

HIAWATHA VALLEY EAA CHAPTER 1518

RGK—Red Wing, MN Regional Airport

(Formerly the Hiawatha Valley Pilots Association - founded in 1973)

Our 48th Year



2021 Chapter Leaders

President

Ben Burshem

benburshem.trucking@gmail.com

Vice President

Scott Stricker

Scott.stricker@ecolab.com

Secretary

Mark Weinreich

mnweinreich@gmail.com

Treasure

Dan Johnson

DanJohnsonMRWI@gmail.com

Web Editor

Rex Porter

rexporter00@gmail.com

Newsletter Editor

Art Howard

alhowar@attglobal.net

Technical Counselor

Open

Flight Advisor

Open

Young Eagles Chairperson

Dan Johnson

EAA Chapter 1518 is a nonprofit association involved in the promotion of aviation through adult and youth education, hands-on training, building and maintenance of experimental aircraft, and through community awareness programs.

This publication by EAA Chapter 1518, Inc. is for the use, education and occasional enjoyment of its members and others. No claim is made for the accuracy or applicability of information herein. Editorial content is the opinion of the contributor not necessarily the position of either EAA Chapter 1518 or the Experimental Aircraft Association.

Reader submissions and comments are strongly encouraged.

Comments from our Chapter President

-- Ben Burshem

Greetings Fellow Flyers-

With June halfway over already, my spring rush of 7-day work weeks is winding down, I appreciate everyone stepping up while I have been doing this, especially our VP Scott Stricker. This is a harder job than I realized, keeping the hamster on the wheel, certainly did not have a good start last year! Moving forward, I am looking forward to fly-outs and fly-ins.

Next meeting scheduled for Sat. July 10 at the terminal. We should be finalizing details for our breakfast. Looking forward to seeing everyone there!

Ben Burshem

Calendar

- 6-22-21—Shell lake Fly in Hamburger Social,
- 7/10/21, 9am—EAA 1518 Chapter Meeting
- 7-22-21—EAA 1518 hosting 4H STEM class for a Young Eagles Rally, see Ed for more details.
- 7-26/31-21—Oshkosh,
- 8-7-21—EAA 1518 Breakfast workday, 8am Terminal building.
- 8-8-21—EAA 1518 Breakfast, 8am to 12pm. For those helping of which we need all of you, please arrive at 6:30am. Please come as you are able.
- August 28th Neighbor day. Need pilots and grill masters

Young Eagle Pilots and Ground Crew Needed

-- Ed Whitman

Greetings to all Chapter1518 members. This is a formal heads up that we are again hosting the Pierce County 4H/STEM class this summer for a Young Eagles Rally. The date is Thursday July 22nd with the 23rd as a rain day. We will be in need of pilots and ground crew help to make the day a success as we have in the past. With the rally so close to Oshkosh week a few of our pilots will not be available to fly as they will be in KOSH. I would like to have at least five planes available to make sure we can get the kids done by early after-

(Continued on page 6)

ODE TO THE AIRCRAFT MECHANIC

-- Mark Weinreich

I look now and see all those aircraft as if they were friends thankful for my "thoughtful attention." To a mechanic's soul, a machine is a reincarnation of muscle power; a symbol of perhaps the work animals and tenders of such of times gone by.

A fine running machine of any type is a testament to the craft and expertise of its mechanic, just as is a fine horse a tribute to its trainer and prudent caretaker. A fine work animal is not only a companion but an investment perhaps in one's own well being. A machine may not early on seem a friend, but is almost always a dear investment. To a good mechanic, a fine machine which yourself have tuned and serviced can become a friend in that you become acknowledged as its caretaker.

To see an aircraft poorly flown, roughly handled or neglected and not properly maintained can trouble a good mechanic's mind. Yes, it is a machine, but what of the human responsible for it. How would things be if that person were in charge of a good work horse team...a farmer with dirt under the fingernails knows just as the mechanic with such hands might also think. A professional mechanic looks and "sees" with professional eyes. The person attached to the machine is also under review. This wisdom was inculcated into me as a farm boy imparted by local tractor mechanics. Later while in the military, it was the helicopter mechanics; then the airline mechanics who instilled in me an appreciation of such consideration.

Many years ago, a "crabby old" A&P admonished me roughly and in a harsh voice; I had not properly checked and secured the oil filler cap he said resulting in oil blow out and my landing short. No engine damage but huge self esteem damage. The aircraft was his charge; I had mistreated it. He had let me go out with trust; now he looked at me with one eye squint and the other in full choke bore as if I had taken his daughter out on a Saturday evening date...I later understood having two daughters myself...

