

HIAWATHA VALLEY EAA CHAPTER 1518

RGK—Red Wing, MN Regional Airport

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

Our 49th 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

Hello 1518!

I hope everyone has been enjoying the balmy weather the last few weeks. I think that only applies to a few of the chapter members in Florida! It sure has been a cold stretch here in WI. As I am writing this is a warm 15, it feels warm when you walk outside compared to that we have been having. I know the next month or so will see temps rising again which will bring more activity to the airport.

Last Saturday I flew up to KANE to look at a Glasair II I will be flying for the first time for a gentleman. I took the Skyhawk up and it sat outside for a few hours with an engine cover and cowl plugs installed. Apparently, it didn't like that as when I walked out to come home the nose strut had decided to go down. This seems to be a fairly common thing for this style of oleo strut. I flew it home and rode a really nice wheely down the runway until it was time to turn off the runway. I put it in my hangar and ordered a rebuild kit for the strut. I must admit I was a little scared logging on to the website to order the kit. I know its just O-rings, but they are the magical Aviation O-rings. That means they are really special, or in other words expensive. To my shock and amazement, the rebuild kit was less than \$19. You mean I can actually buy something for an airplane that's less than a dinner out for myself? I was shocked. I look forward to the kit arriving and getting it installed.

As I was pondering my situation about the nose gear, it brought up some thoughts about how lucky we are to live where we do in the world, to get to enjoy this wonderful hobby/profession called aviation. I looked up how many pilots there are in the United States here is what I found on a quick internet search.

As of the end of 2019, in the **US**, there were an estimated **664,565** active

Calendar .

- Next meeting is Saturday, March 5, 2022 at 9:30 am
- 1st Saturday meetings at the terminal at 9:30am
- March 26th at 0830; Trip over to Stein Air at their Faribault Airport hangar
- May 22nd photo op for members and their aircraft: 2:00 pm with barbecue later

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Secretary Comments

-- Mark Weinreich

Secretary's Comments:

EAA Chapter 1518, Meeting of February 5th, 2022

- 8 members present; meeting presided by President Scott Stricker
- Welcomed new member, Dan Fenter, who is presently working on an instrument rating
- March 26th @ 0830 will leave from KRGK airport to visit Stein Air at Faribault, MN, Airport (Fly if weather okay, otherwise drive)
- Service Awards presented for former Chapter leaders
- General discussion:
 - ◆ Young Eagle Event planning,
 - ◆ Pancake Breakfast menu and committee
 - ◆ Current airport projects and projected growth

by M Weinreich, secretary

The Way it Was... The NDB approach to minimums

-- Mark Weinreich

There was a time when a pilot's true stick and rudder skills along with "airmanship" was clearly on display, and no where else more evidently so than in the conduct and execution of the ADF approach to minimums. Yes, some nostalgia here but I so much enjoyed those days!

A Checkride or proficiency check in the 1970s always included an NDB approach to minimums, with perhaps a circle to landing. Examiners delighted in this, especially on crosswind landing days! Many checkrides failed to

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Dennis' blog

-- Dennis Ahern

Any recent visit to the RGK administration building will have noted the relocation of the aviation library to the south facing window sill. The future location of the materials donated by our membership is under discussion by several entities – the corner stealth cupboard is one possibility – but whatever the future of the vintage tomes, I'm reminded of a reading list that reflects my interest in vintage aircraft piloted by our vintage EAA-1518 readership. Most of the books I'll be reviewing are not available on the window sill but I can locate a volume if asked.

WEEKEND PILOT by Frank Kingston Smith published in 1956 relates Smith's private pilot education on the east coast during the era of the Narco MK II. The purchase of a Cessna 140 is the catalyst for flights over the New Jersey pine barrens and Long Island Sound, The author became an editor for FLYING magazine and wrote two other books dealing with GA (WEEKEND WINGS and I'D RATHER BE FLYING) which reflect the tenor of aviation when MSP was called Wold-Chamberlain Field.

