



CHAPTER 918—NORFOLK

MEETING

DATE: 12/10/2024

DECEMBER 2024

TIME: 6:00PM/1800

LOCATION: OFK FBO

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>

PRESIDENT

Timothy L. Miller

402-750-8638

Tim.mpgpro@gmail.com

TREASURER

David Ottis

402-750-8183

DavidOttis@gmail.com

VICE PRES/Y.E.

COORDINATOR

Randy Neuharth

402-841-7752

rneuharth1952@gmail.com

SEC/NEWSLETTER EDITOR

John H. Linke

402-379-9991

jhlinke@aol.com

EVENTS

EAA Chap 569 FIB
12/21/2024 Crete, NE

EDITOR'S MEMO. . .

First snow of the year...well, okay, we're in Denver but it is technically the first snow we have experienced this winter. Not much to it but it is cold and wintry; it will likely be gone tomorrow—Thanksgiving Day.



As 2024 comes to its inevitable end and I look back from here, it has been an interesting year. It has been a year of loss; and it has been a year of blessing. Certainly, we'd like to spend more time on the blessing so I'll share with you a couple of blessings. Our friend and fellow flyer Richard Strauss had an extensive surgery early in the year and has spent many months rehabbing and working toward health. I'm happy to report that Richard is doing very well. He is making regular visits to the flying field to catch up with old friends and watch the flying activity. He and Sandy have kept the faith and followed doctor's orders and are enjoying the fruit of those efforts.

Larry Hradec is doing well in his recovery from a stroke in late July. He and Diane are owners of the Tri Pacer I've been privileged to fly. Larry is following doctor's orders, and if you know Larry, that can be a chore but he wants to get back in the airplane again and this is the way.

I am blessed to encourage Richard and Larry on their journeys in recovery. Life has challenges enough to go around so when we can pray and help our friends and family through their trials, we share in the blessings as well.

We keep the family and friends of Joe Rudloff in our prayers as well, as they continue in the recovery from their loss in August. The tragedy of such events is that they live with us longer than we often think is possible. We have each suffered other loss or health setbacks. Let us reflect, especially this time of year, on our blessings despite our setbacks. Let us celebrate our freedom to fly. Let us cherish the time we have with our friends and family and thank the Lord for each of His blessings. **JHL**



MEETING MINUTES

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12 NOVEMBER 2024

Meeting called to order at 1802 by President Timothy Miller. There were 9 members in attendance.

- ◆ Minutes of the October meeting were reviewed; no changes or additions noted. Motion to accept; so voted.
- ◆ David gave Treasurer’s Report: \$6240.44 in the bank. No disbursements noted. Motion to accept report: so voted.
- ◆ Tim reminded the group that there would be payouts in December for Chapter registration renewal and insurance.
- ◆ John suggested a Holiday gathering, suggesting Napoli Italian restaurant down town. General consensus was to move forward with plans, which John will arrange.
- ◆ Randy reminded everyone of Young Eagle credits available - \$720.00. He will check on availability to assist other local chapters with YE benefits. Randy will order a new Young Eagles banner.
- ◆ Tim is planning to do Beta testing for a wireless autopilot. It is a two axis set up, pitch and roll and uses I-pad as driver. He will report as this opportunity moves forward.
- ◆ The 501c3 filing has been stalled. Will move forward as we gain more information; Tim and David will continue to pursue.
- ◆ Randy presented a training/safety video presentation regarding short cuts to successful check ride completion.
- ◆ There was discussion on flight planning with focus on knowing the aircraft you are flying IAW the POH and personal experience in the aircraft. As flight evolves PIC should always be aware of the capabilities of the aircraft in the present.

Meeting was adjourned at 1920; reminded everyone the next meeting would be at Napoli’s for Holiday gathering. Look for email/phone reminder as the day gets closer.



While yellow Cubs are plentiful and popular, the Taylorcraft BC-12D isn’t as numerous albeit every bit as loved by its owners. The performance of the T-craft bested the Cub by a lot especially the relative comfort of the side by side seating.

INSIDE

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Randy shared a few pics of past flying - badlands of western Nebraska.



Mission complete - 80 Nebraska airports.



Chapter function 2024 - September Flight breakfast. Always a pleasant time, regardless of weather.

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 54

By Randy Neuharth

As I sit at my computer contemplating what I want to write, I am looking outside at the light snow falling thinking I would much rather be out flying than trying to write this article. This has been a very slow month for **Dotsuwa** and I as far as flying goes; only 4 hours of flying this month and none of that very exciting if I do say so myself. I didn't even get to one breakfast this month; bummer! I for the most part only took some short flights just to keep **Dotsuwa** and I limber. I just hate to let either of us get rusty.

