

# 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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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

Good Morning 1518!

Hope this finds everyone doing well. Summer is winding down and you can start to feel the cool fall air arriving.

The evenings have been especially nice the past few weeks that has allowed for some nice evening flights. Hopefully you are getting out and enjoying the flying conditions.

Aviation has been a part of my life since I was a teenager. I started with an interest in remote control airplanes like so many others. I was fortunate to have a great flying field (Rich Valley R/C Club) about a mile from my house. I could look out the front window with a pair of binoculars to see who was there flying. I couldn't tell who exactly as it was to far away, but I knew everyone's cars!

On Saturdays, it was a time to work in the shop on my dad's truck as he was a truck driver. Us boys were the tool gophers, parts holder, flashlight holders; boy you had better have the light aimed at the right spot or you sure heard about it! We were also the window washers and a million other tasks he could come up with to keep us in the shop. I think back on how I hated those hours as I wanted to be at the flying field. However, those hours spent working in the shop figuring out why something broke or redesigning it to last longer has allowed me to have a great career, although not in the trucking industry. I didn't care for the 7 day a week schedule.

If there was still time on Saturdays or after early church on Sundays, I'd ride my bike down to the flying field with my plane strapped to my back. I couldn't carry the starting equipment, gas etc. at the same time, so most of the guys would lend me theirs. I was always so appreciative of the generosity they showed by letting me borrow items. I would try to con my mom in to baking cookies and occasionally I'd bring a bag down on my bike to share with the

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## Calendar .

- Next meeting at 9:30, September 7, 2024.
- 1<sup>st</sup> Saturday meetings at the terminal at 9:30 am except holidays
- Young Eagle Schedule for 2024
  - ◇ September—St. John's Lutheran School, Lake City, MN

# Secretary/Treasurers Comments

-- Dan Johnson

## Treasurers Report for August

### 48<sup>th</sup> Pancake Breakfast

We had a very successful breakfast this year. It was the second most meals served only surpassed by 2022 the first year after the pandemic.

It was a successful year for ticket sales with \$5,590. All of the costs are in and we made 48% margin or \$2,670 in profit

The new sausage was very well received along with having chocolate milk.

I have adjusted the needed sausage and milk and juice for next year. We ordered 150 pounds of sausage and

had surplus left over. We will order 120 pounds next year. We had to buy some extra milk and orange juice. I have increased the amount required for next year. Chocolate milk was a big hit.

## Airport Neighbors Day

We had a light turnout for the Neighbors Day with only 8 neighbors and three pilots showing up.

Thank you, Phil, Mark and Marv.

