

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

President
Scott Stricker
Scott.stricker@ecolab.com

Vice President
Mark Weinreich
mnweinreich@gmail.com

Secretary
Mark Weinreich
mnweinreich@gmail.com

Treasurer
Dan Johnson
DanJohnsonMRW1@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

Eagle Flight Leader
Scott Stricker

Chapter Historian
Dennis Ahern

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

Well, what I can say about the Spring of 2022 other than so far it has been the spring that hasn't appeared yet. It is the 25th of April and if the old adage of April Showers brings May flowers, then we are in for quite the harvest in May. Between the snowstorms in North Dakota, the rain showers here, and the wind it has been interesting to watch the weather channel.

It has been fairly quite around the airport the past month or so due to the weather that's for sure. I had planned to travel to Sun n Fun in Lakeland Florida, but again the weather had other ideas. When I was looking to depart there was a line of thunderstorms from Texas to the east coast. Now I understand the Glasair is a cross country machine that is hard to beat. Thank you, Art Chard! However, the short comings of the plane's pilot made for an easy decision to leave things in the hangar. Hopefully, the weather for 2023 will be better. I am anxious to talk to Art Howard who was at the event volunteering his time to get a recap of the show.

In chapter news, please don't forget that May 22nd is the day set to get photos of all of our planes and then a BBQ at Ed Wittman's hangar. Oh, by the way Ed can we use your hangar? Thanks buddy!

The photo shoot is scheduled to start around 2 and the BBQ at 5. Due to a celebration of life, I won't be there until closer to 5.

We have also set up June 4th as the date to fly over to the EAA museum as a chapter. There will not be a meeting that day at the terminal due to the

Calendar .

- Next meeting is Saturday, May 7, 2022 at 9:30 am
- 1st Saturday meetings at the terminal at 9:30am
- May 22nd photo op for members and their aircraft: 2:00 pm with barbecue later
- June 4th; Fly-out to Oshkosh/ Tour EAA Museum
- June 7th; Hamburger fly-in social at KRGK from 5 to 7 pm
- YE Rallies
 - ◊ Christ Lutheran School 5/21
 - ◊ Open rallies 6/18, 7/23, & 8/20

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Secretary Comments

-- Mark Weinreich

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

Secretary's Comments:

Meeting of April 2nd, 2022

- 12 members present
- Scott Stricker presiding
- Took in dues; \$100
- Stein Air Tour March 26th was much enjoyed
- May 22nd; afternoon photo shoot and barbecue
- June 4th; Fly-out to Oshkosh/Tour EAA Museum
- June 7th; Hamburger fly-in social at KRGK
- Pancake Breakfast; Committee and menu planning
- New Avgas fueling dispensing unit coming
- General discussion

by Mark Weinreich

flyout. Plan to leave around 8:30 am from KRGK. It has been a few years since we have made this trip and it was a great time then and will be a great time this time. In the event of foul weather, then we will have a meeting at the terminal at 9:30am as normal.

Then, Finally June 7th is the Hamburger Social like we did last year. 2021 was a perfect weather evening and we had a lot of planes fly in and a great time was had. I have ordered the same weather this year so let's hope the supply chain issues are resolved by then and the order arrives. If it shows up late, then we will make the best of it and still enjoy the evening. This runs from 5pm to 7pm.

See everyone on the 22nd. till then fly safe, fly often.

Scott Stricker

Engineering Quality

-- Mark Weinreich

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://wisconsin.gov/Pages/doing-business/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



