



VOLUME 6 ISSUE 12

MEETING

DATE: 12/12/2023

DECEMBER 2023

TIME: 1800/6PM

LOCATION: OFK FBO

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

EAA918.

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EVENTS

12/2/23 EAA Chap 105

FIB York, NE—the final FIB

12/16/23 EAA Chap 569

FIB Crete, NE

FIND JOY—30 Ways in 30 Days - Item number : 14

“Leave a thank-you note on the porch for the postal and delivery workers”

EDITOR'S MEMO. . .

Greetings and salutations friends and fellow flyers. December already...yikes!! Where did 2023 get off to? I'd have to say we've been pretty well blessed with some decent flying days in recent weeks, even as the threat of winter hangs around. Made a couple of trips in the last week, a memorable one to Yankton, SD among them. Memorable because the FBO is decorated in the extreme for Christmas. When I stopped in, there were 3 Christmas trees, among many other decorations adorning the waiting area. The manager said his wife was planning another two, if he could find electrical outlets to run the lights. I have to say, it is likely the most decorated I have ever seen an FBO, even the big name ones at larger airports. If you get an opportunity, it's worth the trip up just to check it out.

Randy is back this month with some recollections from the past year, as well as some thought provoking ideas. Tim Miller offers his 'State of the Chapter' comments as well. As for me, my thoughts turn to family, and the real reason for the season. While the gift exchange we celebrate is meaningful, let's not forget God's ultimate gift; the reason for the season. If I offend anyone with my religiosity, I apologize. I have been blessed beyond reason in recent years, so I have reason to believe. I pray that each of you has an enjoyable holiday. JHL



MEETING MINUTES**MEETING MINUTES****14 NOV 2023**

Meeting called to order by President Tim Miller at 1804. There were 11 members present and two guests. Randy had invited one of his Young Eagle participants, Alexandria, and she was accompanied by her mother Candace.

- ◆ Minutes of the preceding (October) meeting were reviewed. A motion was made to accept minutes as presented; so voted.
- ◆ David presented the Treasurer's Report: After deposits and disbursements in the month, the balance on account is \$4245.89. A motion was made to accept the report; so voted.
- ◆ Tim reviewed the Chapter Officer positions for 2024; each of the present office holders has volunteered to continue. A vote was made by the membership to accept the current officers for 2024.

President: Timothy Miller

Vice-President: Randy Neuharth

Treasurer: David Ottis

Secretary/Newsletter: John Linke

- ◆ Randy reported that the monthly fly in breakfast held in York, Nebraska and sponsored by EAA Chapter 1055 will host its final event on 2 December 2023. This long running event is one of the few around which cooks to order, making omelets for the guests. Randy suggested a fly out for the event, weather permitting.
- ◆ Randy reported that the Chapter flew 73 Young Eagles during 2023. The EAA has credited \$365.00 to the account to be used for purchase of items for the Chapter, as well as scholarship funds for worthy students. He will check on EAA Air Academy tuition credits.
- ◆ John suggested a family oriented Holiday gathering for dinner at First Choice Catering in Norfolk, NE on 12 December 2023. This is regular meeting night, so a short business meeting will introduce new officers and hand out awards. Menu was discussed, and the consensus was to leave it to John to come up with menu. Cost will be shared by the Chapter so the event is not a burden on families.
- ◆ Randy and Tim reported on some oxygen testing which they performed together, flying the Cherokee to 10,000' MSL and recording O2 saturation readings. It is interesting to note on the chart which Tim plotted that O2 sats dropped below FAA recommendations (92%) at 7,000' MSL. At 10,000', they dropped below AMA (85%) recommendations for use of a ventilator to assist breathing. The take away for us low land pilots is that if you are going to fly high, be aware of how diminished O2 sats will affect your performance. Additionally, night operations, smoking reduce these values significantly. Be aware of your own personal signs for hypoxia, or oxygen deprivation.
- ◆ Meeting was adjourned at 19:40. Next meeting will be held in conjunction with the Chapter Holiday Dinner to be hosted by First Choice Catering. Please remember to RSVP to John Linke on number attending not later than Saturday 9 December 2023. We will meet at 1730; plan on eating around 1800. Look forward to seeing everyone and spouses there.

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Loup River near Fullerton,
NE, cruising southbound at
4000' MSL. Pretty day!



Tim Miller's Pazmany PL-1
up close and personal in
flight.



DOTSUWA looking pretty!

