

HIAWATHA VALLEY EAA CHAPTER 1518**RGK—Red Wing, MN Regional Airport***(Formerly the Hiawatha Valley Pilots Association - founded in 1973)***Our 50th 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

Good afternoon EAA 1518,

At the November meeting it was agreed upon to host a winter social at the firehall once again. A date of February 4th was agreed to, and we all went on our merry way. Well, one of our chapter members gave the newsletter to his wife and while she was reading it, she mentioned that they would not be able to attend the social. Turns out they have a snowmobile trip planned that same weekend; funny thing is they are the ones with the connection to the firehall. Yep, you guessed it, Ben and Shauna Burschem will be on a snowmobile trip! How dare they not be around for our social event! Well, funny thing about that trip...I am the one who invited them to join me and my son that weekend for a trip. The trip is one that I have always wanted to go on as its sponsored by the Bombardier factory. I need to bring my calendar with to the meetings apparently.

So, we discussed this at the December meeting and thru a bunch of begging and pleading on my part, the members in attendance agreed to move it a week to February 11th, 2023. I apologize for the troubles, and I nominate Shauna to handle the social calendar from now on, do I have a second? Please change your calendars to reflect the date change to the 11th please.

Winter is hitting in full force today as I write this, we are expecting 5-9 inches here in beautiful Bay City WI. Knowing this storm was coming in a few days prior I took the Cub out on a nice 35-degree day. Wanting to go someplace different, I headed towards KSTP. When I was about 15 miles out, I was listening to the tower work an RV doing touch and goes. The controller said he would rather be flying that watching the Vikings lose. The RV driver responded he was watching the game and decided he was better off burning some 100LL than watch the game in his hangar. As I got closer, I sequenced in and on my 2nd touch and go, I asked for an update on the game score be-

*(Continued on page 3)***Calendar .**

- There is NO meeting Saturday, January 3, 2022 at 9:30 am
- 1st Saturday meetings at the terminal at 9:30am except holidays
- Winter Social Saturday, February 11, 2023. Social hour starts at 4:30 pm.

Secretary Comments

-- Scott Stricker

Secretary's Comments:

Meeting of December 3, 2022

1. Move February dinner from February 4th to February 11th due to a conflict.
2. Dan Johnson will order the printer approved last month and Scott secured instruction from EAA on proper reimbursement path.
3. Election of Officers:
 - Mark W has decided not to return as an officer.
 - Scott S, returns as President
 - Denny A, and Dan M elected as co-vice presidents
 - Dan J, Secretary and Treasurer
 - Art H, Newsletter and Website
4. Discussed doing a chapter movie day at the Red Wing Theater to watch Devotion. Scott S to check with theatre to see how long the run will be.
5. Dues, members present paid dues if Dan said they were due.
6. Members present
 - a. Brian Huberty, Bill and Sally Ogren, Ed Whitman, Art Howard, Dan Johnson, Scott Stricker
 - b. New Members, Shaun Thorton, Brad Banitt

Favorite Airplanes

-- Mark Weinreich

Ask any aviation person to name a favorite airplane and you are sure to get an answer, anywhere from the Cessna 172 to the Starship Enterprise of Star Trek fame. For me, there are so many that I need to categorize them! I like my Cessna 140 and V-tail Bonanza for sure. However as far as a "classic airliner," it is for me the Lockheed Super Constellation.

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Red Wing Civil Air Patrol Squadron

-- Capt. Brenda Carlstrom

-- Major David Carlstrom

Hello from The Red Wing Civil Air Patrol Squadron hangar at the west end of the airport.

As of December 8th 2022, Maj David Carlstrom (EAA member) relinquished his command and Capt. Brenda Carlstrom (EAA member) became Commander of the squadron. Brenda is excited to command the squadron and one of her goals is to inform others of what Civil Air Patrol can do through their training and let people know of the activities we attend. Although she does not have her Pilot License her husband makes up for that with his qualifications. The squadron has several new adult members who are pilots and each month Capt. Carlstrom wanted to feature one.

Major David Carlstrom is our featured Pilot of the Month for January 2023.

David has been flying for 42 years, has flown over 2500 + hours and has obtained these ratings through the Federal Aviation Administration; Glider Pilot, Instructor Pilot, Instrument Pilot, Small Unmanned Aerial System Recreational Pilot and Commercial Pilot. He enjoys flying his own plane and makes several trips a year through the skies to interesting places.

Through Civil Air Patrol he has obtained several qualifications related to aviation. He is a Command Pilot, Tow Pilot, Orientation Pilot, Mission Check Pilot, Mission Check Pilot -G1000, Instructor -G1000, and VFR Pilot G1000. He has enjoyed being a tow pilot for the CAP National Flight Academy Activity for 8 years with a total of 1600 tows. He continues to fly Civil Air Patrol and wants youth to be involved in the aviation industry as a pilot or service-related fields.

