find the airport closed, or a runway under construction, or taxi-ways closed. Take a look inside... **JHL**

MEETING MINUTES

MEETING MINUTES

10 MAY 2022

Meeting was called to order at 1905 by President Tim Miller. There were six members present, and one visitor.

- ♦ Reviewed the minutes of the previous meeting; no changes, approved as posted in the newsletter.
- ♦ Ray Olson offered the treasurer's report; \$1888.48 in the bank. Disbursement for dues for Dale Primrose and Sam Fisher. Report approved as presented.
- ♦ Tim reported on actions concerning the filing for classification as a not-for-profit, 501c3 organization. Attorney suggested delaying until June, as language for the documentation is in accordance with IRS and EAA guidelines.
- ♦ There was a report on the planning for an evening movie and meal. The night operation has been scrapped; Tom Bankers will move ahead with planning for a late morning/early afternoon cook out luncheon.
- ♦ There was discussion for planning the Young Eagles event to be hosted by the chapter on 11 June 2022. Randy will open registration on line on the 21st of May, with a limit of 50 candidates. Time is 0800 - 1100, with pilot briefing at 0730. Reminded everyone to make an effort to assist as flight crew, as well as ground crew.
- ♦ There was a brief discussion of hosting a Fly In Breakfast on July 17. Efforts will be made to coordinate with Steve Falk for his grill and assistance as chief cook.
- ♦ John L. has arranged with the Norfolk Library to open display space for the month of August allowing Chapter 918 to provide displays encouraging home building and sport flying. EAA HQ will be contacted to provide information on their programs to inform the public in a month-long effort. Equipment, parts, plans and photos will be collected for the display.
- ♦ John L. has placed displays at the Norfolk Library and the FBO office at the airport illustrating the 95th anniversary of Charles Lindbergh's crossing of the Atlantic Ocean on 20, 21 May 1927. The display was well received by the library staff and visitors.
- ♦ Randy presented a video discussing the recent Red Bull sponsored plane transfer that failed. The group discussed the logistics of such an attempt, or any such 'thrilling stunts', and the overall impact on perceptions.

Meeting was adjourned at 2020. Next meeting scheduled for 14 June 2022. This is after the Young Eagles event, so as reminder to members, if you can assist in any way, please advise Randy Neuharth.

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Climbing out of Grand Island, heading for Loup City.



Lindbergh/Spirit of St. Louis display at the Norfolk FBO.



Climbing eastbound out of Loup City. Pretty day, and a nice flight. The world is turning green again!!

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 25

By Randy Neuharth

Another month has passed with a few more flights in the logbook. **Dotsuwa** and I were able to get to Crete for the monthly fly-in breakfast. One of my favorites; nice folks and a great breakfast spread. If you head that way make sure that you are alert to the fact that they do parachute jumping, so be aware. When I was taxiing out for departure, they had announced jumpers away. They were to the west side of the airport so a slight wait and a left downwind departure to the east side of the airport was prudent. Always fun at Crete. The last Saturday of the month is the burger feed in Hastings put on by the Antique Airplane group. I was able to make the trip there also. Some cool antique planes to be seen there along with some really nice folks and good food. Other flights included trips with Tom Bankers to Bloomfield and another flight to Wayne for some music business. Could have driven but where's the fun in that?

Don't forget the **Young Eagles Day** on June 11. We can use all the help we can get so please put it on your calendar and plan on helping out. Having only advertised the event through **Facebook** via the local exchanges, I opened up registration on Saturday morning on May 21. By Sunday evening, registration had closed because we had reached our limit. We currently have 56 kids registered for the day including some on the wait list. It's going to be a busy day. Here's hoping for great weather. We will have a pilot briefing at 7:30 with flights starting at 8:00. If all goes well, we should be done by noon.

