

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 afternoon 1518!

What a great stretch of weather we are having as of late. I'm sure as I write this a lot of you are getting ready for the pilgrimage to the motherland, Oshkosh! I am getting ready to take the motorhome over this coming Wednesday and enjoy the show for a few days. In talking to others at the airport, I know there are plenty of preparations for flying or driving over.

I sure hope everyone has plenty of water and sunscreen with them as the weather is looking HOT! With that comes the chance for severe weather I'm sure, so be prepared to hunker down and ride it out. Tomorrow I am going to service the generator on the motorhome to ensure it is in great shape for the week of work it has ahead of it.

I am looking forward to seeing some of the Redwing crew over at KOSH in the next week or so!

So, what happens when we don't say no to a simple question that is posed to us? Odd question you may ask so let me explain.

On July 5th, I took the motorhome up to the Isle airport (MY72) for the National STOL competition that upcoming weekend. A good friend of mine was putting the event on, and I offered to help in anyway he needed. So, he asked me to arrive that Wednesday and assist in final preparation and planning for the event.

The next morning at 7am we were chatting about what needs to be done etc. There was a ton of work to do, grass mowed, aircraft parking areas brush hogged, the course laid out and marked, tents set up, hangars cleaned, signage set up, golf carts to gather etc. I could go on and on, but I think you get the idea. Well, fortunately there were multiple volunteers and as the adage goes, many hands make light work. While it wasn't necessarily light work, it

Calendar .

- Next meeting at 9:30 am on Saturday, August 5, 2023. Come early as there is plenty of work to set up for the pancake breakfast.
- 1st Saturday meetings at the terminal at 9:30 am except holidays
- Young Eagle Rallies:
 - ♦ August 19th
- Red Wing EAA Chapter 1518 47th Annual Fly in/Drive-in Breakfast August 6, 2023
- Airport Neighbor Day is scheduled for the afternoon of Saturday August 26th with a rain day of Sunday August 27th

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Secretary/Treasurers Comments

-- Dan Johnson

August Secretary/Treasurers Report by Dan Johnson

This has been a busy summer and the rest of the summer will be even busier.

Young Eagles

We will have had three rallies by the time this news letter comes out. Thank You to all the pilots and ground support people who have made this possible.

I have made some changes to the on-line registration program. We are still limiting the number of Young Eagles we fly to 24 but we now have a wait list. For the July Rally we had more than 24 registered but three cancelled ahead of time and the people on the wait list were notified.

The August YE Rally will be on 8/19.

47th Annual Pancake Breakfast

Preparation for the breakfast is well under way. Art helped me do the inventory of supplies. The food has been ordered as well as the Sam's run for consumable supplies has been complete.

This year we are again using Hormel's "Lil Smokes" pre-cooked sausages. This has been a long time favorite of our customers as well as our kitchen help. The Lil Smokes are much more expensive than other options. The Lil Smokes and the Sturdiwheat Pancakes are our key featured items for the breakfast.

The use of the airport facilities for the breakfast has been approved by the city council and we have provided the city with a certificate of insurance naming the city of Red Wing as a coinsured.

The city has made a change in their policy on rental of picnic tables and barricades. The city will deliver the tables but not the barricades. We will need to have a working party pick up the barricades prior to the week-end and return them the following week.

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Early Ultralight Adventure

-- Paul Steger

Part II

Still smarting after my embarrassing, failed attempt at ultralight flight, I sensed a chance at redemption when EAA hosted an ultralight convention in June, 1984. Off I went, on a mission.

The ultralight industry was a now a whole different world from 5 years earlier when my partner and I attempted to foot-launch our flying-wing Easy Riser. The FAA had written the part 103 rules defining among other things, what could be called an ultralight. Mainly they had to have an empty weight of no more than 254 lb., a top speed no greater than 55 knots, a stall speed of no more than 24 knots, and most importantly, only a single seat.

