

HIAWATHA VALLEY EAA CHAPTER 1518

RGK—Red Wing, MN Regional Airport

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

Our 48th Year



2021 Chapter Leaders

President

Ben Burshem

benburshem.trucking@gmail.com

Vice President

Scott Stricker

Scott.stricker@ecolab.com

Secretary

Mark Weinreich

mnweinreich@gmail.com

Treasure

Dan Johnson

DanJohnsonMRWI@gmail.com

Web Editor

Rex Porter

rexporter00@gmail.com

Newsletter Editor

Art Howard

alhowar@attglobal.net

Technical Counselor

Open

Flight Advisor

Open

Young Eagles Chairperson

Dan Johnson

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.

This publication by EAA Chapter 1518, Inc. is for the use, education and occasional enjoyment of its members and others. No claim is made for the accuracy or applicability of information herein. Editorial content is the opinion of the contributor not necessarily the position of either EAA Chapter 1518 or the Experimental Aircraft Association.

Reader submissions and comments are strongly encouraged.

Comments from our Chapter President

-- Ben Burshem

Sorry for delay. Right now we are just starting potato harvest with 3 months to go!

Breakfast went well in my eyes having almost 800 people with the weather just goes to show us rain or shine we better be ready! Great job everyone!

Young eagles Saturday 21st, neighbor days 28th both dates have 20+ signed up so the more pilots the better!

Ben Burshem

Calendar .

- August 21—Young Eagles—Need pilots and airplanes
- August 28th Neighbor day. Need pilots and grill masters

Pictures from the EAA Chapter 1518 Pancake Breakfast

-- Leon Amorelli



The morning of the EAA Chapter 1518 Pancake Breakfast.

(Continued on page 3)

Fear of Flying...?

-- Mark Weinreich

Yes it is real; perhaps even more-so today...

I was recently asked about my opinion as to passengers being "afraid while flying..." this question from a person not much at all enamored with airline travel and knowing me to have flown the air lines for nearly thirty years. Well let me think about it...I mostly enjoyed it as a pilot, but now that you mention it I heard from the flight attendants now and then that sometimes the passengers did not enjoy it so much. "So what were the issues...?" I guess I had not particularly thought about it I replied. 'Just saying;' as I did often consider this during my airline days.

Well you know what; back in the 'ole turboprop days (the Fokker Fk27 comes to mind) folks may have been a bit apprehensive given the noise, smoke and the big propellers...almost a bad word? These were "old airplanes with propellers" and such.. and passengers recognized this. Propellers were fallen out of favor for the competitors' jets you see. Jets were now flying into regional airports even late at night with no tower and occasionally marginal weather reports. Strong crosswinds, icy runways, taxiways and ramps, longer stopping distance...? Not so important as the customer appeal! (You may remember the article I wrote on the DE Havilland Dash 8 turboprop; perhaps the hands down best airliner for regional flying in the upper Midwest. I flew it for five years and into some of the most challenging weather and ground conditions of my entire flying career; its propellers never once let me down!) I think they are still the best for the flying environment in the upper Midwest. Yes jets are nice but turboprops are practical...

Today we have some of the best airplane equipment, navigational technology and real time weather reporting that is truly wondrous...Some may remember my article of when while at an outstation many years ago I called my wife on the phone and asked her to turn on the Weather Channel. What is the best way back to Memphis from Tulsa I had asked of her; north or south? She

(Continued on page 4)

Dennis' blog

-- Dennis Ahern

The issue of this sheet that was broadcast to the river region in late June had a mention of the "SPORTY" concept of turning historic aircraft into key rings. I ran with the concept and identified several flying machines based on KRGK that could merit the same fate-this month I'll expand upon the historic planes that reside on our acres of spruce and sandbur.

A vital component of the last B-36 built by Convair at its Fort Worth facility resides in private hands on the west end of our complex. Several years have passed since I proposed that EAA 1518/H.V.P. use this artifact as the basis for an ambitious recreation of the Cold War era strategic bomber. Our group would be the only EAA chapter to sport an example of this 1948 design-imagine a Fly-by of the August 22nd Cucumber Festival at Boyceville. The breakfast attendees would be transfixed by the six Pratt and Whitney radials churning 5,200 H.P. each, and its four G.E. turbojets contributing 22,000 pounds of thrust.

Our total roster of restoration craftsmen would reside in the Bombay that originally was built to house a twenty megaton H-bomb as we return via the Chippewa River Valley to KRGK.

Remember Francesco Baracca? He was the highest scoring Italian Ace of WW1. His victories over the Austrian Air-Force took place over the crags and snowfields of the southern Alps. The single seat, open cockpit fighter that Francesco commanded is considered by several authorities to be the best pursuit ship of the entire war-better than the Sop-with Camel or the German Albatross. The aircraft was the SVA-9. A total of approximately 2,000 were produced during 1916-1918, displaying the built quality of an Alpha Romeo or Ducati. We have a fragment of this forgotten warbird about to be displayed on a deserving hanger wall in the near future. Our organization is devoted to preserving aviation history, both locally and world wide-no matter if its a 1960s homebuilt or a Great War survivor, EAA 1518 puts our pancake efforts in the August sunshine to continue the G.A. tradition north of Goose Lake.

