

HIAWATHA VALLEY EAA CHAPTER 1518

RGK—Red Wing, MN Regional Airport

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

Our 50th 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,

The calendar says we have entered spring. The air temperature however hasn't really got on the same page with the calendar, however. We are all waiting for the weather to improve so we can get back to flying, especially with the windows open in the Cub!!

About this time last year in 2022, I decided I wanted to own a QuickSilver light sport to allow me to fly out in the open. I started looking and found one in Missouri. I called the seller and we spoke for a while on the phone. About an hour later I got into the Glasair and was headed to look at the Quicksilver. Needless to say, I bought it and planned a return trip to bring it home.

Once I got it home and got it together, I spent a lot of time flying it around the airport. As all too often happens, dreams of a newer acquisition entered my brain. I put the Quicksilver up for sale and it sold. I flew it out to Hector MN and said my goodbyes to her. It was a great flight to say goodbye. It was just over 2.5hrs on a beautiful day.

I really enjoyed my time with her but had bought a new Quicksilver in Kentucky. This time a partner is involved, so we are doing things a little bit differently this time. A flight to Louisville and a rented U-Haul later the new project was home. It is all complete, but we are going through the registration process. What a SLOW process that is. We are nearing the finish line, but it has been a long journey.

A couple of months later in the late summer of 2022, I see my old Quicksilver back on the field at KRGK. It's like a lost puppy had found its way back home!

Low and behold the plane was sold again and the new owner decided to keep it here at KRGK. I knew that plane had feelings for me too. She just had to

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Calendar .

- Next meeting at 9:30 am on Saturday, May 6, 2023
- 1st Saturday meetings at the terminal at 9:30 am except holidays
- Young Eagle Rallies::
 - ◆ May 20th
 - ◆ June 17th
 - ◆ July 22nd &
 - ◆ August 19th
- Tuesday, June 6th, 2023, Red Wing, MN (KRGK) EAA 1518, Wisconsin Flying Hamburger Social

Secretary Comments

-- Dan Johnson

Secretary's Comments:

Editor: The April meeting was canceled because of weather.

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

get back home here at KRGK.

I often saw the plane flying and regretted selling it as our new one wasn't airworthy yet. I was longing for the open-air feeling of flying. When I would see it taking off, I would just stop and watch it go. I could feel the air over my face, my pants flapping in the wind, the sound of the engine behind me. If only I could fly, her again.

Winter of 2022/2023 set in, and she was put away for the season in the hangar down the taxiway from me. Just knowing she was so close made me feel better, but she should be in my heated hangar. I hope she has enough blankets on to keep warm.

As things often in life, things come around full circle. The QuickSilver was sold again and its staying on the field at KRGK. While I wish I could say I owned it again, I don't. However, the new owner has asked if I would be willing to take him up a few times and show him what not to do in it! You mean I get to fly her again? How in the world could I say no?!?! We are waiting for the weather to warm up a little. I have never been so anxious to get warmer weather here again. It can't come fast enough!

I always wanted to fly fighters in the military, just like most young adults. While that dream never materialized, I will be able to fly in a squadron this summer. There are going to be 3 Quicksilvers flying this summer. I can just picture it now, a flyby of the Quicks, it may take 5 minutes to get down the length of the runway, but it will be awesome. To see all those camera flashes going off to get a glimpse of the Quicks, it will be a thing that legends are made from.

Red Wing Civil Air Patrol Squadron

-- Capt. Brenda Carlstrom

Hello from the Red Wing Civil Air Patrol

April was a busy month for our squadron. We had two cadets work on their computer test skills and earn their next promotions. On April 6th several members from the squadron toured the Target Flight hangar at the Minneapolis Airport. The cadets enjoyed asking the pilot questions and learning more about the planes. Members of the squadron continue to train for emergency services qualifications. Two senior members attended the MN Civil Air Patrol Conference in Brainard MN. Capt Brenda Carlstrom won the state award for being the squadron's Recruiting and Retention Officer. The pilots continue to train to be proficient in flying and teaching cadets ground school and giving orientation rides. The Red Wing Squadron is hosting an Orientation Flight Spectacular on May 20th to encourage Cadets to learn to Fly.

