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ISSUE 2

CHAPTER 918—NORFOLK

MEETING

DATE: 2/13/2024

FEBRUARY 2024

TIME: 6:00PM/1800

LOCATION: OFK FBO

FIND JOY—30 Ways in 30 Days - Item number : 26

“Give yourself a break.”

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

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EVENTS

2/17/24 EAA Chap 569

FIB Crete, NE

EDITOR'S MEMO. . .

You know, I've always thought it interesting that the only time we talk about the weather is when it is either really good or really bad. I'd say we've had a lot to talk about for the ten days in January that brought snow and bitter cold to the whole state. We managed to survive, even if being inconvenienced by the circumstances. I surely hope that everyone made it through all right and each of you is enjoying the respite we've had the past few days.

A few photos to share this month and Tim has an interesting article to share; Randy and **DOTSUWA** are back with episode 44 . Mike Nahrstedt sent me some photos of his past to share. I know there are chapter members who will remember these times with Mike's dad. Certainly, if we've been in and around airplanes for any length of time, we can each relate to another time when fellow enthusiasts gathered, just because we could. My own days in western Colorado come to mind, with glider flying weekends in Crawford, CO with Lynn French and his family.

I suspect when EAA was formed in 1953 there was little thought given as to how big and powerful the organization would ultimately grow. Here we are today, and while it's not all about **building** airplanes anymore, the grass roots experience still permeates many activities in which EAA is involved. And grass roots is where the public is, and that's who we need to convince that we are not all dreamers, schemers and rich capitalist swine. The large fly-ins around the country draw in huge crowds of people, many of whom are involved in aviation in one way or another but it is likely as many or more are not. Watching a professional aerobatic pilot put on a display is a powerful incentive, as can be the thunderous roar of Navy or Air Force power displays. Even the Army with a Blackhawk or Apache fly-by can stir the adrenaline. At the heart of it though, are a bunch of people who are excited about things aviation and want to share that excitement. As we move into our various activities in 2024, let's focus on showing the public the best of local aviation. The future is in our hands and how we respond to the public and how they perceive us ultimately may pay positive benefit; or not. We need more young people involved with the drive to continue what their elders have started.

Thanks to each of you for your participation and support of Chapter activities as well as assisting other chapters and entities in their effort to put flying in the best light.

Meeting night Tuesday, 13 February, 1800. Dues are due, so bring cash (\$25.00) or check for annual dues. Receipt of the newsletter is not contingent upon dues payment but your support is important for chapter growth. **JHL**

MEETING MINUTES

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9 JANUARY 2024

Meeting was called to order by President Timothy Miller at 1810. There were 7 members in attendance.

- ♦ The minutes of the previous meeting (December 2023) were reviewed. It was a short business meeting with family gathering for supper at First Choice, so not a lot of commentary. Motion to approve was made, seconded and so voted.
- ♦ The Treasurer's report was presented by David Ottis, Treasurer. David noted payouts for the laptop computer for Young Eagles program and annual Chapter dues /insurance payments to EAA. The balance in account is \$3583.81. Motion to approve was made, seconded and so voted.
- ♦ Tim and John reminded members that dues are due, and several paid at the meeting.
- ♦ Tim advised that he had rented a small storage building that is on the airport property to allow for storage of a freezer and other chapter items that are used during our activities. It can also serve as a tool crib if needed.
- ♦ Randy reported that O'Neill will host the state fly in the week before Oshkosh/AirVenture. Look for more information as it is received. The O'Neill chapter purchased supplies from the York chapter after they closed their monthly Fly In Breakfast.
- ♦ Randy suggested we plan a Young Eagles event for the same date that EAA HQ has National Young Eagles Day. Date to be announced...
- ♦ John related a story of a flight instructor and student who experienced a loud noise and vibration from the engine compartment. While not specifically addressed in the narrative, the circumstances sounded just like a takeoff with the tow bar still attached to the nose wheel. The take away? Pay attention with a walk around inspection of the whole aircraft before boarding. Do not allow distraction to compromise the pre-flight preparations.
- ♦ Randy presented a **Pilot Mastery** video scenario regarding flight planning and personal experience. The discussion among the group centered around keeping current in cross wind operations and find a personal limit for such operations. Fuel planning also came into play in this scenario.