Dennis' blog

-- Dennis Ahern

Most of EAA-1518 / HVP members get a catalog from Sporty's every other day. Anyone who manipulated the controls of a C-150 or PA28-140 has been exposed to the marketing of keyrings / fobs made from the skin of a historic aircraft. For the better share of a \$100.00 bill you can own two square inches of a cold war B-36 or Vietnam era UH-1 (Huey). Ed will display the fragment of a DC-9 that his dad commanded during summer thunder over the smokies if asked. Part of Eastern Airlines was saved from the smelter due to Hal Shevers and his pilot supply concern – I'm considering searching the hangers and taxiways of KRGK for candidates to serve as a fundraiser for our group. Tucked into airplane sheds on our 170 acres of cedar and sandburrs are a Bellanca Viking, a Geranimo Conversion of a Aztec, and a Benson Gyro-Glider that await restoration or conversion to keychains.

Two aircraft that have been based on the prairie north of Goose Lake have found new homes with loving owners. Matt is near completion of the work that is required for a ferry permit to be granted for skits D-bone (Beech Debonair) to navigate to a shop at Airlake for conversion into a pristine example of what mid 1960s G.A. offered. Beechcraft intended this aircraft to be an entry for the pilot who lusted after the "V" tailed version but on a C-150 budget. Matt's restored example might

(Continued on page 3)

Forty years later, after an airline pilot career and having gained my own A&P/IA certificate, I can easily relate to the "crusty old mechanic" of back then; and with oily clothes, sweat soaked cap, wrinkled and crooked fingers on swollen, beat-up hands who did admonish me for my slight. "Put your head on straight kid if you are to be in charge of fine equipment." This advice I heard and it served me well.

Cpt Mark June 2021

Secretary Comments

-- Mark Weinreich

EAA Chapter 1518

Chapter 1518 meeting 06-5-21



Another project plane



Editor Midwest Flyer is offering a free subscription to their magazine.

Here is a [link](#) to the April/May 2021 issue. Once there, select your choice of On-Line versions: PDF or Interactive

Please forward the following link to as many pilot friends as you can, so they too can [SUBSCRIBE](#) free of charge!

(Continued from page 2) - Dennis' blog

sport a Narco MK-III and an ADF but it will preform with its 4th generation aluminum grand babies that are designated A-36s and list for upwards of \$900,000. Expect a report on this machine when it exits the pattern at Lakeville and returns to home at the head of Lake Pepin.

KRGK has hosted another rare machine for the past decade but it has managed to retain its obscure image in a corner of hanger row "Charlie". Paul Groth is searching the pages of "trade-a-plane" and the files of "Barnstormer" for an O-360 that will power his Aero Commander. This is not the twin turbine commander 690 that Gordie Fisher commanded on many missions overs the Rockies as it fulfilled its role for Red Wing Shoe. This four place flyer was manufactured in 1967 and was advertised for \$6,900 -- well under the tariff of a C-172 from Wichita of \$8,700. The Red Wing example had the reversed tail that made it appear that this craft was the result of a night of passion between a Moony and a Skyhawk. Two versions were available in the late 60s -- the 150 H.P. version powered by a 150 H.P. Lycoming was called the Darter while the 180

H.P. model wore a "Lark" nameplate. Constructed of sheet aluminum over a tube fuselage with fiberglass landing gear. Paul's purchase stood out in the ads and pilot reports of that era. With no power plant and wings removed several years ago, this rare airframe exited the airport on a trailer on a mild day in February. Paul's shop is within a mile of the defunk Frontenac airport, so it is only fitting that this example of flying history will spend them next years of rebuild under Paul's capable craftsmanship.

There is an Ercoupe, Champ, and a Fleet of Citations that will be featured in following months. Welcome back to the valley skies.

Thanks for Reading,

Dennis Ahern

(Continued on page 4)

(Continued from page 3) - Midwest Flyer



HEADLINES

[AOPA Sweepstakes RV-10 Awarded](#)

[ICEPORT 2021](#)

[The Man At The Helm of EAA Chapters](#)

Thank you!

Dave Weiman
President
FLYER PUBLICATIONS INC
Editor/Publisher
MIDWEST FLYER MAGAZINE
6031 LAWRY COURT
OREGON WI 53575-2617

PHONE: 608-772-1776

EMAIL: Dave@MidwestFlyer.com

www.MidwestFlyer.com

Editor: I did not include the **COLUMNS, FEATURES,** and **SECTION** information. Please click [here](#) for that information.

Cockpit Fire

-- Art Howard

Editor: Not the complete e-mail. I just copied the parts that are pertinent.

From: Randy Corfman <president@mnpilots.org>

Sent: Wednesday, May 26, 2021 10:29

To: Arthur <alhowar@attglobal.net>

Subject: Chuck Cook's presentation on "Cockpit Fire!" available to you



Dear Arthur,

For those of you who missed Saturday's presentations at the 2021 Great MN Aviation Gathering, it was a marvelous day. Thanks to the effort of Doug Busch Video Productions, and Chuck Cook, Chuck's outstanding and impactful presentation was recorded and they have generously shared this with you. Unfortunately, we did not video Buck Wyndham's "Hogs in the Sand" and Jim Johns "Minnesota's Role in the Doolittle Raiders" were not recorded. Those were also incredibly moving presentations.