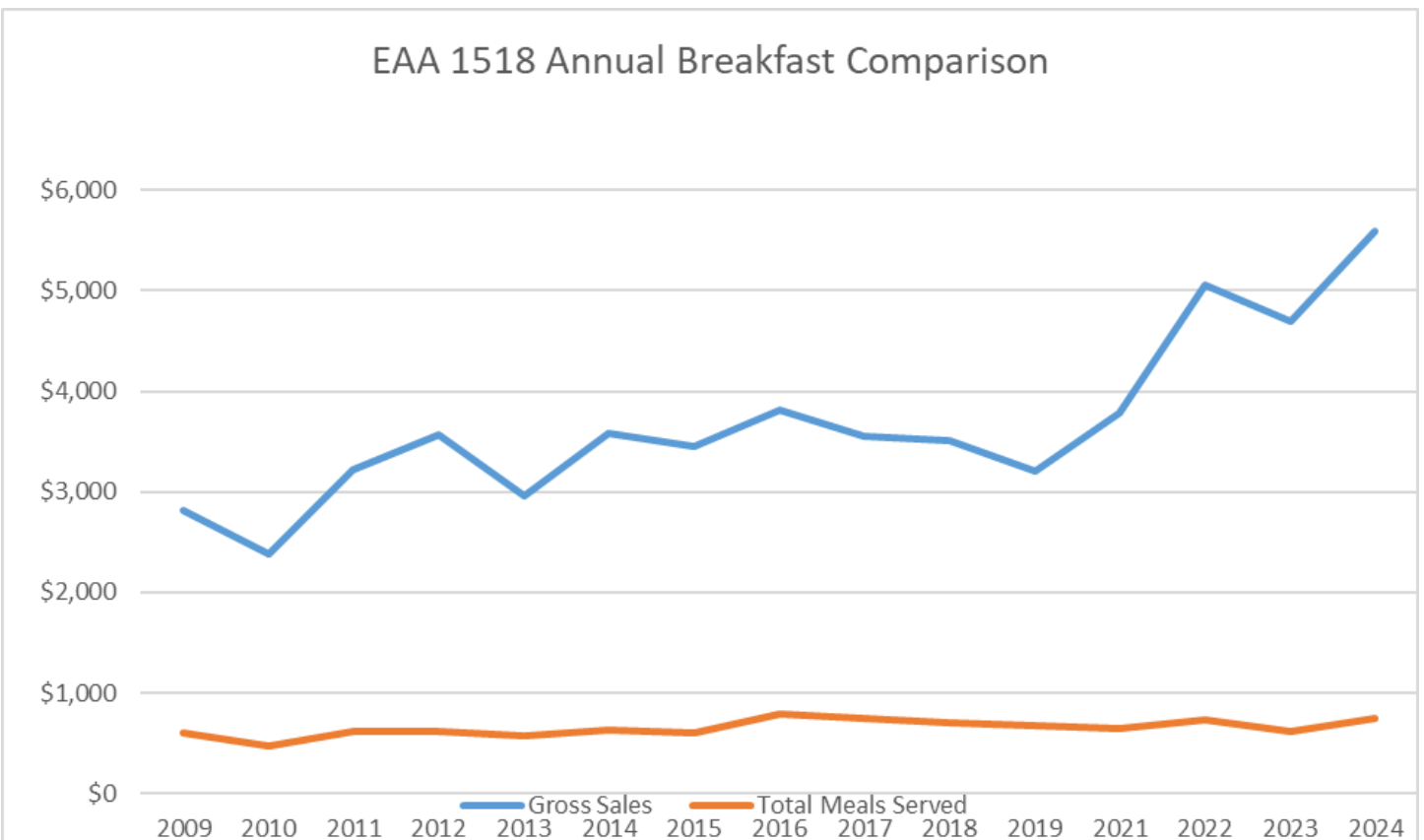
The neighbors appreciated the day.

*Dan*

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### EAA 1518 Annual Breakfast Comparison



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

guys who helped me out.

What I learned early on back then was that people in aviation are a great group of people. That trend has continued to today to the group that is here at Redwing. If someone needs something, it seems everyone is willing to stop what they are doing and lend a hand.

As we fly Young Eagles, the parents are always so appreciative and thanking us for giving their child this opportunity. The Young Eagle program is a great way to give back to the general population and allow us to share the amazement that flight has to offer. On the last rally I flew four kids, two of these were really interested in aviation and knew a lot about aviation. The one kid knew all the control surfaces, what they did, to use rudder to stay coordinated in a turn etc., but he had

