

# HIAWATHA VALLEY EAA CHAPTER 1518

RGK—Red Wing, MN Regional Airport

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

*Our 51th Year*



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Reader submissions and comments are strongly encouraged.

## Comments from our Chapter President

*-- Scott Stricker*

Good Morning 1518!

Well, 2024 is winding down. The leaves are turning, the air is sort of cooling down, we have had a couple of freezes so far. Its all a sign that the warm days of summer are fading behind us and the cooler days of winter are on the horizon. The year of 2024 has certainly been a busy one for myself. It s a year I am grateful for as it produced a beautiful hangar, a Bearhawk kit that is up on wheels anxiously awaiting its transfer to the new hangar, my son's wedding and the sale of the Cub.

Yes, you read that correctly, N4864 has been sold. I just returned a couple of days ago from delivering it to its new owner just outside of Little Rock, Arkan-

## Calendar .

- **Note:** There is no meeting in January and July of each year.
- Next meeting at 9:30, November 2, 2024.
- 1<sup>st</sup> Saturday meetings at the terminal at 9:30 am except holidays.



*(Continued on page 2)*

# Secretary/Treasurers Comments

-- Dan Johnson

*(Continued from page 1) - Comments from our Chapter President*

sas. The engine for the Bearhawk will be shipping in January, so I needed to pay for it prior to that, so an airplane needed to be sold. I listed the Cub on Barnstormers and about a week after I listed it, it was sold, and funds were transferred. Part of the deal was I had to deliver it, who would turn down an opportunity to fly a Cub on a great cross country like that? Certainly not me.

I departed Redwing at 7:28am on 11/19/24 on a beautiful morning. As I turned south over the river with the sun just breaking the horizon I couldn't help but smile. I thought about all of the pilots prior to me that have set out on an adventure just like this. Of course, I had more electronics at my disposal than a lot of the pilots prior to me, but the feeling was just the same. As I neared Rochester, I contacted the tower asking permission to transition to the south, permission granted. After I was out of KRST air space, I turned off the radio and set my iPad down and picked a spot on the horizon and just flew to that. That is how I navigated most of the trip, just listening to the sound of the engine, and enjoying the scenery going by, slowly. As the morning progressed, the winds increased to a blistering 13 mph headwind. While that may not seem like much to most of you, in a J3, that cruises at 75-80 mph ground speed, it's a pretty big deal.

As I approached Waterloo, I once again was granted permission to transition the airspace. Just as before, once clear I went back to dead reckoning navigation. I stopped for fuel at Vinton Veterans Memorial Field KVTI just south of Waterloo. Since the Cub was not my primary mode of cross country travel the past few years, I really didn't know what to expect for fuel burn. It was right at 6gph. I was pleased with that. I departed Vinton and continued working on my dead reckoning skill. I learned that if I trimmed carefully, I could turn the plane by leaning to the left or right, and the elevator trim would handle the altitude. Once in a while the wind would lift a wing and I would have to correct it with the stick. The next fuel stop was Monroe City K52. As I was about to touch down I saw the yellow cone for the

*(Continued on page 3)*

## 2024-11 Secretary/Treasurer Report

### Treasures Report

During the last month we have made two changes to our back account at Hiawatha National Bank.

1. We now have on-line access to our checking account so we have better access to our account information real time instead of only at the end of the month
2. We now have a debit card for purchases that are made through out the year for social gatherings and our pancake breakfast.

Our current bank balance is \$5,938.9

At our last meeting the following expenditures were approved

- Contributions of \$750 each to both the Red Wing Food Shelve and the Pierce County Pantry. Checks will be sent to each in the coming week
- Purchase of 60" round tables for use at social gatherings. They will be bought before our next social gathering in February

