

HIAWATHA VALLEY EAA CHAPTER 1518

RGK—Red Wing, MN Regional Airport

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

Our 48th Year



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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.

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Reader submissions and comments are strongly encouraged.

Comments from our Chapter President

— Scott Stricker for
— Ben Burshem

Calendar .

- 1st Saturday meetings at the terminal at 9:30am

Chapter 1518, whether we want to admit it or not, summer has ended. We have had a few mornings here at the airport with frost on the grass and car windows. Fall is a wonderful time to get out and enjoy the beautiful area we live in. Taking an hour or two to go flying and enjoy the fall colors is one of my most favorite things to do. There is something magical about looking at the gorgeous colors from above. The St. Croix River valley is one of my favorites! Try to take a friend or family member flying this fall that you haven't taken before to introduce them to the joy of Aviation!

Fall is also a great time to reflect on the past summer and look at what was accomplished. As I look back on the summer of 2021, EAA 1518 had a pretty good summer. The season officially started on June 1st for the Hamburger Social. A few of us were nervous on what the turn out would be. Would anyone show up? Well, the first plane arrived at 4:15, and they kept coming. KRGK quickly became the O'Hare of the river valley. We had planes in the pattern pretty much all night. There were planes parked all over the ramp. It was great! If memory serves, we had over 40 planes fly in and over 60 people in Ed's hangar at one time. Quite a few of us traveled to other socials around the area throughout the summer, and turn outs were all excellent. If you haven't attended any, please try to attend this summer.

Then we got word that the City of Red Wing was going ahead with River City Days. That meant we could have our breakfast. While the weather wasn't a good day for folks to fly in, we still had a great turn out due to support of the community and River City Days. Thanks again for all the volunteers and sponsors that helped make it a success.

We just completed our 2nd Annual chapter BBQ. Ed's hangar was host to another great turn out of over 30 people. It was a great night to gather and spend time with friends and hopefully make a few more. As I write this, we are a few days away from our flyout to KPDC. We have a great turn out scheduled to attend, and the weather looks to be great.

Thanks for a great 2021 season and I look forward to seeing everyone at future meetings and events.

Editor: Thanks to Scott Stricker for filling in for Ben Burshem..

Secretary Comments

-- Mark Weinreich

- October 2, 2021

Present at 0930 were Scott S VP, Mark W secretary, Paul S member, Ken H member, and guest Brian Huberty. As we did not have a quorum no business was conducted. Discussed briefly was the success of the August 8th pancake breakfast. End.

- October 16,, 2021

Our EAA Chapter 1518 BBQ on the afternoon of October 16th was enjoyed by the thirty plus folks in attendance. Lee Amorelli ran the grill, turning out some good hamburgers and brats. Also quite a nice selection of salad side dishes and deserts were brought in by those who came. Was nice to visit and catch up on the happenings around the field.

(by M Weinreich, secretary)

The Founding of EAA Chapter 1518

-- Mark Weinreich

It was back in the fall of 2010 when I first got to know Dan Johnson. I was in the hangar finishing up a project when he happened to stop by and talk about the EAA and his efforts to establish a local chapter. Well, he did and the rest is history.

Prior to having our local EAA venue, 'Hiawatha Valley Pilots Association' was the name of the local group of aviation enthusiasts who called Red Wing Regional Airport home. These members were enthusiastic and active. Adding to the local association those opportunities offered by becoming associated with the EAA programs and assets was considered, members were signed up and the first meetings were conducted. Dan served as the first president followed later by others such as Ed

Whitman, Dan Marrs, and now Ben Burschem. The chapter grew and the annual pancake breakfasts became known and well received. Young Eagles were flown. The local pilot club was now more than a club; it was a chapter, and a part of a premier association of aviation interests. Much credit for this success is certainly due to the efforts of Dan Johnson.