Meeting was adjourned at 1930. Next meeting scheduled for 13 February 2024, Norfolk Airport FBO.

JHL



Sally and I were able to visit with Richard Strauss in his hospital room in Omaha following his brain surgery. He is back in Norfolk now, anticipating chemo and radiation therapy to begin in the next week or so. We shared a card from the chapter. (1/21/24)

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Other-worldly view of the Nebraska countryside with a Cherokee wing and door post to give perspective.



Willow Creek reservoir near Pierce, NE over the nose.



How about this nicely manicured landing field? More on pages 5/6.

ADVENTURES OF DOTSUWA



THE CONTINUING ADVENTURES OF DOTSUWA - 44

By Randy Neuharth

Oh January, what a crazy weather month. The first started out pretty nicely. **Dotsuwa** and I actually got to fly the first day of the year which is something I always try to do. I want to start the year out right! I had the privilege of doing some formation flying with John Linke which is always great fun. It is also a way of working on your flying skills, maintaining heading and altitude and your ability to control your airspeed especially if you're not in the lead. It requires a lot of attention and fine adjustments to your control inputs, slow and easy is the way to go. I even got some video because I had the GoPro rolling.

As you know after that the weather went down hill very quickly and with sub zero temperatures there was not a lot of flying going on by me or anyone else for that matter. Getting the plane pre-flighted and out of the hangar in the extreme cold is not my idea of fun. Besides, **Dotsuwa** doesn't mind flying in cold weather but crazy cold is another thing. By the way, what does your POH say about your oil cooler cover in cold weather? Mine says to put it on below 50 degrees (it probably should say to put a fur coat on the engine at -20). I don't even want to think about what the engine is going through at those temps. After all this is not Alaska! (Yeah, I know, they do it there).

The next flight wasn't until January 22, which is a lot of days between flights for me. I flew to O'Neill to pick up Tim Miller after he dropped off his Grumman there. It was a beautiful day to fly. As the weather continued to warm, I was able to get a couple of more flights in, one on the 29th with Tom Bankers and one on the 30th just for fun. At least the whole month was not a total loss.

So, what do you do when you can't get out to fly? I for one, like to spend time reviewing flight training articles and videos. EAA and AOPA have all kinds of materials on their websites that are well worth the time. I am sure there is something there that would be of interest to you. I also follow have been following the MzeroA 31 day pilot challenge. It is a short daily video about all kinds training tips that are helpful in many ways. I don't always catch everyday but you can subscribe to MzeroA on YouTube and get them all as well as other videos that are on the site. There is a wealth of material out there if you look. (Just a little disclaimer, there is also a lot of questionable stuff out there so beware!)

Another option is to get over and fly Tom Banker's sim. It's warm at his house! Guys, you really have got to check it out.

I also was able to attend the Nebraska State Aviation Symposium in Kearney on the 24th and 25th. There were sessions dealing with airport management, FAA regulations etc. but I also attended several sessions for pilots including one on Medical Certification and Basic Med. That may be something to talk about at a meeting sometime.

Well, that's about it for now so until next time, Happy Flying and may you always have a tailwind!



Tom and Randy enjoying a January flight in DOTSUWA.

MILLER MUSINGS....by Tim Miller

Airplanes and People

In the years from when I started my formal adventure in aviation and training' and in the time since I earned my PPL, I have been fortunate to have been able to fly a variety of aircraft ranging in scope from a Quicksilver ultralight to a Mooney J. Each one was governed by the same 4 forces of flight: Lift, Drag, Thrust, and Gravity. Yet each one had its own, unique personality. Each aircraft had a preferred rotation speed, trim setting, landing speed, feel of the controls, and flight characteristics. All ruled by the same four forces; all flying through the air the same way, and yet all different. I have also met some very capable, caring and talented people who met the same sets of variability.

From a humanistic point of view, there are some interesting parallels with people and aircraft. People are all fundamentally the same. Between any disparate population of humans, there is only 0.1% difference in total DNA makeup. Far less variance than most general aviation aircraft, but so many different types of people and personalities. Like the fundamental forces of flight, there are fundamental resources which people need to live.