Dotsuwa's annual is due at the end of June. I am hoping to start right after the **Young Eagles Day**. I do an owner assisted annual so I will be opening her up for the inspection and servicing the things that are legal for me to do, oil change, tires and bearings etc. I enjoy doing that and it gives me an opportunity to get a good look at her. After the mechanic finishes the inspection, I will close everything back up and she will be good to go. Along with the annual, I am waiting for my new interior and carpeting to get here. Hopefully it will be here so that I can do the install while down for the annual. I am redoing the back seats, the side panels and the carpet. Everything comes precut and finished so it is pretty much a matter of removal and reinstallation. At least that is what I keep telling myself. I also have a new digital clock and digital four-cylinder EGT-CHT to install. She will be a new girl when she is done.

I missed going to the **MayDay STOL** competition in Wayne this year because of family graduations in the Black Hill. Unfortunately, it snowed for two days so not much sightseeing. You are all aware of the tragic stall/spin accident and fatality at the event. Hopefully it will serve as a reminder for us to be aware of the possibility of the stall/spin on a slow approach. It is a good topic for discussion at our next meeting. Until next time, fly safe!

THE EXPLORERS

Ninety five years ago, on the 20th of May, 1927, a silver colored monoplane lifted off from a rain dampened field in New York. Aboard were roughly 450 gallons of aviation gasoline and a single pilot, Charles A. Lindbergh. Heading east, the young pilot watched a misty landscape disappear beneath him in his quest to be the first to fly solo, non-stop to Paris, France; an event worth noting, even now, nearly 100 years later.

While Lindbergh gained fame and no small fortune from his notoriety, his purpose was not to that end. Air travel was becoming safer, engines more reliable and designs were coming from drafting tables around the world which would revolutionize air travel. His purpose, on the leading edge of the technology, was to prove the reliability of the equipment and the airmanship required to do it, daily and safely. While he was called a fool, daredevil and other sobriquets, in actual point of fact, his flight was well planned, the airplane designed specifically for the task at hand and the engine likely the most reliable in production at the time. While many unknowns faced Lindbergh in the 33.5 hours he was aloft, he stuck to his plan. We may look at it from here and suggest that he made a few foolish decisions. In retrospect, there is always an unknown in travel with which we may have to cope.

As I was preparing this, I also learned, or perhaps, more correctly, was reminded that May 20 is also the 90th anniversary of the solo flight of Amelia Earhart across the Atlantic. She flew in a Lockheed Vega 5B, powered by a 450 horsepower Pratt and Whitney engine, a much more modern aircraft. She landed in a field in Londonderry, Ireland. Her 14 plus hours aloft were no less harrowing at times than were events experienced by Lindbergh on his flight. Many accused Earhart of 'pulling off a stunt' for her own fame. I doubt it; the odds, even with the modern Lockheed aircraft prepared well for the flight were stacked against her, if for no other reason than the vagaries of the weather over the North Atlantic Ocean. And let's not kid ourselves, Lindbergh managing to stay awake and at least semi-alert during the last hours of the flight was miraculous. The droning of the Wright J-5C or

or the Pratt and Whitney R-985 for any number of hours would be a miserable and monotonous way to spend any amount of time, let alone 14 to 30 hours.



The point of all this reminiscing, rather than to just fill space, is to remind each of us of the pioneers who challenged the status quo to bring us what we often take for granted. Lindbergh's heavyweight take off from muddy Roosevelt Field may look foolish to us here and now, perhaps, dare I say, fool hardy? But when I look at it in perspective as to what was flying in that time, it was a leap forward. You and I are not going to load up our Cessna 180 with 450 gallons of fuel and try to launch on a world tour but we have the reliability that is built in to that Cessna 180 and the Continental engine that powers it to do just that. Lindbergh flew the Ryan NYP for less than 500 hours before donating it for display in the Smithsonian, where it is the showpiece of the Aviation Concourse. He made hundreds of landings, in places you and I would not likely even attempt to go. Certainly, that speaks well of his personal abilities but for me, his actions then, and with the airlines throughout the thirties also paved the way for what we have today; airstrips all over the world; reliable and efficient flying machines to transport us and family/friends where we want to go, radio navigation and accurate maps. In our own private airplanes, we go, most of the time, when we want to go.

Thank the friend who introduced you to flying. Whether you fly for a living or just for the fun of it, there is much to be thankful for from our, dare I say, ancestors? They paved the way, often at the cost of their lives. Take time to read about 'em, and learn.