NOTHIN BY CHANCE is the best effort of Richard Bach, two decades before JONATHAN LIVINGSTON SEAGULL, Bach wrote of his attempt to recreate the days of the barnstormer via his 1929 Parks biplane. With the aid of a friend and his Luscombe, the rural airports and pasture of northern Illinois and southern Wisconsin are featured as they appeared from that open cockpit in 1967. The chapter dealing with a night lodging in a pig barn after hopping 30-40 fairs at \$2.50 per sightseer, out read that fictional Seagull.

ANYONE CAN FLY by Jules Berman is a ground school course dealing with instruction and adventures centered around 1957 Tri-pacer – lots of photos showing the late 1950s interstate highway system being constructed as Jules performs turns above a point over the Delaware River.

ZERO THREE BRAVO written by Mariana Gosnell relates

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certificated **pilots**. This number has been declining gradually over the past several decades, down from a high of over 827,000 **pilots** in 1980. **There** were 702,659 in 1990 and 625,581 in 2000. The numbers include: 197,665 student **pilots** (128,663 in 1990 and 93,064 in 2000)

Why do I bring this up? I am a firm believer that each and everyone of us is truly blessed to get to be a pilot. Some do it for a hobby, some do it as a profession, and some do it just to be able to say they did it. However, its up to all of us to share the joy of flying as we can.

A few years ago, I flew up to Grand Marais MN and took a buddy and his kids flying. I have known them for over 20 years. His kids thought it was neat but didn't really say much. Then last week I got a call from their mom. The oldest is graduating this spring from high school and is looking into the aviation program in Superior WI. I was shocked. Of the 3 kids he probably expressed the least emotion on our flight. His mother stated that he has talked about that flight for years since we flew. He is interested in getting his license and possibly joining the border patrol.

When we take the opportunity to take a young person flying, you just never know what spark that flight might kindle. Some of those kids might not ever fly in a small plane again. Some might quickly start on the path of getting a rating, and some might sit back and let that ember slowly build into a flame. I am hopeful that this young man will continue down the aviation path. We need many, many more like him to fill the seats in the future.

My challenge to myself in 2022 is to introduce 15 new people to aviation. It may be through Young Eagles, through family and friends, or a stranger at a fly in breakfast. I am committed to do my part to share the wonderful world of aviation in 2022, are you? What are you willing to commit to, to foster the future pilots of tomorrow?

Scott Stricker

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her adventures and misfortunes during a coast to coast mission in a 8-E Luscombe. It's been 20 years since I read that book, but a case of oil wedged behind the starboard stick provide a few moments of terror over the sand hills of Nebraska.

FLIGHT OF THE GIN FIZZ by Henry Kisor was book page editor of the Chicago Tribune in the mid-60s when he decided to purchase a straight tail C-150 and recreate the X-C of Cal Rodgers from New York to the Pacific Coast during 1911. Rodgers flight took upwards of ninety days with stops to repair the open everything bi-plane. Cal was hearing impaired. Kisor was totally deaf. I'll try to locate a copy for anyone interested - meanwhile I'll explain the reasoning for the naming of the Cessna and relate how Kisor dealt with Class "C" airspace if any readers of this sheet ask.

FLIGHT OF PASSAGE by Rinker Buck details another trans-continental mission as he and his brother navigate a PA-11 over mid-America and the density altitudes of the Rockies. Rinker and his sibling enter the record books with a category that notes their ages (16 & 17) and a unique routing. A second book by the author deals with his journey over sections of the route via mule team and covered wagon.