A brief summary of Maslow's **Hierarchy of Human Needs**, reveals that there are three levels of need that all humans require to be fully functional: The Physical, the Psychological and the Creative. The first and fundamental level of needs are physical needs: air, sleep, shelter, food, clothing and water. Like our four forces of flight, take any one of these away and existence, like flight, becomes a challenge.

Working through the next two levels of Maslow's **Heirarchy** reveals a number of factors that could have parallels to flight but because an aircraft is an inanimate object, they wouldn't apply...or would they?

Maslow's 2nd fundamental need is Psychological; think safety and security. Before we "commit aviation" as my friend and flight mentor John Linke aptly calls it, we should do our preflight safety checks; both on ourselves and our aircraft. On ourselves, with **IMSAFE**:

ILLNESS, MEDICATION, STRESS, ALCOHOL/ ATTITUDE, FATIGUE and EMOTION. On our aircraft, basically: **OIL, FUEL, TIRES, PROP, CONTROL SURFACES and CONNECTIONS.** Run the checklist, buckle up and continue through with sys-

tem checks and run-up. If we are safe and secure, we move on.

At the top of Maslow's 3rd and highest level in the hierarchy are confidence and self-actualization. In discussions with many pilots, the idea that while most thought they could fly an aircraft that was similar in make and model to their usual aircraft, they felt most comfortable and able to get the most from themselves and their aircraft after between 50 to 100 hours of time in that aircraft. Each characteristic and idiosyncrasy becomes known and an appropriate response is understood and provided if needed. In this sense we are functioning at their highest and most confident level with time in our aircraft. Essentially, we become less mechanical and more intuitive.

To be clear, airplanes are not people. We all know the difference. But to many pilots, aircraft are something other than completely cold, lifeless and without character. In my opinion a pilot should approach training in, or flying, each aircraft with the same respect and willingness to learn that they would take with a new acquaintance. By providing basic and fundamental respect, getting to know the aircraft/people in our lives and appreciating each for what they are, how they are made, how they operate, respecting boundaries will foster an environment for safe and reliable interactions.

Maslow didn't write any of his "**Hierarchy**" with aviation in mind but it could be a worthy reminder to every pilot.



Out the window of the office in Springfield, SD. Pretty day and nice flight there and back.



Mike Nahrstedt shared the photos on this page of a fly-in event at his dad's farm strip. Not sure of the date but likely mid/late '70's or early '80's. Mike's dad owned the red Taylorcraft and the Cessna 175. Dave Ottis now owns the Cessna, so it is still in the local area. There is also a Cessna 170 and Aeronca Champion in the photos. You'll note in the bottom photo, next to the round top, a Cessna Cardinal. It is

Interesting the variety of aircraft on the ground here. As I noted in my comments on page one, the activity that was enjoyed in the past is still a big part of fun aviation in much of middle America. As Mike



works to finish is Zenith 750, I know that he is looking forward to events just like this one from his past. In many respects, that's why perhaps most of us got into flying in the first place; for fun!



Mike shared this photo as well... That's Bob Carlisle in the orange flight suit, in front of the **Fly Baby** he built and flew in the Norfolk area.

Bob authored the book, "**Tower, This is Andy**", an unauthorized history of aviation in and around Northeast Nebraska. It is a good read if you can find one, and worth the effort to do so.



LEFT BASE FOR RUNWAY 15 IN SPRINGFIELD, SD



LEWIS AND CLARK RESERVOIR ON THE MISSOURI RIVER FROM THE NEBRASKA SIDE, SOUTH OF SPRINGFIELD, SD.

ON FINAL...



I want to thank Mike, Tim and Randy for their contributions to this month's newsletter. It is a privilege for me to be able to collect all this stuff and share it with you. The history of the core group that put together the EAA Chapter here in Norfolk isn't quite lost to time. There are still a few people around who remember and desire to share how it was 'in the good ol' days'. Granted, it was a simpler time but I can assure you, the groups today that carry on the legacy of the early 'experimenters' and dreamers who put EAA on the map, cherish what was done. EAA has become a driving force for change in government regulation of sport/private aviation. In that regard, we each have a responsibility to uphold the principles that guided Paul Poberezny and others as they desired to share the world of flight with as many people as could be interested. Take a friend flying...you gotta admit, that's some really dramatic countryside exhibited in our photos. Take care and fly safely!

JHL