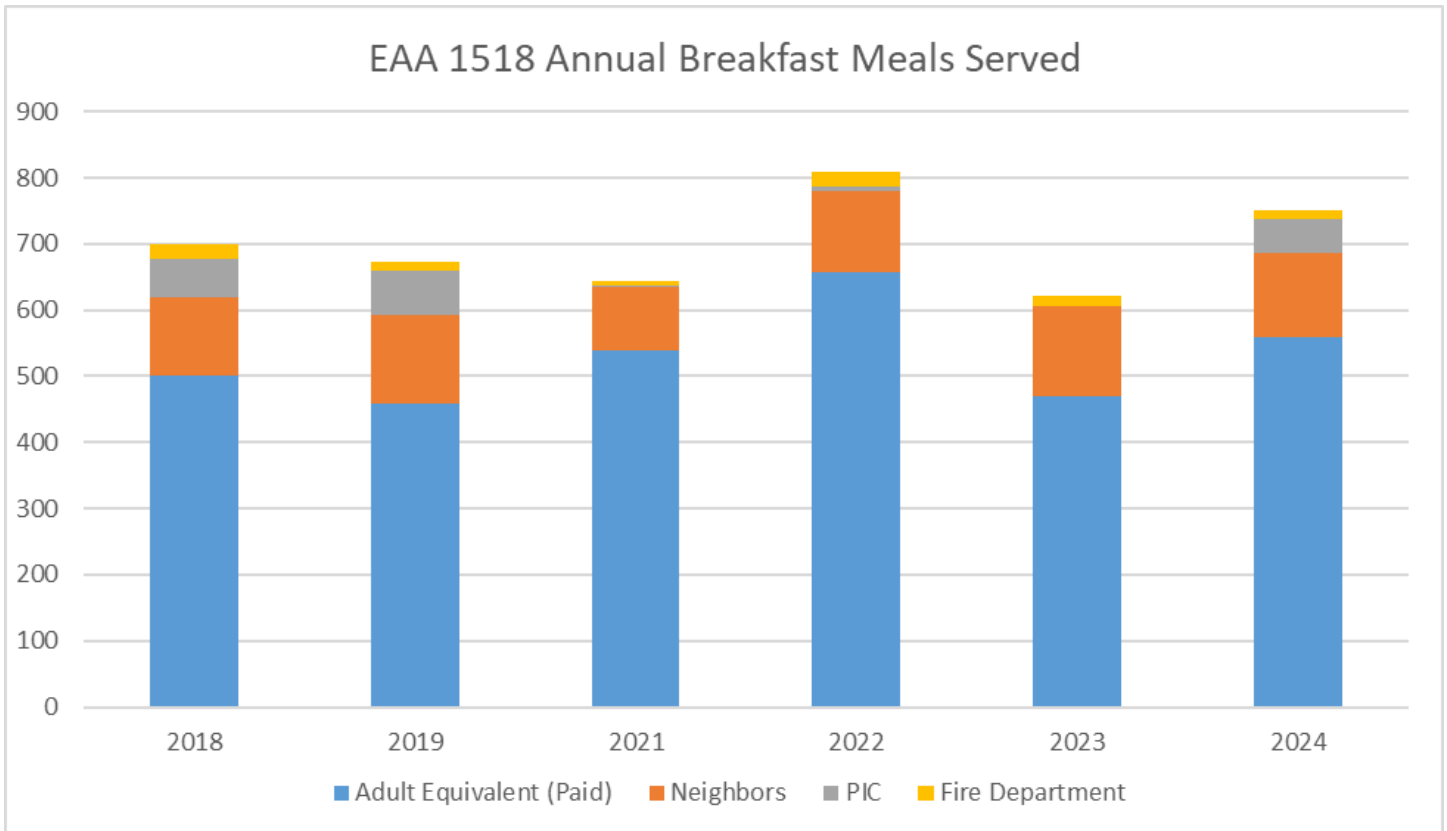
never flown in a GA airplane. His parents said he is 24/7 researching aviation, watching videos, and also flies remote control planes. No one will argue that aviation is an expensive hobby to get into. We all know it can also be rewarding financially if you pursue it as a career. As we try to get more kids into GA aircraft, maybe we need to start looking at the Remote-Control Flying fields in the area and try to find a way to bridge them together?

If there are some of you, and I know of one who flies GA and remote control would be interested in talking and brainstorming, please let me know.

Scott

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|                                | 2018       | 2019       | 2021       | 2022       | 2023       | 2024       |
|--------------------------------|------------|------------|------------|------------|------------|------------|
| <b>Adult Equivalent (Paid)</b> | <b>501</b> | <b>458</b> | <b>540</b> | <b>658</b> | <b>469</b> | <b>559</b> |
| <b>Neighbors</b>               | 119        | 134        | 96         | 122        | <b>137</b> | 128        |
| <b>PIC</b>                     | 57         | 67         | 1          | 6          | <b>1</b>   | 51         |
| <b>Fire Department</b>         | 22         | 14         | 6          | 24         | 15         | 14         |
|                                | 699        | 673        | 643        | 810        | 622        | 752        |