I think Chuck's courageous presentation should be viewed by all aviators. His is a story of tragedy, resilience and courage, and who better to tell that story than Chuck himself.

To view Chuck's presentation, please refer to the following link to YouTube:

https://www.youtube.com/watch?v=wbyy_ykAP4

(Continued on page 5)

(Continued from page 4) - Cockpit Fire



We are very grateful for Chuck making this available to us, and to Doug Busch for his expertise in videography.

We hope to see you at the 2022 GMAG, to be held Friday and Saturday, May 13, 14!

Randy Corfman
President, MN Pilots Assn

Copyright © 2021 Minnesota Pilots Association, All rights reserved.

You are receiving this email as you are either a friend or a member of the Minnesota Pilots Association.

Our mailing address is:

Minnesota Pilots Association

1200 Elm Creek Blvd #350

Maple Grove, MN 55369

[Add us to your address book](#)

Newsletter Editor

-- Art Howard

Let me introduce myself. I have volunteered for the Newsletter Editor position for EAA Chapter 1518. Some background:

- I have been a pilot for over 50 years.
- Received the Master Pilot Award April 2018 at GMAG (Great Minnesota Aviation Gathering)
- Fly a 1962 Piper Cherokee PA 28-160 which I have owned since July 28, 1975 (Rebuilt the engine twice)
- Have over 4420 hours of flight time:
 - ◆ 1946 Taylor Craft BC12D — 477 Hours
 - ◆ 1962 Piper Cherokee — 3547 Hours
- Comercial Pilots License
- Instrument rating
- Member of EAA, AOPA, CAP (not currently active), UFO (United Flying Octogenarian), & Piper Owner Society.
- Honor Guard and Color Guard in VFW and American Legion, respectively.

I flew to Oshkosh on Saturday, June 5, to attend a Chairman's meeting on AirVenture 2021 Admissions. I have volunteered to Chair the South 40 Aircraft Camping and Admissions. It is truly the last spot on the Tram Route to the south end of the field! All indications are for this to be a really big event. Everyone is sorry that our International Visitors most likely will not be able to come. I know several Canadian volunteers who may miss volunteering this year. There are ways for them to attend!

I flew back to Red Wing in the afternoon in the heat. I saw several warnings on my iPad that if it did not cool down it would shut down. I tried to keep it out of the sunshine in the cockpit and kept outside air blowing on it. I had OAT 28° Celsius (82.4° F) at 4,000 feet! Even with the warnings, I was able to keep it cool enough. This is a warning to all of us that use EFBs (Electronic Flight Bags), They may not always work in the heat of summer.

(Continued from page 1) - Young Eagle Pilots and Ground Crew Needed

noon. If you can fly/help please let me know ASAP so I can get the planning underway. Send me a text or call my mobile number below. REMEMBER your EAA Young Eagles online training must be complete and up to date. You can check this online via the EAA website. You must log in to get your information.

As we come out of the COVID winter of our discontent it's important to get back to our Chapter routines as best we can. Hosting the STEM class is one of our chapter activities we do well and I'd like to see that continue. Any questions let me know and thanks in advance for considering your assistance.

Ed Whitman. (612-817-3341)

Editor: Please review the **Pilot Requirements** on the right.

Editor: This is from the EAA Young Eagles **Pilot Guidelines** brochure: **Pilot Requirements**

The Young Eagles pilot requirements are basic, but **MUST** be followed.

- ◆ Be a current EAA® member and hold an appropriate airman's certificate (sport pilot or greater)
- ◆ Possess a current medical certificate (if applicable)
- ◆ Be current to carry passengers in the aircraft you plan to use
- ◆ Have a current flight review
- ◆ Complete the Young Eagles registration form before the flight, including parent or legal guardian signature, and pilot signature
- ◆ Conduct flights in an aircraft that is in airworthy condition
- ◆ Have aircraft passenger liability insurance for the aircraft used (owned, rented, or borrowed)
- ◆ Adhere to all applicable Federal Air Rules (FARs)
- ◆ Complete both the online training and basic background check as a part of EAA's Youth Protection Policy. For more information, visit EAA.org/YouthProtection.

Editor: The airspace depicted below shows where you need ADS-B out. There is a lot of airspace where you **do not need** ADS-B out, including **KRGK**. ([FAA](https://www.faa.gov)). You can get authorization to fly into the Minneapolis airspace with this tool: [ADS-B Deviation Authorization Preflight Tool](https://www.faa.gov/ats/adsb-deviation-authorization)

Editor: Make sure you are current to fly Young Eagles at the EAA Chapter 1518 Young Eagles events.