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA -

By Randy Neuharth

Here it is the end of November, Thanksgiving has come and gone and now we prepare for the Christmas Season. Let me say up front; Merry Christmas, Happy Holidays, Feliz Navidad or whatever greeting you prefer. Frankly, I prefer Merry Christmas. So, what's on your wish list? Personally, I just want to spend more time with my family. They are the best gift of all.

Okay, what adventures did we have this past month? Only 5.3 hours this month. Family matters and deer season made it a bit difficult to get out flying but I like to think that every minute in the air is quality time. What do you think? I saw a sign on Facebook the other day that I would like to hang in my hangar. It said **"You don't stop flying when you get old, you get old when you stop flying"**. That kind of sums it up, doesn't it?

All of the flying this month was pretty much just for fun. The nice thing about this time of year is that because of the temperature, when you get a day with little wind, you have both great performance and a smooth flight. That has been the case with all the flights this month. We had fun going out with John Linke and Tim Miller doing some formation flying. Hopefully John will provide a picture. The other most interesting flight was Tim Miller with me in **DotSuwa** doing some testing of oxygen saturation and the use of oxygen at different altitudes up to 10,000 feet. Some interesting data that Tim shared at the last EAA meeting.

As I was flying with Tom Bankers the other day, I couldn't help but think how fortunate we are in this country to have the freedom to go to the airport, hop in the plane (don't forget to pre-flight), and go pretty much go wherever you want to go. What a country! It was one of those days that we all live for. The air was smooth as glass, the plane was purring like a kitten and we had no agenda. Just point the nose and go. After that flight I did a lot of thinking and reflecting on my flying career. I know that there are lots of pilots that have flown a lot longer and have thousands of hours more than I have but **WOW!** What fun it has been. Some of the highlights of my flying have been: Taking a mountain flying course in Colorado (highly recommended), flying to and exploring all the airports in Nebraska, making a lot of fly-in breakfasts, flights with friends (and a few strangers who then became friends), some long cross-country flights and hundreds of Young Eagles flown over the years.



I can't help but feel sorry for those poor souls who are not as fortunate as we aviators. They never get to feel or understand the pure joy of the freedom of flight. It is up to us to help them understand what we have and to continue to promote aviation in any way we can.

Now that I'm done being a bit sappy, **Merry Christmas!** Until next time, Happy Flying!

MILLER MUSINGS . . . By Tim Miller

EAA Chapter 918 had a great year in 2023. It is hard to believe that the year is almost over.

In April, Jerry and I were able to attend the EAA Leadership weekend in Oshkosh. Lots of info and I would encourage all of you to consider attending.

On the outreach front, we hosted two very successful Young Eagles events and two great Fly-in/Drive-in Breakfasts.

This process is getting easier and smoother with each iteration. The picnic tables that we reconditioned and our dolly system make each setup go faster and easier and hosting the two events in one weekend approach, seems to optimize our time and efforts at task. My thanks to all of you for making this happen. It is a great honor to be a part of a team like this.

On the flight line side there was a lot of activity too:

Joe got his beautiful Rans S-19 checked out and up in the air.

Mike's plane made its way to the KOKF hangar and he is moving his Zenith project along nicely.

Jerry has made significant progress fine-tuning the **Sonex** and it is flying.

John and Randy both got some cool glass added to their panels.

David's Cessna has undergone a thorough checkout, cleaning and is moving towards the flight line.

Ray said goodbye to his Challenger, sending it to its new home after doing a demonstration flight and landing that was very impressive.

And lastly, I was able to get a couple of squawks fixed and get my radio and com rewired and working in the PL-1.

It has been an honor and privilege to have served with this group in 2023 and In looking forward to 2024, I hope to get more flights, fun and information sharing integrated into each of our gatherings. If you have ideas for topics, activities or outreach, please feel free to share them.

Best Regards for the holidays ahead.

TM

... ON FINAL...



Out the window from 5,000' MSL in Jerry's Sonex, with Battlecreek just behind the windshield frame.



Left wing and Norfolk from 7,000' on recent test flight in the Sonex. Lots of power with the turbo, even high.



That's all for this month folks. I look forward to seeing each of you at our next gathering. Don't forget to RSVP for the dinner. Once again, may you find blessings in the holidays ahead for yourselves and your families. Take advantage of flying days when you can, even if the air is a bit chilly. If you can't fly, find something aviation related to read or watch to keep your interest up.

JHL