

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

Welcome to March EAA 1518!

We all just went through the process of resetting all our clocks for Day Light Savings time. That means one thing to me, Flying Weather is almost here. I look forward to seeing every-one opening hangar doors, dusting off the airplanes and going for a quick flight to check things out from sitting over the winter.

As you get ready to fly for the first time in several months, please remember to do a very complete preflight. You never know where critters made a home for the winter, or where rust could have formed, control cables seized up etc. You want to find all of that on the ground and not a few hundred feet in the air!

Now for those of us who fly all winter, we just have to switch our tires over to summer air and go fly! If you need a source of summer air let me know, I just got my shipment of containers in!

Last fall I went for a ride in Shawn Thorton's Quick Silver Light Sport. It was an absolute thrill. Such a thrill in fact I have been looking to buy one. I finally located one a couple of weeks ago in Kansas City MO. After a good discussion on the phone, I jumped in the Glasair and 2 hours 15 minutes later I was looking at the plane in question. Can a person have too many airplanes? No, I agree that is not possible.

Last Monday I jumped in Ben's truck and trailer and headed to Kansas City to bring it home. Currently getting a list of repairs, upgrades, and modifications planned out. I hope to have it flying in the next couple of weeks. Should be a great opportunity to see the countryside.

As I have thought about this latest purchase it made me think about flying different planes and the skills required for each. The Quicksilver will be a lot

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Calendar .

- Next meeting is Saturday, April 2, 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

Secretary Comments

-- Mark Weinreich

Secretary's Comments:

Editor: Mark did not have any notes for this newsletter.

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/flysocial/socials/WI/socials.html>

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

alhowar@attglobal.net

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different than flying the Glasair that's for sure. The Glasair stalls at a higher airspeed that the quicksilver can fly! I look forward to learning new skills at an eye watering top speed of 50mph!

Looking forward to seeing everyone around the airport this spring. Make sure to check out the upcoming events section of the newsletter as there are some great activities coming up!

Fly safe everyone!

Scott Stricker

Dennis' blog

-- Dennis Ahern

Within the last week I've met a G.E. jet engine representative and a retired sales director for the MD-11 Program. You meet the most interesting people at KRGK. Chris took a few days off from organizing the flights in SE Asia that depend on the reliability of these 130,000 pound turbos on a Singapore Airlines 777 as it proceeds to London over the Jungles of Outer Cambodia. And what does our high bypass expert wrench on when surrounded by our 240 acres of cedar and sandburs? A vintage C-85 bolted to the firewall of a 415-D model Ercoupe.

Mark and Chris were replacing master mounts and manifolds during my visit last Wednesday. The AWOS was reporting temps in the low 60's which allowed for the hangar door to be open during the intense interaction between AN hardware and our hometown AI. I've had a fascination with the Ercoupe (pronounced "ERR" coupe) since my newsstand purchase of a AIR Progress magazine in 1967. Over the decades Red Wing regional has hosted a series of these spin proof aircraft starting with Bob Cushing's 415-C in the late 1950's. if you are able to catch Jim as he takes a break from performing M.G.H. on an O-360 he will relate a story that involves his dad, a loop over the lake in an Ercoupe with the canopy open, and a wayward seat cushion that resulted in a search for a body off Stockholm, WI.

Paul is the DC-10 and MD-11 salesman. He currently lives on a blufftop overlooking the airport and currently is employed by a local footwear producer. During 1982 he was involved in promoting the advantages of 3 engines over the Quartet on a B-747. It was a hard sell on those early E.T.O.P.S days (engines turn or passengers swim).

I'm reminded of the promotion for this Airbus 340, "in the middle of an ocean you want to be in the middle of 4 engines". The MD-11 was a variant of the accident prone DC-10 and resulted in minimal usage as a freight hauler. In any case, my relationship with Paul has resulted in my possession of a cockpit poster and some

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WHY A TAYLORCRAFT

-- Leon Amorelli

I looked for years, for a late model Taylorcraft to come up for sale. When I say late, 1980 or later. There were always plenty of, after WW2 Taylorcrafts for sale, mostly 1946 BC12Ds, but never any of the newer F series Taylorcrafts. When one of these rare birds would come up for sale, they seemed to sell the same day. July of 2019, a 1980 F21 came up for sale locally. So, arrangements were made with the owner to check out this plane.



The wife and I drove up to Bemidji and stayed a couple of days. The owner took me up and I flew this newer Taylorcraft. With the twin exhausts snorting power, take off was brisk, rolling about 350 feet with 118 ponies pulling us into the air, climbing out like a home sick angel. We leveled off at 1000' AGL and after about 15 minutes flying around the area, we came back to the Moberg seaplane base and landed on the grass strip. I told the owner I would take the plane, but the annual was due, and that I would like to be present when the annual was performed. Which allowed me to delve deeper into the mechanics of this craft. The wife and I left Bemidji for home and waited for the call when the annual could be performed.