Our member of the month is Major Luke Wegner. Luke joined Civil Air Patrol as a Cadet in 1993 and as a senior member in 1998. He obtained his rank of Major in 2014. He has been an important member of the squadron as he is currently the Administration, Education & Training, Personnel and Testing Officers. He enjoys helping the cadets with their tasks and encourages them to rank up as soon as they can. If a member needs a question answered that he doesn't know the answer, he locates the answer on the National Civil Air Patrol web site.

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The squadron is looking for members, feel free to buy a Quicksilver and join the ranks of the Quicks.

Thanks,
Scott Stricker

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

Thank you, Luke for being a team player.

Please feel free to contact me at

Brenda.Carlstrom@charter.net



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Airport Dogs

-- Mark Weinrich

I showed up around Red Wing Regional Airport in 1999. Wanting to rent an airplane and get back to private flying, I rented a block of ten hours from Seifert Airways for 600 dollars, 10% off if paid in full, so \$540 it cost me. I was checked out by a local flight instructor (who went on to fly faster and higher) and I then proceeded to enjoy the view from a Cessna 172 on route down to Iowa to check on my aging folks there. Hey now, this is good flying stuff again!

Always there to help me “check in” was a dog by the name of SKYLER who had an aura about like “hey guy, I am keeping things straight around here so don’t mess it up..” Okay, I thought. I learned later that this dog had sat for a portrait painting by a renowned artist and pilot!

My dog LUCKY came down to the airport sometimes then, after I had built a hangar there in 2004 to accommodate a 1947 Cessna 140. My first owned airplane and still my favorite one. DAISY was somewhat of a distraction, for my dog that is; Daisy being of fair hair coat and bark. Then there also was SPOT, whose white and black coat was the height of dog fashion. Spot was

beautiful but a bit “hauteur” for my farm dog Lucky, ha. But she sure added some sparkle!

As time went on and airplane prices went higher, our dogs also changed. We lost Skyler, Daisy, Spot, and Lucky; and then not long ago, ZANDER. My dog RIKER remembers Zander, and is here at my side laying on his rug while I write this at my desk. He is 15 years old with arthritis.

It is JUNO now, who comes out to KRGK to check about and see how things are going. FINLEY and LUNA also check in now and then for some part time work... There is the story of an airport dog named Turbo who would go out to meet jets and jet-props after engine shut-down. He always seemed to get a donut or such from the catering tray! (He slept through the arrival of the Cessna 172s.) Then too, is the story of my dog Riker chasing me down the runway in a newly restored bi-plane...I got a call on Unicom telling me such...

During my fifty years of aviation as a pilot, I have met a lot of dogs...and I think that I have mostly liked them all! To sit down and remember them all well comes with the details; the people and places. Of course also, just the details... And “just the details” are the story.

BettyJean bi-plane was built by a WWII Vet returned home from Europe. He was a part of the Waco glider program. I met his dog when back home on my military leave in 1973; his dog’s name was VICTORY.



BettyJean finally flew after I completed the project back in 2013. My dog LUCKY was there to certify such...

by Mark Weinreich

Taylorcraft..!

-- Mark Weinreich

So when I was still a kid home on the farm in the mid sixties, I saw a Taylorcraft sitting on a neighbor's grass strip about a mile west of us. What a beautiful airplane I thought. This farmer also had a brother who was a dentist and owned a V-tail Bonanza which he occasion-

carburetor, fuel lines and gascolator, scat tubing, air filter, oil filter...engine baffles repaired, engine control push-pulls, new rudder cable 7x19, shoulder harness installation; and touch-up matching paint to top it all off. ADs all reviewed and complied with...This baby is a beautiful sight to behold even before it is "born again." The initial engine run-up has been accomplished with only a minor rocker cover leak found and corrected. After paint touch-up it sits ready to "get its wings!" When the weather allows we may soon see a yellow

Taylorcraft in the pattern; and it will do an old aviator's heart good to see!

