



CHAPTER 918—NORFOLK

MEETING

DATE: 9/10/2024

SEPTEMBER 2024

TIME: 7:00PM/1900

LOCATION: OFK FBO

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

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EVENTS

- | | |
|------------------|-------------|
| EAA Chap 569 | FIB |
| 9/21/2024 | Crete, NE |
| Flight Breakfast | KYKN |
| 9/15/2024 | Yankton, SD |

FIND JOY—30 Ways in 30 Days

CONTACT A FRIEND WHOM YOU HAVE NOT SEEN IN A WHILE

EDITOR'S MEMO. . .

It is with great sadness that I open this newsletter with the news that our friend, EAA member and builder Joe Rudloff was fatally injured in the crash of his Rans S-19 on Monday, 26 August 2024. Little information is available as I pen this and I'll not speculate as to reasons. Suffice to say, it was a bad day for private aviation in Nebraska, as another aircraft went down barely an hour apart. Our most sincere condolences to the friends and family of the pilots involved.



Sally and I were able to visit with our friend and fellow EAA'er Richard Strauss and his wife Sandy. Richard is still recovering from his surgery earlier in the year and doing fairly well. He still has challenges but is in good spirits and anxious to get airborne again, even as a passenger. Keep Richard and Sandy in your prayers,



MEETING MINUTES

MEETING MINUTES

13 AUGUST 2024

Meeting was called to order by President Timothy Miller at 1908. There were ten members and two guests present.

- ◆ The minutes of the previous meeting in July, as presented in the newsletter were reviewed. There were no comments and no corrections; motion was made to accept as presented. So voted.
- ◆ David Ottis presented the Treasurer’s report. After disbursements for Young Eagles fuel to the Norfolk Airport Authority and Private Pilot plaques, there is a balance of \$5,047.97 in the bank. Motion was made to approve; so voted.
- ◆ Reviewed the local scheduled flight breakfasts nearby so as not to conflict with them as Chapter 918 begins plans for the September activity. The Young Eagle event is schedule for Saturday September 21; The Flight Breakfast is scheduled for Sunday September 22.
- ◆ Randy was asked by a staff member of the Meadows Village if the chapter could participate in giving the elderly residents rides. Randy is to check on the insurance and liability requirements. Tabled until next meeting.
- ◆ Randy noted that there is \$750.00 in Young Eagle credits available to the chapter. After reviewing what can be ‘purchased’, it was decided to table further discussion.
- ◆ Tim advised that to proceed forward with the 501c3 application, the Chapter will need to resubmit information from scratch. The group approved moving forward in this manner.
- ◆ Ray was commissioned to revamp the newspaper ad for the Flight Breakfast, to include other activity, such as the Young Eagle event. It will be run in the Norfolk Daily news in a timely manner to advise the public of events.
- ◆ Ray noted the article in the 3 August edition of the Norfolk Daily News. Front page has an article relating the story of a former owner being reunited with his Cherokee 140, as he was relocated to a care facility. See related story in this newsletter.
- ◆ Randy presented a safety discussion on the Pilot Mastery program on fuel management. It was a scenario which is quite plausible, and discussion followed.

Meeting was adjourned at 2040. Next meeting scheduled for 10 September, 7PM/1900 at the Norfolk FBO office. Final planning for the Young Eagles event and the Flight Breakfast will be primary focus.

Steve Hamilton let me know of three flight breakfasts in September. Here’s the scoop:

<u>SEP 8</u>	<u>SEP 8</u>	<u>SEP 15</u>
Fremont, NE (KFET)	Wayne, NE (KLCG)	Yankton, SD (KYKN)
0730 – 1230	0800 - 1200	0800 - 1200
Benefits Rotary Youth	Wayne EAA 291	Aviation Scholarships

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Randy shared this ‘tail art’ on a Cessna (180??) from HSI. “Freedom isn’t Free...”



Caught this double rainbow driving to the airport. Jumped out, shot the photo and drove to the hangar. By that time, it was gone.

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 51

By Randy Neuharth

August is about over and as is typical, we have had to deal with weather issues including heat, high humidity, poor visibility because of fog and haze and of course the requisite wind. Unfortunately, weather was the cause of two separate VMC into IMC accidents in flights originating from Norfolk that took the lives of both pilots. They accidents happened within about a half hour of each other and illustrate the sudden effects of the temperature and dew-point. One pilot was returning to his home in Minnesota; the other was a local pilot on a pleasure flight. Our friend, fellow pilot and EAA member Joseph Rudloff will be missed by the members of our EAA Chapter. Our condolences and prayers go out to the families and friends of both pilots.

Discussion of the circumstances surrounding these accidents will be left for another place and time. Our shock and grief are too raw for that discussion at this point.

My 14 hours of flying this month included the normal flights just for the fun of flying but also some more significant flights. I had my grandson and granddaughter here for a week so a couple of nice evening flights were required. I don't get to spend nearly as much time with them as I would like to so every flight with them is precious.