Over the years I have learned that Dan has a very interesting background with many unique experiences. He served in the US Navy as an electronics technician working primarily in communications technology and applications. He worked on many of the Navy's warships during the Vietnam Era. He was then involved with NASA and the Apollo space program while employed by Honeywell and was directly involved during the time frame of Apollo missions eight to eleven. He mentioned that while showing his family a cockpit array on display in the Florida museum he pointed out "my inspection sticker" on a piece of sensitive equipment.

After working with the space program Dan was employed by a manufacturing and engineering firm based in Alexandria, Minnesota. He was involved with the design and installation of conveyor systems for various business concerns through out the country. It was during this time that he decided to learn to fly and obtain a pilot's license in order to make his frequent trips to call upon and inspect the projects for which he was responsible somewhat easier and more efficient. He started flying in 1992 and then bought his first airplane, a Beechcraft Sierra, in 1999. He was able to get a unique N number with the last two characters being "DK" for Dan and Karen. Many hours were flown in this fine aircraft until it was sold only a few years ago. It was kind of a sad day I think for Dan as he had spent many enjoyable hours flying it both for business and pleasure. He said that it had flown several times over to Oshkosh for Air Venture with each year his family growing up...yes, another year older.

In my doings over the years I have noticed how easy it is to become frustrated when trying to move forward an idea, activity, or group. In the Army the tactics employed to motivate seemed to work quite well! However in most other endeavors it requires diplomatic, energet-

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Nostalgia and “the Happy Times”

-- Mark Weinreich

Dennis Ahern, our chapter historian, had a gathering at his hangar recently hosting a very interesting group of friends with whom he had worked before retiring from the offices of Goodhue County, Minnesota. It was apparent that they had a genuine appreciation of Dennis and of their years serving together. Yes the nostalgia was evident.

Scott, our VP, was also there and he and I gave airplane rides to a few in attendance. My passenger was a lady who has had a son in flight training and was recalling the difficult times of his getting started at such an endeavor. I was thinking that so often when we look back and reflect upon the earlier times in our struggles and efforts to establish a career, a family, a home, and an identity and credentials worthy of our folks bragging rights, we remember such rather fondly...Of the many nights away from home, of strict household budgets, of enjoying an “outing to McDonalds” where we four shared a big fries and four regular hamburgers. We were happy without having much, but we were together. Now we all can go out and each afford our own big fries; but we don’t want to now even if we can afford such; it’s not the same.

I have been asked what part of my flying career has been the best...and “do you really like flying little old airplanes..?” And I will say, I most enjoy that which is an adventure, simple or complex, but always an undertaking which captures my full interest and attention, and challenges me to keep it rewarding; rewarding by asking for my best effort and the satisfaction of recognizing that I have been successful.

Several years ago I wrote a series of articles grouped as “The Way it Was.” One such article is my favorite because it is the epitome of my early days as an airline pilot. Sure the pay was marginal, the equipment not fancy, and the schedules and flying conditions challenging. But I had the privilege to work with such fine people who appreciated what they had in the moment. Just

as many look back on the early days when the kids were little, the bills were difficult, and then say, but we were happy!

Yes I have been flying for almost fifty years now. Sixty years ago I looked up from the farmstead at night to see DC-3s on their descent into Sioux City, exhaust pipes glowing and engines sometimes backfiring. My first airplane ride was in an F27 Fairchild in 1970 to report for Army basic training. I got my private license in 1973 through a military flying club. Ha, later they said well now we will send you to flight school at Ft Rucker to learn helicopters?

Somewhere along the line I gained a multi engine, CFII, ATP, a corporate job for an engineering firm and then an airline job. The airline job seemed a step down at the time; but just as I was saying, those early days looking back now were “happy.”

I have attached the article concerning the Fokker F27, an old but trustworthy turboprop. A good ship that we who got to fly and know it have many fond memories to share with those others who also remember back when “we were poor but happy.”