- Taylorcraft: Founded in 1935 in Pennsylvania by Clarence Taylor
- The F-19 Sportsman Model is much sought after; came out in 1973 with a 100 HP Continental
- The BC-12D with STC upgrade seeks to achieve the F-19 performance.
- Wingspan: 36 ft, Empty Wt.: 900 lbs., Gross Wt.: 1500 lbs., V_{ne}: 127 mph, Stall: 38 mph
- Climb rate: exceptional. Adapts to skis and floats

And is a true joy to fly!



ally flew into that farm strip; wow I thought...two really "neat" machines! Someday I am going to get one of those! I have a Bonanza; so when the chance to also work on a Taylorcraft happened..I'm in!

Right here at Red Wing Airport we now have two Taylorcraft examples; one flying (owned by Jim Cushing) and one about ready to fly which is owned by Steve Hughes. Whether Steve wanted it or not, his airplane became a group interest project... Along with much effort put into this restoration by Steve, considerable input also came from Mark Estabrook, Brad Banitt, Mike McMurtrey, and Mark Weinreich. And what a rewarding result so far...

This 1946 BC-12D has the STC for a Continental O-200A engine upgrade; 100 HP on a good airframe. The engine was dismantled by Steve and underwent a top overhaul; cylinder honing, new rings, valves lapped..etc. The engine had only about 200 hours on it since major overhaul but had been idle for nearly 25 years..? New



By Mark Weinreich

Newsletter Editor

-- Art Howard

It is nice to see the grass growing again. Just mowed our lawn for the first time this season About 1 week earlier than last year. The seasons are getting earlier each year, by small amounts.

Also, time to take the power cords from the Tanis heater and stow them for another season. Nice! On cooler mornings, may just have to warm the engine a little longer before takeoff, since the engine oil has not been warmed by the Tanis heater.

I am looking out the window and see blue sky! I should be flying, but, instead, I am working on this newsletter. Need to get it out again. Once a month seems like it is coming around sooner every month. Must be getting older or something?

The same with the annual. Seems like not that long ago but it is again due in May. A little extra work this year. I am having new safety belts installed in the 1962 Cherokee since it only came with lap belts. Coming out of annual I will have retractable shoulder harness for both the pilot and co-pilot seats. A nice addition to an older aircraft. Both my mechanic and flight instructors have been telling me I need them. According to the FAA, shoulder harnesses have been required for all seats in small airplanes manufactured since December 12, 1986. So it goes, the paint on my old reliable aircraft takes a notch down again. Budgets!

See you around the patch.

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

Seat Belts and Shoulder Harnesses

-- FAA

Smart Protection in Small Airplanes

We all enjoy the convenience, fun and safety of flying. We also understand that there may be times when our best efforts for a safe flight will be inadequate, and an accident could happen.

EAA Chapter 1518 Treasure

-- Dan Johnson

Well, it is a new year for chapter 1518 and EAA. That means that it is time for both chapter & national dues.

Only 12 members have paid their dues for 2023

Editor This was current as of February. If you have not paid your dues, please send a check to Dan, or attend the next meeting and pay your dues then.

If you want to have me check to see if your chapter or national dues have been paid, just send me an email at DanJohnsonMRWI@Gmail.Com or text me at 715-441-1790. I will look them up and send you a reply. Please put chapter dues in the subject line.

You can pay me your chapter dues at any meeting or mail them to me at

Dan Johnson
751 Briarwood Drive
Red Wing, MN 55066

Dan Johnson – EAA 1518 Treasurer

- Seat belts alone will protect you only in minor impacts.
- Using shoulder belts in small aircraft would reduce major injuries by 88% and fatalities by 20%.
- Shoulder belt kits are now available for most airplanes.
- Proper use and installation of child safety seats, meeting Federal requirements, provide good protection for small children in aircraft
- If improperly installed and used, restraints could cause injury.
- Restraint systems in small aircraft: a smart idea!

Editor: To see the complete FAA Brochure please to URL <https://www.faa.gov/pilots/safety/pilotsafetybrochures/media/seatbelts.pdf>

Fly-in Event Websites

-- Art Howard

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).

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/>

<https://www.socialflight.com/search.php>

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

alhowar@attglobal.net

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