FATAL CROSSING by V.O. Van Heest sections of the Midwest have been compared to the Bermuda Triangle in several accounts. Most mention the disappearance of a DC-4 over Lake Michigan in 1950. The Northwest Orient flight from New York to MSP was lost with only a trace of debris ever found despite efforts of Clive Cussler (author of "RAISE THE TITANIC") who funds searches for lost ships and aircrafts world-wide. A local connection is established when it is mentioned that a flight attendant (stewardess) was from Bay City, Wisconsin. For the last half century, yearly mild weather expeditions have been launched to locate the wreck but nothing has been found of the lost DC-4.

Len Morgan was a retired 707 Captain and popular aviation writer in the early 60's - Morgan wrote many articles for FLYING magazine along with volumes that pre-

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sented the DC-3, P47, P51, and my favorite – the AT-6 in a well-illustrated format that included the original P.O.H. Morgan took pity on us G.A. brethren when he included several of our “daily drivers” in his 1965 compilation AIRLINERS OF THE WORLD.

Thanks for Reading

Dennis Ahern

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complete due to a botched NDB approach; “let’s come back tomorrow and do this again..?” A second time botch and you might be toast...

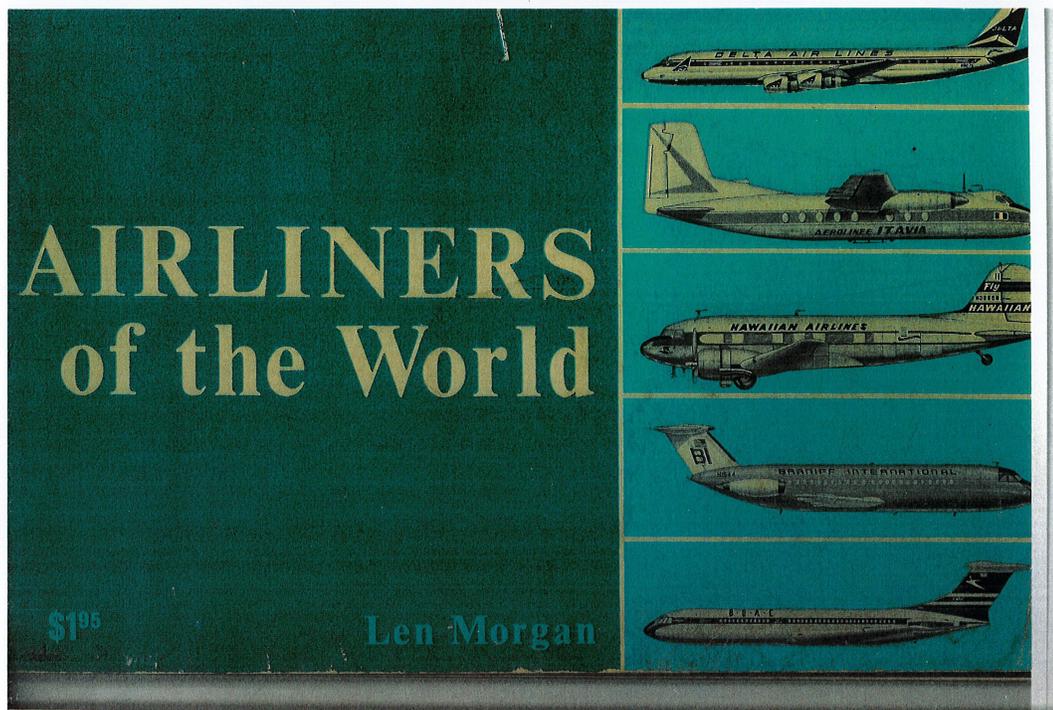
So why the bug-a-boo with an approach to a radio station? Heck, just keep the needle on your nose and eventually it will be found. Yes, but a published approach procedure requires a defined flight track over

the ground to arrive in a position for final let-down to a safe landing.

Two factors involved with performing well an NDB approach were proper wind correction and remembering if you are tracking to or away from the station. Often times it became confusing as to whether to turn toward or away from the needle. Where am I, inbound or outbound from the NDB station; got to be able to think and fly...! Throw in a VOR cross radial depicting FAF along with strong winds and reduced visibility at “breakout” and you better have it together.