Cpt Mark



THE WAY IT WAS – F27 Fokker

- 45,000 lbs. gross weight**
- 50 passengers; 3 crewmembers**
- 95 ft wingspan**
- 2 Rolls Royce turbine engines of 2,250 HP; cruise @ 275 mph**

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(Continued from page 3) — THE WAY IT WAS — F27 Fokker

It was a chilly and damp early morning, November 1989, in Traverse City, Michigan. The first officer came into the cockpit after the aircraft pre-flight, stowed his flashlight and then hung his overcoat behind us on the bulkhead. I noticed the sleet still clinging to the fabric; Any ice? I asked..”None on the airplane.” Heck of a morning but not so cold in Detroit; let’s crank up the right engine and get ‘er warmed up before our flight attendant freezes out back there..OK, he says, “let me get the checklist rolling...”

The Rolls Royce engines start up like a good workshop kerosene heater, only with a lot more fuss about it. Usually a good roar upon light-off with a flame torch out the tailpipe just for measure. The direct drive eleven foot diameter propeller comes up to idle speed and dries off the ramp behind the right wing. Three minutes later with some heat in the cabin a smiling flight attendant appears and asks if we would like some coffee; “On time this morning..?” We should be I say.

I look out and see the young gate lady running out to the boarding stairs to the rear of the aircraft. Shut down the engine; the folks are arriving. As we review our flight plan and dispatch release I periodically glance out and note a good load this morning; perhaps thirty or more passengers even though it is a Saturday. The boarding stairs are soon wheeled away and the boarding attendant waves us off.

OK guy, let us get this program underway..”aye Cap...starting engine checklist:” With the engines again started and the before taxi checklist underway, I just happen to notice a flurry of ‘what is that..’ out on the dark ramp and coming near the aircraft left front within twenty feet or so and then stopping...is it that pretty gate lady..? SHUT DOWN the left engine now! The left engine shouts out a gasp and a good deal of smoke while the prop spins down. The gate agent comes near and I slide open the side window...what the heck..! But she yells up..”Hey captain, we have a doctor at the counter writing out a check for airfare to Detroit. He is a cardiologist and his patient down there has turned bad. He needs to get on this flight; will you wait..?” I say ‘well absolutely we will wait and you can very well tell us

when to leave. Just don’t scare me like that again!’ On the cabin interphone; Lynn, we will have another late boarding passenger arriving...

A few minutes later we observe the boarding stairs being pushed back up to the aircraft and then from the dimly illuminated terminal door a man, with hat and coat, umbrella in hand, walking briskly toward the airplane. Shortly we observe the ‘cabin door closed’ light again illuminate and hear over the intercom from our flight attendant that the cabin is again secure and ready for taxi. After the ramp agent’s wave off the big Rolls engine is again started and we taxi out and are soon underway. We make the engines work a little harder that morning to keep schedule.

During the flight a note is passed forward to the cockpit: (Thanks so much for waiting as my cardiac patient has my immediate need of attention..) And signed by a MD Cardiologist of very renowned.

Can one imagine of this replaying in today’s environment! Yes, I got to fly the airlines at the cusp of old to new. From outlying communities to large metropolitan centers, we carried passengers and cargo; even sometimes chickens, mink, pheasants, dogs, and whatever else could be loaded aboard a pallet and placed in the large cargo area between the cockpit and the passenger compartment. Occasionally we received a much labeled Styrofoam box marked URGENT which contained donor organs for a waiting transplant patient somewhere; these we carried right up with us in the cockpit. And if a doctor needed to get quick to a patient, we were available.

Like an old saying in a movie somewhere: “I am sorry that the world grew up...” For my part, I should wonder indeed if the world grew at all.

Cpt Mark

Reference: My nearly fifty years in aviation: military, corporate, airline, flight instruction, 25,000 + flight time. Retired airline pilot; part time A&P/IA restoring vintage aircraft. (My service with Mesaba Airlines 1988 to 2012 was absolutely some of the best. A proud company

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(Continued from page 4) — THE WAY IT WAS — F27 Fokker

with a sterling record of safety and a culture that promoted such.) Mesaba Airlines was a regional airline affiliate of Northwest Airlines which served much of the upper Midwest for many years with an unblemished record of no fatal accidents.