Brian, the owner called some days later and the annual was set up for July 17 and I would be there to watch over the inspection. The night before the inspection day, Brian and I pulled the cowling and inspection co-

vers. I did notice the two yokes were not in sync with each other and Brian spoke to the AP IA about this. Also, the yokes had too much play in them. While the mechanic was poking around engine, brakes, tail feathers, I peered under the instrument panel and followed the ailerons cables behind the H control column. Behind the horizontal beam, the two yoke cables are joined with one adjustable turn buckle. This turn buckle with left and right threads are there, to sync the two yokes together, in perfect alignment. The adjuster had a sheath of clear discolored tube over it and only way to inspect this, was to slice it open and expose the TB. What I found was, the turn buckle was never safety

wired and was slowly unthreading itself. I showed the AP IA this, and he exclaimed, and I would have had my signature in this plane airframe logbook!!!

I went through the airframes log book, and there was no mention of working on any control cables. For 39 years of annuals, nobody discovered this or even bothered to inspect. If the TB totally unthreaded, you would still have pitch and rudder control, probably on a windy day, the plane could become unmanageable. **To be continued. Why a Taylorcraft.**

Contrails

-- Jim Cushing

Occasionally people make bad decisions. For some people, buying an airplane and having it delivered before telling their spouse might be considered scary. Especially, when nobody in the household had a pilot's license! So when Lynn Anderson's husband, Mike brought her to the airport to see the new purchase, there were a lot of questions.

A longtime friend, Brad, found a nice Cherokee 180 and convinced Mike to buy half.

After a short introductory flight that February day not only did Lynn approve of the purchase but became plane crazy. Soon the race was on for both husband and wife to learn to fly. They both soloed in April and got their Private Pilot certificates in July of 1981.

They built a hangar and updated to a Piper Archer.

Using the Archer, Lynn completed her Instrument Pilot rating. Becoming one of the very few flyers at Red Wing to achieve the privilege to fly in the clouds. Red Wing had gotten its first instrument approach procedure, the NDB, Non Direction Beacon approach. Yes, pilots flew before GPS!

Paying it forward, Lynn became a certified ground school instructor and helped tutor classes of "want to be" pilots for community Ed.

Working with the Ninety-Nines, she volunteered her time flying blood around the state for the Red Cross.

Sadly, Lynn lost her long health battle on February 19th of this year.

Have a good last flight Lynn.

Obituary for Linda Lou (Scharpen) Anderson can be found at Mahn Family Funeral website.

Keeper of the Skies

-- Mark Weinreich

Air Traffic Controller... Ed Whitman, a past president for two terms at our EAA Chapter 1518, served as an FAA Air Traffic Controller for twenty-seven years, retiring in 2010. A very challenging but rewarding career with many experiences and stories to relate!

Ed and his wife Paula are the owners of N7771W, a

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vintage promotional material in my aviation library. Ray Henry used to quip that the main advantage of a tri-jet was that they could be flown by a three fingered pilot.

Scott, in the last issue of this sheet, was thrilled that he found an aircraft part for under \$20.00. US Cessna drivers can beat that. Mike Armin has a reference in his C-150 handbook that a kit that allows a refurbishment of the flap antiwear system can be purchased for under a dollar! Mike's book dates from 1990 so the current bill might approach \$5.00.

This sheet has tried to refrain from commenting on political matters but some recent events touch upon the intersection of aviation and the Commander-in-Chief. After the loss of an engine upon departure from New Orleans, Donald Trump's chartered private jet had to return for a change of plane. As it is reported Donald's B-757 is grounded in upstate New York and is in need of new paint and "O" time engines. The ex-president's website relates that an all new aircraft will soon be under construction. An opportunity is provided to the public to help out via payroll deduction. Maybe debate during our next meeting will not have to concern itself with funding local aerospace education and food shelf donations if we can receive naming rights in return for a modest contribution?

Thanks for reading

Dennis Ahern

Newsletter Editor

-- Art Howard

Winter flying is over! I was able to fly to Iceport 2022 on Mille Lacs Lake near Isle, MN. There were ski planes and wheel planes. A picture of my Cherokee is below, where the parkers were parking aircraft on the ice. They had plowed a nice runway on the ice. There was a tent set up on the ice with a stage for live music, a propane fire pit, hot dogs, chips, and other food. Tanis had a drawing and all three winners were present, a very unusual event!

Please send articles and pictures to me at allow-ar@attglobal.net. See you around the airport.



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beautiful blue and white Cherokee parked in their hangar over there just north of the 100LL fuel station, a

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

hangar which also has hosted several EAA functions and get together. This Cherokee 180 has some of the latest avionics upgrades as Ed has seen to that by meticulously upgrading the panel over several years. The only hi-tech item that may be missing is a large round



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radar display right in the middle; something like the one that Ed worked at for all those years in a effort to keep air traffic moving and the skies above us safe! He also has helped with a “save” a few times; bad icing etc.... certainly every day is different with no time to get bored!

An FAA center controller’s work shifts look nothing like a nine-to-five gig; getting up at 0330 on a snowy January morning to drive into work to begin an early shift; better hope the coffee pot is working this morning!

One of the most stressful of occupations, the air traffic controller is a vital asset in our air transportation system. I expect that Ed and others like him derived much satisfaction from their careers and sometimes do in fact miss that big round radar display!

By Mark Weinreich

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](https://www.eaa.org/YouthProtection).

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