Of course there were the requisite fly-ins to attend. I was able to attend the breakfast in Vermillion with Tom Bankers. John Linke also went to Vermillion and we had the pleasure of doing a bit of formation flying on the way up. The Crete breakfast was also attended and I'm happy to report that for the first time in a long time I did not have a crosswind landing to contend with. It was a beautiful morning for a flight. I also attended the burger feed in Hastings. I had the please of having Tim Miller fly along with me. The burger feed was in conjunction with the Nebraska Antique Aviation Association gathering so we got to see some pretty cool airplanes. I will include some photos.



Tom Bankers caught this shot of the Zenith up close

The one fly-in breakfast that I did not get to attend was the one in Hartington. I have not missed that one in quite a few years but the weather did not cooperate. There were low clouds with rain so I had to miss the "best sausage within a hundred miles." Yes, it is that good.

So much for the "Adventures" for this month. I am just grateful for all my friends in aviation that freedom we have in this country to be able to exercise the privilege. Until next time, "Happy Flying." Be careful my friends.

SERVICES FOR JOE RUDLOFF

(Copied from Norfolk Daily News, 28 August 2024)

Services for Joseph Rudloff, 73, of Norfolk will be 11AM, Tuesday, September 3 at Brockhaus Funeral Home in Vertigre. Burial will be in the Wenceslaus Catholic Cemetary in Verdigre.

Visitation will be one hour prior to the services at the funeral home.

Joseph Rudloff died Monday August 26, 2024 in rural Crofton as a result of an airplane accident.



VERMILLION, SD FLIGHT BREAKFAST

It was a nice morning, Sunday 11 August. Randy in DOTSUWA and I in the Zenith headed northeast to Vermillion, SD. Denny Martens was on hand to marshall the fly ins. There were 15 airplanes on the ground while we were there and here are a few photos.



Zenith and Mike Howard's RV-12. The trim scheme on Mike's RV is interesting. The 'chrome' look is polished aluminum, with the metallic red paint over. Very nice!



COURTESY PHOTO

LONGTIME NORFOLKAN Don Walmsley, 94, was given an airplane ride on his former plane, which is now owned by Lance Conroy.

Norfolk man gets to see his long-lost plane

August third article from the Norfolk Daily News. Richard Strauss brought this one back to life after years of neglect. Thanks Richard and Lance...



Unique Velocity RG flew in with the Millard contingent. Nice looking 4 seat cruiser and unusual configuration, utilizing the Franklin 6 cylinder engine. Nice detail...

More pics and news on pages 5 and 6. It was nice to see a fairly large number of fly ins from the Millard Airport in Omaha. RV's outnumbered any other specific type. It was a good day all around and nice to see a goodly number of airplanes.

VERMILLION FIB - continued



The old and the new: Stinson 108-1 from the forties; RV-12 of more recent vintage. The Stinson is out of Scribner, NE; the RV from the Millard in Omaha.



Nice looking RV-8A out of Plattsmouth.



A Searey amphibian, RV-4 and Champion Citabria, all lined up pretty.



Close up of the Searey. Very unusual for this part of the country, and the Star Wars storm trooper in the copilot seat is intimidating. Fun flying, I'll bet!!

HASTINGS, NE MONTHLY BURGER FEED

Randy and DOTSUWA are becoming regulars at this south central Nebraska gathering and this month was special in that the Nebraska chapter of the Antique Airplane Association had their gathering there. As witnessed by the photos which Randy shared, it was an outstanding turnout, with good weather for the trip as well as the function.

For an old guy like me, it's very heartening to see a large contingent of the airplanes that I grew up with and which my dad got to fly. Keeping up a modern airplane isn't easy but keeping these '40's and '50's machines airworthy can be a herculean task. My hat's off to the caretakers of our aviation legacy. Pictures start on page 6...enjoy!



Ramp parking looking east: Mike Howard's RV-12, Zenith, Randy's Cherokee 140, Beech Bonanza and RV10 from Yankton, SD.

HASTINGS FLY-IN

continued



A Stinson 108-3 starts the row, with a 108-1 next door. An Aeronca Chief, a couple of Champs and a Defender finish the line up. Might be a Cub in there too.



A couple of vintage Cessna's grace the parking line up, a Cessna 170A and a Cessna 120 next to it Cessna pioneered all metal airframes in the late '40's so these airplanes hold their value well as they age.



A fair number of Stearmans in attendance at HSI. These two with 450 hp Pratt and Whitney engines. Those below are more normally equipped. Used by the Army, Navy and Canadian services prior to and during WW2 for primary pilot training are popular and affordable war birds.



Thanks Randy for sharing these photos of your adventure to Hastings. Looks like a great fly-out destination to me.

And finally. . .

As we move into the fall flying season, and as I've said many times before, this is some of the best times to commit aviation, let's keep in mind that seasonal changes bring challenges which we don't think too much about until they are upon us. Certainly weather patterns will change; birds will start migrating; days will be shorter...all things to bear in mind as you plan your next flight. Many of us who fly at night often neglect to do so in summer because the days are so long. As we move into Autumn, plan a night currency excursion, maybe even with an instructor to knock off any rust which may have accumulated. You may never plan a full blown 300 mile cross country at night but weather or personal delays can force you into a situation in which you will have to conclude your flight in the dark. Maybe even landing into the full glare of the setting sun - ugh! Instrument currency might be on your personal checklist, after all, some places out in western Nebraska can get pretty dark, with lights few and far between. Take care; be safe... **JHL**