### UP COMING MEETINGS

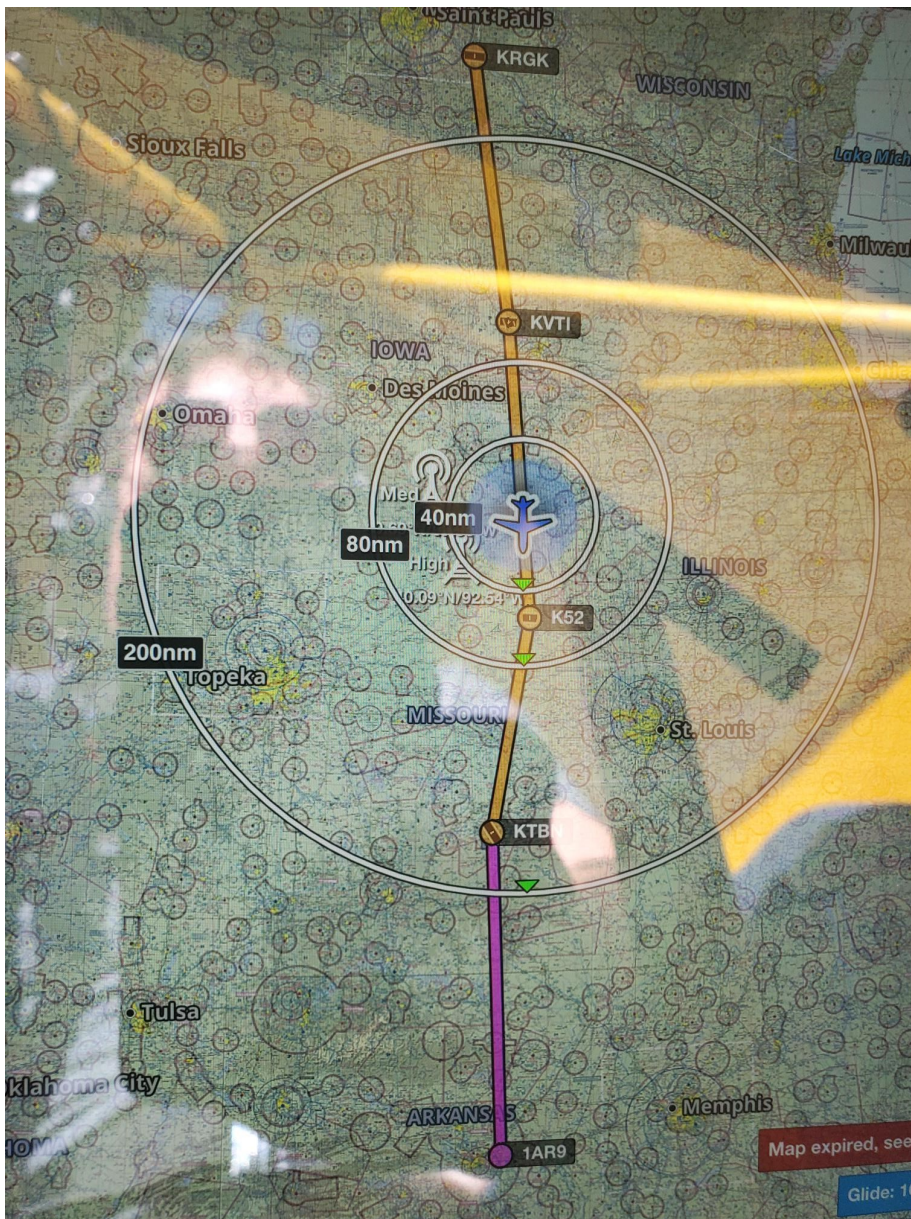
We will be having a business meeting on Saturday November 2nd at the main terminal. We will also be having election of officers at our December meeting on 12/7.

Our present officers have been in office for at least four years. Several officers have indicated that they want to step down.

*Dan*

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(Continued from page 2) - Comments from our Chapter President



grass runway go by me, I transitioned over and set down on the grass. There's just something about the grass. Here I met the gentlemen who is the caretaker of the airport, Del. Del is the perfect guy to take care of the airport, passionate about aviation, understands the business side of running the airport, and understands the political side of dealing with the city. It was a pleasure to get to know Del.

I departed Monroe and headed south. Flying time so far was about 4.5 hours and it was still a joy. My next planned stop was Waynesville MO KTBN. This field interested me as it was a civilian and military airbase together. The control tower was closed for the weekend,

so using the CTAF, I landed and taxied to the GA side of the airfield. It was now 3pm and 6 hours of flying in the Cub. The air was pretty bumpy as the afternoon sun warmed up the ground. I was looking forward to tying the plane down and finding a hotel. The lineman approached and was extremely pleasant. However, he informed me that my plans of a hotel and a beer would probably be a little more challenging than I planned. Prior to Covid, the GA side of the airport was a civilian use and easily entered and left. After Covid they locked it down and now to leave the terminal building I had to have a background check done. Same for having someone like an Uber driver come get me. He suggested I go to Lebanon, just about a 20-minute flight away. I agreed and asked him to top off my tank. He put in 8 gallons, and didn't even charge me for it. I was shocked. I gave him a \$20 bill and departed.

I spent the night in Lebanon and with that I had about a 3-hour flight in the morning to reach my destination. One thing I didn't realize is how heavily wooded southern Missouri and northern Arkansas is. When I departed Lebanon Sunday morning, I knew I would need fuel before I reached my destination. I

landed at Baxter County KBPK for fuel. It was 8:30 am. I taxied up to the self-serve pumps to discover they were not operational. Half hour later the lineman arrived for his shift, and he put in fuel for me and I departed, next stop was Country Air Estates just east of Little Rock.

In total I used 39.2 gallons of gas, 1 quart of oil and flew 8.8 hours. Total distance was 588 miles. The total fuel burn was averaged out to 4.45 gallon per hour. The latter half of Saturday and all of Sunday morning flying I was seeing 85-94 MPH ground speeds. These are great numbers for the cub. Those helped to save

(Continued on page 4)

(Continued from page 3) - Comments from our Chapter President



me some gas as compared to the head winds from Saturday morning.

Dennis is the new owner, and he was thrilled with the airplane. I was thrilled to complete a flight like this with the Cub. I will surely miss this airplane. It is a great plane to fly, and I am proud to say I owned it. Of course, I did tell Dennis I would like first refusal if he wants to sell it in the future. He agreed. So, who knows, N4864 may be coming back to Redwing in the years ahead.