1949 Bonanza A35



1949 Farmall H



1949 Maytag



1949 Chevrolet Car

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Ski Flying

-- Leon Amorelli

Taylorcrafts are versatile aircrafts, and they can be fitted with skis, floats, or wheels. They are a short field performer, 350 feet takeoff and landing, so you do not need a long runway. In the optimal configuration this newer plane can cruise around 120 mph burning about six gallons an hour using the Lycoming. This winter we flew the F21 on Aero 2000 skis up to a Long Lake, parked next to a number of snowmobiles and went in and had some lunch. Temperature outside was hovering around 30 degrees, any warmer, I would have to declare it's summer! Snow on the lake was around eight inches. We looked for a spot that wasn't used and set her down there, keeping the tail out of the snow we taxied to the restaurant. We found that a tail ski was needed because the tail would dig in and defiantly would hamper the takeoff and taxi. Notice the ski dollies, tires inside and outside. This reduces the stress on the one-inch pivot hole provided below the normal 1.5" axle hole. The ski dollies allow you to move the aircraft out of your hanger and taxi to the fuel pump. Notice the rear tire protrudes through the ski to allow taxi on a hard surface.



After an uneventful flight home, I called Aero Skis and ordered a tail ski. The Super Cub that flew to the lake with us had a tail ski, and I observed his smooth takeoff transition and taxi. This convinced me to order the ski. Unfortunately, I was unable to test the ski as we ran out of snow in less than a week, but definitely ready for the next snow season.



(Continued from page 2) - Engineering Quality

Engineering Quality was "just built right in there!" The ten years after WWII...

So were our aircraft built well seventy years ago...?

As an A&P mechanic as well as a pilot, I am amazed time and again at the



1949 Ford Car

engineering and quality workmanship which is evident in our vintage aircraft. The 1940s are remarkable in that the advancements in our country's manufacturing processes and design improvements were such that we can yet today find many vintage products which still function well as designed. It is truly a testament to all of the talented engineers, tool and die makers, sheet metal workers, assembly line technicians and mechanics, and the many others involved in providing quality...

The Beechcraft Bonanza appeared in 1947 and is still in production today, some 17,000 units later and counting. The landing gear system is basically the same design today as back in 1947; they got it right in the beginning. My 1949 Bonanza will do 160 mph burning just ten gallons per hour, not bad mileage for an airplane! The 1947 Cessna 140 will show 100 mph all day at just five gph, and you can land it almost anywhere due to the strong landing gear structure.

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Spring Planting Season

-- Mark Weinreich

Tractors to Airplanes...a normal progression as far as I am concerned...

So as it was for me back in the late 1950s, the farm tractors barked, and the DC3s did also... I came home from school, ate a quick lunch, changed clothes and went out to the tractor and plow that Dad had waiting...he was already at work over on the outback quarter with the "big rig" but I was happy to jump on the 1954 Farmall Super M-TA with a three bottom plow attached, and to make it "roar" so as to wake up the farmland for another bountiful season; just great! As I dropped that plow into last year's hay ground, I appreciated the straight pipe exhaust that I had swapped out for the standard muffler...That tractor wanted to work, and shouted out about it! I heard it say so with a powerful thunder as throttle governor opened up...A good time.

Sometimes, my wife says that I don't hear so well...? But I retort that I hear well enough, and if that does not suffice, then send a postcard...HA. Of course I can't really get away with that line, but I throw it out anyway.. I tell her that I have been associated with "noisy units" all my life...!

The vintage farm tractors were somewhat like "open cockpit" flying. You sat right up there where you saw the ground beneath, smelled the rich soil, felt the sun, wind and rain on your face, and always marveled at the wonder and beauty of nature and the world about you. And in the late evening when walking back to the house, perhaps an airliner descending overhead, also barking out sharply. Do those guys have it so good..? I wonder...

In my Army basic Training there was a lot of yelling; well I was already used to a lot of noise so I got by okay. Drill Sergeants, then the firing range, then tank and artillery familiarization later on in advanced individual training, AIT. Later in helicopter school, when the flight instructor looked liked he was jawing about something.. "what did you say..?" I always wondered if I didn't hear everything that I was supposed to have. I figure that I must have heard at least enough of it to get by. I remained in the National Guard until I was 42 years old serving as Unit Instrument Trainer. I helped the guys get proficient at

instrument flying; about half of them said that a helicopter is not made to fly blind... I wondered at the time if the guys "heard me" above the whine of the big Huey turbine engine and transmission; It can fly blind but not dumb!