## When an Airplane needs Surgery

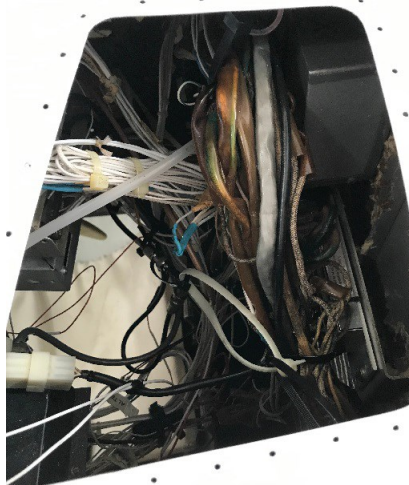
-- Mark Weinreich

I started the annual inspection on my 1948 Bonanza A35 in January and it was to be a real nitpicker I decided. More scrutiny into every corner; and so it was. Many small details addressed. And then being such inspection turned out so well and real pretty, maybe I will just go ahead and do the propeller pitch-change bearing grease job even though it is not due yet for another fifty hours or so. Well I am glad I did so because I found some discrepancies which needed attention, okay. Re-installed the prop and then what; pitch change decrease mode doesn't work now...?

So my ohm/volt meter was put to extensive use chasing wires to determine why the propeller system would not go to decrease (increase works fine.) So I pulled the propeller off again and put it on the bench for increased scrutiny (like an MRI, my medical daughter said, hey Dad..?) The DC motor was again opened and checked (it had been greased) and the limit switch box was again opened and checked (all good) and then into the cockpit under the panel to check the panel switches..good. And then Steve came over and told me if I kept my head dived down under like that too long that I might go daffy...I told him that I already was. But he said "not a good idea as can cause a stroke.." which made me think I should come back up. (Steve was in the Navy you know, and was trained as a sheet metal repairman.) "What you need is a better access portal to the suspected problem part." I had narrowed down the problem to the relay box which was located clear up under the dash in the right hand corner, with a lot of wire bundles in the way...

So out came the half inch drill with a one inch hole saw and Steve went to work "opening up my bird." I then pulled out the electrical relay device (sick organ) and examined it. My multimeter battery was about dead when Brad showed up. How about taking a look here..? Brad (A&P) looked like a neurosurgeon standing there with a fresh ohm/volt meter, and then "hey guy; got a problem wire here. Only a couple strands left in the sol-

der and it broke out when I slightly pulled!" I saw evidence of high resistance and heat char, and it appeared to be a very light gauge wire, 20 ga? It was replaced with a 16 ga wire and Steve did the soldering. We hooked it back up to a remote 12V battery and it worked! Surgery successful! Now close it back up Steve!



Relay Box



"sick part.."



"surgery opening"



(Continued from page 4) - When an Airplane Needs Surgery

# Newsletter Editor

-- Art Howard



“closed up”

A lot of expertise available when an old bird gets sick around here...Thanks for the help guys.

Cpt Mark

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Lock and Dam 5, Upper Mississippi mile 738.1, 10 miles Northwest of Winona, Minnesota. Leaving the last lock before Lake City Marina.

The pancake breakfast is over and I flipped a lot of pancakes! It was fun working together with all the volunteers. Just missed seeing a record number of aircraft fly into our breakfast.

With the breakfast over, I left for Kentucky Dam Marina on Tuesday with another crew member to move Samana, my Challenger 35 Ketch, to Lake City Minnesota. All was well as we left the Marina and headed down the Tennessee River and the last lock on that river. It was an 80 foot drop and then we continued to the Ohio River and another lock of a couple of feet. All was well until we exited the Ohio and turned up the Mississippi River. Wow, a speed of 1 mph against the shore for awhile! Then around 3 mph. The Minnesota flood water was there and filled with all kinds of debris.

There was not enough fuel to make Hoppies Marina, south of St. Louis, Missouri, so I had to go ashore with 5 diesel cans and get a ride to a filling station. A good Samaritan picked me up and we went to three stations before we found one that had diesel fuel in Cape Girardeau, Missouri. This allowed enough fuel onboard to reach Hoppies Marina. We had a small reserve left. The river ran strong all the way to the Mel Price Lock, Lock and Dam 26, except for the Chair of Rocks Lock and Dam 27, which bypasses the river. Even above Lock and Dam 26, the pool water was strong.

It took several Lock and Dams before the current became less strong. Early on, it looked like I was not going to get back to Lake City until late September. As it worked out, we arrived in Lake City Sunday evening, 6 pm, August 25. What an adventure! Miss being on the river but I sure do not miss the strong currents!

I got reacquainted with my airplane again by flying to Shell Lake Municipal, KSSQ, on Saturday, August 31 for a pancake breakfast. Good to be back flying again.

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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# 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-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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*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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