

**HIAWATHA VALLEY EAA CHAPTER 1518****RGK—Red Wing, MN Regional Airport***(Formerly the Hiawatha Valley Pilots Association - founded in 1973)***Our 49th Year****Chapter Leaders**

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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*

As I am writing this it is a beautiful 35 -degree day here in January. We just got done with a few days of really cold weather and no surprise at all, the airport was quiet. However, yesterday was a great day of sun and 30 degrees. I flew in the morning and

there were a couple of planes in the pattern. I went back later in the afternoon and flew again. You know it's a great day when you can fly twice! I took off and went to the NW to buzz my brother in his new house. He said the windows rattled a little. When I returned to the airport there was a student pilot doing pattern work, a plane approaching from the north, and two others in the pattern. One was even doing touch and go's in the grass, in January! I always look forward to a busy pattern. It forces me to fly slower to keep spacing even, it forces me to be more alert, aware, and keep that picture in my head as to where everyone is at. As I travel around the Midwest, I routinely see multiple planes in the pattern. However, here at KRGK, in the middle of winter it's a rare occurrence. I had planned to do a full stop but couldn't resist doing a couple touch and go's just to enjoy the traffic. If you get a chance to get out and fly this winter, do it! The performance of the aircraft is always exciting.

There is a confirmed tour of Stein Air at the Faribault airport. If you are interested in seeing a state-of-the-art avionics shop, make plans to join. March 26<sup>th</sup> at 10am is the date and time of the tour. Depending on weather we can fly or drive over. More details and signup sheet will follow as it gets closer. I got a brief unofficial tour last year when I stopped to buy some items for the Skyhawk. Stein conducted the tour personally and I was blown away. Can't wait to get the official tour! This will be exciting! Check them out at [www.steinair.com](http://www.steinair.com)

At the January meeting we discussed the February meeting/dinner at the fire-

**Calendar .**

- Next meeting is Saturday, February 5 , 2022 at 9:30 am
- 1<sup>st</sup> 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

Meeting of January 8th, 2022

Meeting at 09:30 presided by President Scott Stricker

6 members present

- Social planned for February 5th is canceled; Barbecue planned for May 22nd
- 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
- Dennis Ahern to be included as Chapter Historian under list, Chapter Leaders

by Mark Weinreich (secretary)

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## Metal/sheet metal Fabrication and Repair Done Right...

-- Mark Weinreich

And it is not surprising considering that Steve Hughes trained into such while in the US Navy from 1975 until 1979. He worked on the F-14 Tomcat and other Navy aircraft and spent time not only at Miramar (Top Gun) but also in the Philippines and SE Asia.

"The Tomcat was an amazing aircraft for sure. But you know, this Titan II is pretty cool too!"



Above is the Titan Tornado II undergoing repair of the engine mount, longeron members, and sheet metal. Steve fabricated a replacement engine mounting base support which is better than the original. Sheet metal was formed to replace existing panels and fabric in need of repair.

This aircraft is powered by a Rotax 912 four cycle engine of 100 hp and has two seats in tandem. Wingspan is 24 ft and cruise airspeed is up to 120 mph. The Tornado II 912 is a homebuilt for the light sport category; empty weight 550 lbs., gross weight 1,050 lbs.

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

hall. As we are all continuing to deal with Covid, it was decided to cancel the dinner gathering at the firehall. Everyone agrees that we would like to get together and share a meal together, but right now isn't the right time. In its place we have decided to host a chapter BBQ this spring. May 22<sup>nd</sup> we will all gather on a gorgeous springtime day to break bread. Mark your calendars! In addition, we have decided to make this a little bit different event. We will also be doing chapter photos

What the thoughts are is to have everyone with a plane to pull your plane out and get your picture taken with you and your plane. Spouse participation is greatly encouraged too! Then we will put the aircraft on the flight line and get some group plane photos, and finally, a group chapter photo. These will be put on Facebook and Website for all to enjoy.

We will start the photos around 2pm, and dinner at 5pm.

This should be a great day of fun at the airport! If you know of someone on the field who isn't a chapter member but has a plane, please invite them to participate. Maybe we can get a few more people to join the chapter that way!

See you in the pattern!

Scott Stricker

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(Continued from page 2) - Metal/sheet metal Fabrication and Repair Done Right...

Steve retired just this July and spends a good deal of time now "in retirement 'ha'" at his hangar which he had built in 2019. "Between my hangar and the cabin on the water down near Alma, Wisconsin, I keep occupied and stay interested."

Like I mentioned in an earlier article; we have some interesting people with remarkable talents around the airport community. Some have even been out to the Top Gun school!

Cpt Mark

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## Dennis' blog

-- Dennis Ahern

**Editor:** Dennis has no article for this month. Dennis says sorry, but he hasn't been to the airport getting news.

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## Wheel Brakes; don't use them, don't need them...

-- Mark Weinreich

At least I am sure the mechanics liked to hear so. Back in the day of tail-wheel and pasture, not to worry, unless Bessy the cow decided to come home just now...

Most any old vintage tail-dragger pilot knows enough to not stomp on the brakes, lest you end up looking at the back side of your head... And any old airline pilot knows enough to have heard the line mechanics complain about "lead footed pilots" and "take it easy on the brakes..."

Which brings up a point to consider: how about crossing the landing threshold at the recommended 1.2 Vs speed, landing or Vref ? Of course, adjust for wind and gusts; but come-on now. Plus 15 or 20 just because of the long pavement...