The early days of my airline flying were not quiet either. Turboprops such as the Bae Jetstream with its Garrett engines turning at mega Ks, and the Fokker 27 with the Rolls Royce Dart turbines screaming to go fly. (The Dash 8 turboprop was so nice, because it was "quiet.") So then came the jets; on the ground a much pain in the ear, but aloft truly a joy. I can now enjoy the view without earplugs! The noise is behind me now, and the view ahead is beautiful.

Today's farm tractors are nothing like what I operated and knew as a farm kid; sound quiet cabs, GPS navigation, computer programs capturing yield over each separate acre and prescribing the appropriate fertilizer for next year's crop season. Don't even use or need earplugs they say..!

I noticed lately that a prominent farm tractor company announced a prototype "autonomous tractor unit" which will be presented as the new way to farm crops. What..? No roar, no chance to smell the soil, to see the gulls following behind the plow, no ear hearing loss to worry about..?

Aviation is on the same path, even accelerated. I am going to keep my open cockpit biplane. However, I may wear earplugs and a good headset.

Cpt Mark

(Continued from page 3) - Engineering Quality

Several excellent airframes and engines were available clear back then. The Beechcraft Bonanza, Cessna 120 and 140, Cessna 170, Piper J-3 Cub, Aeronca Champ, Stinson 108, and the ERCO Ercoupe. The C-172 and PA-28 came a little bit later, 1956 and 1960 respectively. Perhaps the Bonanza and the Ercoupe were the most advanced designs at this time; many know and recognize the Bonanza, but what about the Ercoupe? (Engineering & Research Corporation)

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Newsletter Editor

-- Art Howard

I missed the April 2 meeting as I was at Sun n Fun, Lakeland, Florida. Camping with my airplane.



It was a challenge getting there and getting back. The spring weather created a lot of frontal activity with thunderstorms. Fortunately, I have a daughter in Tennessee, where I staged the final flight to Florida and the return flight. I logged 3 hours and 30 minutes of IFR (Instrument Flight Rules) and 20 hours and 55 minutes of flying time. The Cherokee is slow but it gets me there!

Notable about this trip to Sun n Fun was the nice tailwinds. I saw groundspeeds in the range of 150 knots, which is really unusual for my type of flying.

The gate receipts were up but the overall aircraft attendance was down. Weather is always an issue in April. Fronts like to lay just above Florida so no one can get in or out! We had a total 125 Homebuilt aircraft in Homebuilt parking, General Aviation Parking, and General Aviation Camping. This does not include the Homebuilt aircraft in Homebuilt camping. They were also not full, this year.

The tent I purchased in 2016 for the Alaskan trip finally gave up. I had a wet sleeping bag one night and then strong winds the next day tore the rain fly. I now have a new tent for the rest of this aircraft camping season. I am also ready for a two week camping trip to

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

AirVenture 2022, where I am Chair of the South 40 Aircraft Camping and Registration. If you have ever been to AirVenture for a week, you know it will rain at least once. I am hoping my new tent keeps me dry.

If anyone wants to volunteer for me at AirVenture 2022, please let me know. Since there is training involved, I am asking for more than one day of volunteer time. There are morning shifts and afternoon shifts available.

I am flying to Oshkosh on June 4th for a Chairman's meeting that is from 9 am to 11 am. That is also the Chapter Fly-out to Oshkosh/Tour EAA Museum. I can join our Chapter at the Museum after my meeting.

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

(Continued from page 4) - Engineering Quality

I have had the opportunity to work on a couple of vintage 1946 Ercoupe 415 aircraft and have gained an appreciation of this model; the design was ahead of the times having a nose wheel and push pull control linkage (much like the Beech Bonanza) which were considered design improvements. The small Continental engines were fitted to these Ercoupes and a quite capable aircraft was the result. They are much sought after yet today for their “engineering quality!”



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.