I did get to spend time with my son from Denver out in the woods by Verdigre deer hunting. Neither of us had any luck this year but it was a lean year for many of us hunting. At any rate I am grateful for the chance to spend time with my son and the friends I have been hunting with for the last 45 years or so. There is always next year, at least that's what we keep telling ourselves.

Since this is the season for Thanksgiving and looking forward to Christmas, I thought it would be fitting to talk about some things that I am thankful for. First and foremost is my wife and family, my sons, their families and especially my grandchildren. It would be a much less fulfilling life without them and I am grateful every day.

I am grateful for the many friends far and wide who have added to my life; my many musician friends who continue to support my musical career and enrich my life every day. Without my music my life would be less rich.

Aviation has been a part of my life for many years and I am grateful for all the friends that I have met and continue to meet through aviation. **EAA Chapter 918** and all its members are a big part of my life and I thank each and every one of you for your dedication and support to the chapter. Without you aviation in Norfolk would be much less vibrant. Keep up the good work.

Since I seem to be waxing nostalgic, I would like to look back on some of the highlights of my over 2300 hours of flying. Yes, I know that there are many pilots out there with hundreds and even thousands of hours more but I am proud of what I have accomplished considering I didn't start flying until I was 40. I have had some pretty good cross country trips including Elkhart, Indiana, Mountain Flying in Colorado and probably the highlight of my flying career, flying to and landing at all the public airports in Nebraska in less than a year.

I know could probably write more but I'm running out of room and my wife has leftover turkey for dinner. Until next time, Merry Christmas and Happy Flying.



MILLER MUSINGS . . . By Timothy Miller

Jason Schappert of **MZeroA.com** is known for his saying, "A good pilot is always learning." I wholeheartedly agree. However, I'd take it a step further and expand the idea: "A good _____ (fill in the blank with any field or topic of choice) is always learning."

As a longtime college educator, I've learned to recognize and adapt my teaching methods to accommodate a wide variety of learning styles. Regardless of the field of study, the best in any discipline observes, adapts, and absorbs knowledge from diverse sources—whether through hands-on practice, collaborative activities, reading, listening, visual aids, or even pure imagination. Every situation presents an opportunity to learn. Sometimes, it doesn't even require intentional effort; simply recognizing what an experience offers can open doors to growth.

Each learner has a preferred learning style but many benefit from adopting additional methods to supplement their understanding. For pilots and student pilots, the principle of "learn where you are, when you can" is especially valuable.

During my primary flight training, I experienced moments of plateau or even regression. Progress, at times, felt elusive and being in the cockpit without improvement became a fast and expensive path to frustration. I can be rather single-minded—"stubborn" might be the more accurate term—but perseverance has typically served me well. In this case, however, it became a roadblock. Fortunately, I was under the guidance of a CFI who recognized what was happening.

Instead of pushing harder, my instructor

Continued in following column...

MILLER MUSINGS . . . Continued from previous column

redirected my focus to different aspects of flight and encouraged out-of-aircraft learning. I was often assigned homework: Sit in a quiet space, visualize my challenges and mentally rehearse maneuvers. I'd talk myself through the process step-by-step, imagining my hands working controls, reaching for radios and instruments and executing each action. Slowing down and allowing myself to process the experience away from the cockpit made a significant difference.

To this day, I often use that same approach in both real and simulated flight. When I have time for real flight practice, I often focus on one specific element. For instance, I might choose an RPM—say, 1800—and explore how many different phases of flight I can execute with that setting. What's my straight-and-level speed? Can I climb? How does the aircraft feel/handle?

This targeted practice not only enhances my skills as a pilot and understanding of my aircraft but also informs my perspective as a learner and educator. Ultimately, embracing varied aspects and methods of learning—both in and out of the cockpit—can prove to be an invaluable asset to students and pilots alike. Always learning, just not always in the way we expect. Fly safe!



BIG REMINDER: HOLIDAY GATHERING/ MEETING ON 12/10/2024 AT NAPOLI'S DOWNTOWN. CHICKEN PARMISIANA, PASTA, SALAD. SPOUSES, FRIENDS, ENTHUSIASTS WELCOME. COST \$13/PERSON. CHAPTER WILL PICK-UP ANY OVERAGE. PLEASE, IF YOU ARE FINANCIALLY STRAPPED, COME ANYWAY. WE WANNA SEE YOU. PLEASE RSVP NLT 12/5/24 TO JOHN LINKE. Thanks...JHL