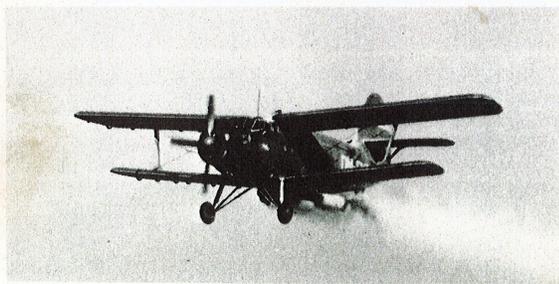
In Army helicopter flying, a NDB approach might amount to flying into a landing zone with a jeep in the middle having an antenna on frequency; Just don’t hit the trees.. In the airline flying, a specific ground track must be flown to avoid obstacles. Some were very good at “getting in” when the

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The Cessna 150

One pilot, one passenger and operating on a schedule, so we may call it an airliner and include it in this compilation. The diminutive 150 rushes along at 100 miles an hour and deposits its passenger at isolated terminals not served by road or rail. Possibly the smallest airliner in service now, the 150 was intended to be a civil trainer. Few places on earth are inaccessible to a really determined carrier!



The Antonov An-2

More than 2000 of these biplanes are thought to have been built since 1946, many of which perform the variety of duties (crop spraying, geophysical survey, air ambulance, etc.) assigned to Aeroflot, the Russian state airline. A good number are in scheduled service in sixteen countries, carrying up to a dozen fares. The eight-twenty from Urumchi to Karamai is an An-2, if you happen to be in Red China and want to go to Karamai. The bus from downtown to the airport is free, by the way.

Newsletter Editor

-- Art Howard

We have left warm Florida. The sailboat, Samana, is back on the hard. We had a short time on the water, making a motoring adventure on the Okeechobee Water way and the Caloosahatchee River to LaBelle, Florida and return to Indiantown Marina, Indiantown, Florida. We also took some friends for a motor trip to Lake Okeechobee and actually did a little sail with the main and jib sails until the wind died.



Samana at anchor on the Caloosahatchee River, LaBelle, Florida. We took the picture from our support boat, a dinghy we tow behind when on a waterway.

As I work on this newsletter, we are at my daughter's place in Cleveland, Tennessee. The grass is turning green and daffodils are blooming, so I know spring is working its way towards Minnesota and Wisconsin.

And then there is ICEPORT 2022, which has been confirmed for Saturday, March 5th, 2022 from 10 am to 3 pm! If the weather is good, I plan to fly to the ice runway on Mille Lacs Lake near Mac's Twin Bay Resort, so will miss the Saturday meeting.

Hope to see you at the airport as winter slowly gives way to spring.

EAA Chapter 1518 Dues

-- Dan Johnson

Fellow EAA Chapter 1518 Members

Just a friendly reminder that not all have paid their dues.

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

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weather was down at those outlying stations with only an NDB approach available. I remember in particular two exceptional pilots; Freddy who served two tours in Viet Nam and O'Connolly, who quit medical school to fly. Freddy was a Native American and one of the best instrument helicopter pilots I ever flew with. O'Connolly was a senior pilot at my first airline job. He "got in" when others "missed the approach" and he did it legally. I learned much from both of them and applied it toward my own judgement and procedure over the next many years.

There was a time when pilots participated in the flying procedure rather than just monitoring, i.e. spectating as to such. The movement towards drones flying passenger aircraft is as real as is the digital age. The new folks may ridicule us 'grey hairs' for our flip phone and film

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cameras; however such are akin perhaps to our reverence for old stick and rudder skills. My best wishes for those now entering the aviation world is sincere. "Just always remember the basics.."



ADF



RMI

The RMI was an upgrade!

Cpt Mark

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/Youth Protection](http://EAA.org/YouthProtection).

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