If our friend Francesco, who navigated the SVA-9 over

(Continued on page 3)

Secretary Comments

-- Mark Weinreich

EAA Chapter 1518—4H/STEM Young Eagles of July 22nd, 2021

- EAA Chapter 1518 hosted a Young Eagles morning for the Ellsworth 4H/STEM program students of which 18 attended along with five leaders, most arriving on a school bus at 0900.
- Ed Whitman presented a thirty minute presentation in his hangar prior to the young eagle flights.
- Six aircraft participated from our chapter including:
 - ◆ Scott/C-172,
 - ◆ Marv/C-172, Dennis/C-150,
 - ◆ Ed/PA-28,
 - ◆ Paul/RV6, and
 - ◆ Mark/C-140.
- ◆ The weather was nice and the participants all seemed to have enjoyed the event.

By Mark Weinreich (acting secretary)

(Continued from page 2) - Dennis' blog

the spaghetti fields of NE Italy, is a dim memory? What of local aviation want ads? Back in the 70s the MPLS Sunday Tribune devoted nearly a full page of newsprint to upper Midwest aircraft "For Sale". A long distance phone at 9:30 AM to the potential seller might generate an afternoon X-C to view an Ercoupe at Lake Elmo or a Champ based at Forest Lake. A drive to O.E.O in March of 1974 demonstrated a Luscombe 8A with a T.T. of 1300 hrs and an asking price of \$2,400. Those days are gone-those listings are gone and it appears "TRADE-A-PLANE" is going digital but EAA 1518 will be committed to preserving Valley aviation traditions with a brat and burger thrown in.

Thanks For Reading

Dennis Ahern

(Continued from page 1) - Pictures from the EAA Chapter 1518 Pancake Breakfast



The setup crew hard at work. And this before morning coffee!



Three grills in use to keep up with the customers.

(Continued on page 4)

(Continued from page 2) - Fear of Flying...?

told me to take the north route....My pre-flight weather check? I flew back okay with moderate turbulence and rain. FedEx was just to the south of me and hit a bad hail shaft damaging the aircraft. Our butt was on the line as was everyone else with us; we flew together.

Back then pilots lived on the edge and accepted it. Wits were keen, crews worked together and flights were completed with little fuss in the cabin. Occasionally someone was "too hot or too cold..." but mostly all sat and "enjoyed the flight." We used to crack that we had it so good then: folks were just scared to death to make it to the destination; they were always polite and especially cordial upon deplaning...! Those were the good ole days and we loved them.

Enter now the "new age, covid and politics..." Many passengers frustrated and confused; had to find a parking spot, go through screening, bag check, credentials check, run to the gate, deal with tired overtime gate agent...get the picture. And the protocols... enough already...!

Back in the day perhaps passengers may have only worried once; about getting there alive. When enroute the experience was usually comfortable and pleasant. Meals were served on linens with silverware in the first class cabin. Cabin folks got seconds for snacks and the kids had a good time running up and down the aisle to see grandpa and grandma. A good time for all passengers even tho' some occasionally had a bit too much fun! The great flight attendants took care of it.

No, it is not the flying (or propellers) to be afraid of; it may well just be everything else today...

Cpt Mark

(Continued from page 3) - Pictures from the EAA Chapter 1518 Pancake Breakfast



Show me the money! We are a happy crew working hard but we also need some funds.



The local folks from the Red Wing Regional Airport area gave EAA Chapter 1519 a very nice turnout to eat some very nice pancakes, sausages, and some cold drinks and hot coffee!



Where is my Check List?

(Continued on page 5)

Newsletter Editor

-- Art Howard

After returning from AirVenture 2021, it seems like summer is almost over. I always think fall is beginning soon, even though summer does not end until Wednesday, September 22, 2021.

I am still getting caught up since returning. The time at AirVenture, Oshkosh, was a little over two weeks. The mail pile is still not emptied. This newsletter is getting priority.

My airplane sat for over two weeks. That is the longest it has not been flown since last AirVenture. I try to get out at least once a week. More often than not, it is several times each week. There are more cross-country flights that will happen this year!

Hope everyone is getting some flying in this summer. The smoke haze from the fires in Canada and the western USA have not been helpful for VFR flying. Just need rain and fronts to clean the air. Fly safe!

I was able to get Basic Med exam in Lake City this month. So now I have a 3rd Class Medical and Basic Med. Time moves on!

Took a night flight on Thursday, August 18, and flew the pattern 4 times at Red Wing Regional Airport. Now I am night current again.

Everyone, please fly safe and keep yourself current for the flight you are planning.

(Continued from page 4) - Pictures from the EAA Chapter 1518 Pancake Breakfast



Clear prop!



Where are the blueberries. Oh, there are none!

What are three most useless things in aviation?

The runway behind you.

The altitude above you.

The fuel back at the fbo still in the fuel truck.

Editor: From <https://jokojokes.com/aviation-jokes.html>

(Continued on page 6)

(Continued from page 5) - Pictures from the EAA Chapter 1518 Pancake Breakfast



The food and friendships were great at the pancake breakfast.

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: 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](https://www.faa.gov)). You can get authorization to fly into the Minneapolis airspace with this tool: [ADS-B Deviation Authorization Preflight Tool](https://www.faa.gov/ats/adsb/deviation)

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