By: M W Weinreich, Captain retired 2012

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ic and motivated individuals to explain the merits of becoming involved, and then to inspire these people to participate and add to the mission their unique talents and abilities. I think most would say that Dan has certainly shown himself up to the task.

Cpt Mark

Newsletter Editor

-- Art Howard

The season of fall colors is here for all to see, whether you are driving or flying. Jean and I have done both over the last weeks. We took a pleasant drive to Taylors Falls State Park and then on into Wisconsin. Very nice colors.

We have also taken some flights where the colors were nice. Get your airplane out and enjoy the cooler air, better climb performance, and these nice pleasant fall days. Just be aware of dew points so you do not get caught with foggy conditions below you!

I spent a full day of flying Thursday, September 30, 2021. for the VAC (Veterans Airlift Command). I flew to St. Peters, Missouri (Creve Coeur airport (1H0)) to pick up a Veteran for a flight to Rochester, Minnesota for her appointment at the Mayo Clinic on Friday. Another pilot and aircraft returned her to St. Peters on Saturday. This was in St. Louis, Missouri area.

We had another flight over October 1–3 to Moorhead, Minnesota. We had an Airbnb for a weekend to attend a Wedding. A couple days before the wedding we re-

EAA Chapter 151 Dues

-- Dan Johnson

Fellow EAA Chapter 1518 Members

Just a friendly reminder that not all have paid their dues for 2021

To become an active member of chapter 1518 the following is required:

1. You are a member of EAA and have paid your dues to the national organization.

2. You have paid your Chapter Dues of \$10 per year.

Contact Dan Johnson or Art Howard and they can look up if you are current on your local and national dues.

If you need to pay chapter dues give them to Dan or Art and we will update the records.

Editor: You can also mail your dues to:

Dan Johnson
751 Briarwood Dr
Red Wing MN 55066

ceived a phone call that the wedding was canceled because the family had caught COVID. So we had a nice visit to Fargo, North Dakota, since we could not cancel the Airbnb. The particular one we had would not give a refund. All in all we had a nice flight up and back and a great time visiting October Fest in Fargo, ND!

The 1962 Piper Cherokee, PA 28-160, continues to provide us with flying utility. It is not the fastest cross country airplane but over the years has become equipped with some great Garmin electronics. It is certainly a pleasant aircraft to fly.

I called AOPA several weeks back and explained what I had in the Cherokee for electronics. I was told that I now have a TAA (Technical Advance Aircraft).

FAA Definition: TAAs are aircraft with a minimum of an IFR-certified GPS navigation system with a moving map display, and an integrated autopilot. Some TAAs also have a multi-function display that shows weather, traffic and terrain graphics. In general, TAAs are aircraft in

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which the pilot interfaces with one or more computers in order to aviate, navigate, or communicate.

The engine is now showing signs of age. It has over 6,264.2 hours of flight time. It has been field rebuilt twice since I purchased it in July of 1975. My first flight in the Cherokee was on July 28, 1975. I have now owned the Piper Cherokee, N5438W, for over 46 years. A new Lycoming O-320 D2A was ordered back in June, 2021. We now have a ship date of November 8! Talk about delays in getting aircraft parts. Wow!

The engine continues to perform well after the last annual. About 30 hours after the annual, it developed an oil leak in the case seam in front of the oil pan. Several inspections of the case with attempts to fix the leak failed so now I carry lots of oil. Sure would like the new engine to arrive!

Hint: I need articles like I just provided above. Please send me your build, fly, pictures, or other aviation stories for this newsletter. Thank you!

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](#)). You can get authorization to fly into the Minneapolis airspace with this tool: [ADS-B Deviation Authorization Preflight Tool](#)

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