In December the squadron attended a confined space training day with the MN Search & Rescue Training Team at the MN State Fair Grounds. Five of our members attended a drone training in the Twin Cities on De-

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

ing I was the only one in the pattern I figured he had time to fulfill my request. Well, a few seconds later he responded with the score, and I was sure glad I was making use of this beautiful day versus watching the game. The Vikings were losing badly to the Lions. I on the other hand felt like a Lion, I was king of my domain in the little Cub. I was making right traffic for runway 14. That allowed me to fly right over the buildings there in St. Paul. Sure, is a nice sight from the Cub. Felt like the wheels would spin off the roof tops.

As I finished in St. Paul I headed towards Fleming. Might as well test that new runway out again, right? Well, again I was the only one in the pattern for a few moments and was king. Then a few pesky Skyhawks appeared, and I figured I better get moving on. I departed to the southwest and was content on heading home. But then I had a change of mind. Off to my right and down low was a little grass strip covered in snow...I checked my iPad, and sure enough it was Wipaire's strip right on the river. I gave the stick a gentle nudge to the right and we were headed straight in. I could tell there was too much snow to actually touch down, but sure felt good to skim along right over the runway. I headed to the end, out over the little lake there, yanked and banked it around to come back down the runway again. As I was in a low and steep left turn, there was a coyote sitting right in the middle of the frozen lake. I circled over him a few times. I think he was having as much fun watching this giant yellow bird over him as I was watching him. Then it dawned on me, he was figuring out how many bites this yellow bird would be, so I headed back down the runway. Then I realized why he was there. On the runway was a fresh deer kill. I think I interrupted lunch.

The rest of the flight back to KRGK was spent just under 1000' AGL. Enjoying the scenery as it goes by. Flying in the winter is a great time. As I approached the lock and dam by the casino, I counted 22 boats there fishing. Guess others had the same idea to enjoy the day.

Sure it's a little colder, but I promise you, your Cherokee, Skyhawk, Husky, etc. are all warmer than my

little Cub. When the forecast shows a nice 30-40 degree day, get out there and enjoy it. You might just find a Coyote looking up at you too!

Reminder there will Not be a January meeting. See you all at the Social at the Firehall on the 11th of February starting at 4:30pm.

Scott

(Continued from page 2) - Red Wing Civil Air Patrol Squadron

ember 3rd. The squadron's annual awards banquet was held on December 8th and on December 17th the squadron participated in Wreaths Across America held at the Fort Snelling National Cemetery. More exciting things to come in 2023.

If you have any questions on what we have done or plan to do please contact us at:

brenda.carlstrom@charter.net



CIVIL AIR PATROL
RED WING COMPOSITE SQUADRON

Capt. Brenda Carlstrom

Commander

Red Wing Composite Squadron, NCR-MN-104

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Member Spotlight

-- Mark Weinreich

John Brunke recently completed his new hangar project in November 2022. After a year of planning, negotiating, ordering materials, working with contractors and inspectors, and writing checks..., he and his RV7 "moved in" to the new hangar at a corner lot here at KRGK.

Just this past summer, John and his wife Laura moved from Illinois to a new home near Maiden Rock, Wisconsin. He is a senior pilot for American Airlines and plans on retiring in 2024. He is currently flying the 787 but I think that he is looking forward to soon getting more stick time in the nice RV7 which he himself built!



John and his RV7 on "moving in day" November 26th, 2022 @ KRGK

Engine: Lycoming IO-360 @ 196 HP

Propeller: Whirlwind

Cruise speed: 165 kt Stall speed: 47 kts

Gross wt.: 1800 lbs.

Build time: 8 yrs.; been flying it now for 9 yrs.

"It was a terrific learning experience and I think I could build one in less than three years with the knowledge I gained from building this. I would love to get into seaplane flying up here, but will have to see what the future brings." Welcome to the Red Wing Regional Airport John!

by Mark Weinreich

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(Continued from page 2) - Favorite Airplanes

The zenith of design in large piston transports, the "Super Connie" was eventually fitted with Wright R-3350 Duplex-Cyclone "turbo compound" engines having eighteen cylinders in two rows (with 36 spark plugs!) displacing 3,350 cubic inches and producing up to 3400 horsepower.

Eastern Airlines and TWA operated the Constellations up until the advent of the jet age with the introduction of the Boeing 707 and DC-8. I remember seeing both of the new jet age types as a kid but never got to fly on any of these "vintage classics." Yes, it is for me the classic lines of the Constellation and clean lines of the first jet transports which are my favorites. Today's aircraft are certainly efficient wonders; however they all seemingly resemble the SUVs of the air and look much alike. Back in the day, individual types truly had a unique personality!

So why the triple tail (vertical stabilizers) on this

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Newsletter Editor

-- Art Howard

Hope you had a good Christmas with your friends and family.

Lap top out for service and not back yet. Using an older computer for this newsletter, with challenges!

Happy New Year!

I need more articles from the membership. Please send your articles and pictures to alhowar@attglobal.net.

(Continued from page 4) - Favorite Airplanes

beautiful aircraft?

- 1) Structural strength considerations
- 2) It looked pretty
- 3) Fit in the hangar better
- 4) Reduced turbulence
- 5) More efficient airflow

By Mark Weinreich

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



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/>

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

alhowar@attglobal.net

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.

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/adsb-deviation-authorization-preflight-tool)

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