You might dander over to the incident and accident preliminary data site at FAA and review the numerous "gear collapse" and "gear-up landings" and such... I suspect, other than the gear up, that excessive speed may well often be a factor; especially in turning off the runway at high speed while braking...! An excessive side load is already exerted upon the outboard landing wheel and then throw on some brake stomping...ouch! How about just let the bird slow down on its own some. Okay. I don't like to be rushed either; I am done landing when I am done.

From my observation as a "vintage pilot" I often witness rather mediocre performance in the takeoff procedure;

(Continued on page 6)



## ***So why do we still fly airplanes in the wintertime up here..***

*-- Mark Weinreich*

Even 'tho it gets cold sometimes, perhaps it is just good for the soul.

My 1949 Beech Bonanza A35 takes me when, and wherever, with a great cabin heater to laugh at the cold. Winter time skies are great for flying in smooth air with unlimited visibility.

The Bonanza slips through the air as is its own pleasure showing 160 mph at 22/21 and ten gallons per hour.

The Bonanza can fly to Omaha, Nebraska, on a Sunday morning in time to go to church there. Visit with the wife's family and come back home in the evening. Can't do that even with the 1966 Mustang!

I purchased this particular Beechcraft Bonanza out of the Phoenix Arizona area back in 2006. Previous owner was an air conditioning installer...much business.

He flew with me for an hour showing me his procedures; I was impressed at his familiarity, care and profi-

ciency with his airplane. So I bought it!

I flew the next day out over the escarpment north of Phoenix, then by the meteor crater and the petrified forest, then on over to Santa Fe, New Mexico. Fueled up then ducked around south of those mountains and headed for Dalhart, Texas. Spent the night there at the hospitality of the request of the airport manager, an old Vietnam Era Army Sergeant and farm boy at heart.

Being it was in January, the field manager hangered my airplane and had it warmed up next morning at 0900. He fueled my aircraft and shook hands; a person who fueled and maintained cotton field "dusters" of times ago. Thanking him, I took off for the upper Midwest.

I flew pretty much straight NE with a refueling stop in Kansas and then again at Rochester, MN. Did not want to press my good luck with the snow squalls around.

One of my best memories; a long cross-country flight VFR in a Bonanza!

Cpt Mark

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## Newsletter Editor

-- Art Howard

Minnesota and Wisconsin are seeing some cold temperatures lately. At least that is what I am seeing in the forecast and on the temperature gauge at our house in Lake City, Minnesota. Breaking in the new engine has come to a stop for a couple of months. We left Minnesota on Friday, January 7 driving south. We stopped for a couple of days to visit my daughter and her family in Cleveland, Tennessee. We even had time to go skiing in North Carolina for one day. Then it was on to Florida and New Smyrna Beach for about a week.

We finally arrived in Indiantown Marina on Sunday, January 24. We found our sailboat to be covered in green stuff and lots of dirt. It has been stored on the hard for two years because of COVID. We decided this year to put it back in the water. We have been cleaning for several days now and still more dirt to remove. We hope to get out for a few weeks in Florida. The lock to the east of us, St Lucie Lock, is closed for repairs until March 31, so we will not get to the Bahamas this year. We will be taking the Okeechobee Waterway west from the Indiantown Marina.

Now you may be wondering why I am on a sailboat. Some of you may know that we spent almost 10 years cruising in the Caribbean and up the East Coast of the USA to the Chesapeake Bay. I did very little flying those years!

Sailing is easy to understand if you have been a pilot. I have a Ketch, which is a two masted sailboat. That means there are three sails. There is a jib, main and mizzen sail. If you look at a sail when the boat is sailing upwind, the curve of the sail is almost like an airplane wing. Instead of being horizontal as the wing is on an airplane, the sail is vertical on a sailboat. Navigation and weather skills are needed both for airplanes and off shore sailing. The chart symbols are different. Flying is three dimensional while sailing is two dimensions. If you are on a submarine, then being in the water is three dimensions! Time distance problems are similar except much faster in an airplane. Navigation is modern now with GPS but both airplanes and sailboat still have a compass.

So how do I stay up to speed with flying while I am

## 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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spending time on a sailboat. I use X-plane with a gaming laptop computer. I use a joystick with throttle controls and my iPad with Foreflight. I can do cross country flights and fly instrument approaches. Thus, I keep my head in the knowledge needed for flying.

So when not making a passage and sitting at a marina or at anchor, I can get my flying fix by flying X-plane. The 172 in X-plane makes a nice aircraft fly, both VFR and IFR. No, I cannot log any of these flights in my Pilots log, but I certainly can keep my head in the flying game.

So what about all the cold weather in Minnesota and Wisconsin? We are enjoying the warmer climates of Florida this year. We have not scrapped any ice off the windshield or shoveled any snow!

I am typing this newsletter from our sailboat, Samana, with the air-conditioning running! We are at dock at the Indiantown Marina, Indiantown, Florida.

See you in the spring!

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(Continued from page 3) - *Wheel Brakes; don't use them, don't need them...*

but more noticeably so, in the landing profile and roll-out..why way down there sometimes...then again, made the first turn off..?

How about we give the brake mechanics a "brake" and approach for a landing "on speed." And hey, don't need to get home to feed the dog early; roll out to the next turn off and go easy on the "side loads" while exiting the runway. On the taxi back take time to wave at the guys mowing the grass and don't punch up to the fuel station and then be stomping on the brakes either..!

Like it has been said, "Take it Easy" and "Give it a Rest"

I don't know if airplanes have heard this but I suspect that they would appreciate it!

Cpt Mark

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*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://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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