It just happens that this article of me selling the Cub and closing that chapter aligns with this being the last



article I will write as Chapter President of 1518. Thank you for allowing me to be the president for the past 4 years, and I look forward to the future of this group.

Scott Stricker

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## Airplanes, Tractors, and Cars

-- Mark Weinreich



Continued from page 4) - Airplanes, Tractors, and Cars

# Newsletter Editor

-- Art Howard

Nice fly-out last Saturday to the Black Angus Steak-house within walking distance of the Prairie Du Chien Municipal Airport.

See you around the patch.

Thank you, members, for articles. Please send your articles and pictures to [alhowar@attglobal.net](mailto:alhowar@attglobal.net).

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farm equipment. He was patient with me but didn't say a whole lot. I filled in the rest by reading *Mechanix Illustrated Magazine* and just tinkering. I put a lawn mower engine on my bicycle at age eleven and had a car by fourteen. And back then if something needed fixing, well you tried to fix it yourself so as to save money. So I did a lot of fixin' on my car.

It was a 1961 Dodge Dart, with a three speed shifter on the column. Robin egg blue...my Dad picked it out from an uncle's car lot because it was tame I think. I respected his help and did some work on lights, brakes, and put in seat belts on the back seats for my sisters when I drove them to school! Drilled the holes for the seat belt anchors and all. My sisters never really appreciated all my caring work. And so I just later went looking for another ride.

My 1965 Plymouth Fury with a 383 cu-in V8, green machine in color, was fast. It was also loud and burned a lot of gas. My sister told me that Dad hated that car. "Heck, one could hear you coming down the hill to the farm half a mile away. And you scare the cows and the farm dog howls when you pull in!" Well yah.., I had put on glass pac mufflers and "tuned it a bit." Back then all of us guys had "cars." Mike had a Nova SS396, Greg a Ford with their monster engine, Steve had a 1957 Chev Bel Air with a street sweeper 283 cu-in and four speed, fastest ride in town. We got together sometimes, five or six guys in a car, beer in the trunk but the car owner/driver did not drink it. An unspoken rule it was, and none of us was ever hurt. We looked out for each other

(Continued on page 6)



1949 Farmall H Dad's first tractor  
Restored by me in 2016 after Dad passed.

We restore and ride the old, so as to show the new just how to do.

Good cars, good tractors, and good airplanes. I took care of them, and they all took care of me. The spirit of many resides wherever it is most happy some say. I hope I do also.

Best wishes, Mark 2024

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## From tractors to cars, then to airplanes; and back again

-- Mark Weinreich

Growing up on a farm in NW Iowa I liked "helping" my dad with maintenance and service on our tractors and

## Fly-in Event Websites

-- Art Howard

The following are websites to use to look for fly-in activities:

<https://www.dot.state.mn.us/aero/events/flyins-and-events.html>

<https://wisconsindot.gov/Pages/doing-bus/aeronautics/trng-evnts/flyins.aspx>

<http://www.moonlightflight.com/>

<https://www.socialflight.com/search.php>

If you know of any others, please send the link to me at:

[alhowar@attglobal.net](mailto:alhowar@attglobal.net)

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*(Continued from page 5) - Preflight Certainty: Removal of all Doubt*

and our cars. Out of town guys knew it. But the girls maybe didn't.

So one hot late summer evening on main street outside the roller rink, we see a sleek, silver colored car cruise in and park right up front. Shuts off the engine and the driver (an apparent girl type in black tight pants with long hair gets out.) Not only that, but the other door opens and another girl type emerges! And this car was determined to be a Datsun 240Z. Well sakes alive, us guys don't let hot cars come into town without a proper welcome and an invitation to race.

However, in this case, the guys seemed more interested in the drivers! The girls were from nearby and were relatives of a family that we all knew of. Their dad was an airline pilot. Now it is still undetermined as to why us guys allowed that foreign car to park right up in front of us on main street! And a foreign brand even...not a Ford, Chev or Mopar. But a Datsun!

Now I am not sure if it was that encounter with the sleek Datsun 240Z years ago or just my wanderlust that took me to making a living in the sky. Yes, the wages were good if one was not to worry. A medical or legal problem could end your career tomorrow. No more racing.

But it was while I was in the Army and acquainted with the maintenance guys on helicopters that I got serious

*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.

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about professional mechanic work. My effort and study to attain an FAA Mechanic's Certificate was strenuous, and I was as proud to attain it as I was my airline pilot license. I believe that my nostalgia in tractor and automobile restoration harkens back to my early days on the farm. It has also carried me through the tough times in the 1960s Army, and into a flying career of which I was happy and successful. Thanks for the '61 Dodge Dart Dad!

It was great to have the Phantoms Cars at the Red Wing Airport for the pancake breakfast. You members offer to others an interest and outlook which helps us all look to and consider good.

'66 Mustang, '69 Chevelle SS396, 1947 Jeep CJ2A

Mark Weinreich, August 2024

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