There was a dizzying array of configurations for sale at the convention, and one could only conclude that there must have been a huge number of self-appointed aircraft designers (and test pilots) waiting in the wings. There were tractor and pushers, nose wheels and tail wheels, strut-braced and wire-braced with king posts. There were canards and conventional tails, single and dual surfaced fabric wings. Some were 3-axis control, and some only two, with weight shifting controlling pitch. I saw modified Easy Riser types, now sporting a grafted-on canards or tail feathers. I even saw a twin! It was truly the wild west. But they all had two things in common: they all could fly, and they all had wheels.

Now recently married, it would be incorrect to say my new bride supported my dream of low-cost flight. Tolerated would be a better word. But she didn't complain since she understood I'd been "grandfathered" in, having been involved with my Riser at the time we met.

Still, I didn't want to provoke her by blowing too big a chunk of the family budget on my hobby. The prices of the machines there ranged from about \$3000 to \$7000, virtually all in kit form. And so my mindset was to buy the cheapest aircraft that would lift me off the

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ground. I considered almost nothing else, including, to my later regret, portability.

I settled on the lowest cost of three models from Rotec Engineering, all with the same basic configuration but with different engines. It was a wire-braced tail dragger with a single-surface wing, three-axis control, and a one-cylinder 28 h.p. Rotax engine. At 202 lb. it was well under the max allowable weight.

Soon after I mailed off the \$3200 purchase price, the kit arrived. It went together steadily, and by November it was finished. Still having only an open trailer to transport it to the airport (buying or renting a hangar was money-wise out of the question), loading it was a laborious process. The manifest would have read like this: folded wing assembly, fuselage, landing gear, king post, tail grouping, fuel tank, engine/prop combo, control stick, coffee can full of hardware.

Still, by careful packing it all fit on a five by eight foot utility trailer, though handling the wing assembly alone was challenging, being both heavy and bulky. And again, as with my Easy Riser, all of the bracing wires had to be carefully secured, lest they slap at the wing fabric and punch holes in it. Once at the airport, and

now working alone without a partner, it took nearly two hours to assemble and get ready to fly, which included connecting fuel lines, choke, throttle, kill switch, and of course the flight controls. A part of my technique was to use the top of a step ladder to temporarily support the wings so I could attach the fuselage to them. In any more than a slight breeze, this was impossible, as the wind toppled the wing off the ladder. One had to be very motivated, which in those days I was, while thinking of designs I'd passed on, where you simply detached the wings and rolled the rest of it intact, onto a trailer.

Had I wanted some flight training, I could have driven to the factory in Indiana, but heck, I was a pilot, right? My plan for the first flight was simple. I would just lift it off the ground a couple of feet, and set 'er back down. Yeah. I failed to consider, as I lined up into the wind, that it was a very light aircraft with a fairly light pilot, (in those days checking in at about a buck seventy-five, oh, those were the days!) and as a tail-dragger was pretty much in take-off attitude before even rolling. I turned it to the wind, gave it a shot of power with its unusual motorcycle-type twist-grip throttle and poof, just like that I was 15 feet up, instinctively backing off the power. But this caused me to just wallow along on the verge of a stall! I was never so scared in my life, on the

back of a tiger, too scared to hang on, too afraid to let go. I found myself drifting over toward some parked airplanes and out of the corner of my eye saw two men on the ground, watching. I can only wonder what they were thinking.

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A cold November day after assembly at the airport, trusty step-ladder at the ready.

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I had to make a quick decision. Not at all mentally ready to fly, I really just wanted to get back on the ground, but had no safe way to get there. So I steeled myself, added power, and flew away. After one tight loop in the pattern, I landed. Luckily the wind was straight down the runway because I knew nothing about how differently a tail wheel aircraft has to be handled in a crosswind. I would learn this the hard way soon enough when, during my landing roll-out, I suddenly made a sharp turn into the weeds, not knowing what the hell just happened to put me there.

After this brief, unintended first flight, I was not yet inclined to make another. Like Elvis, I was all shook up. Almost two hours later I had my craft all in sections again, loaded and strapped to the trailer, and was making the 30 minute drive home, where I would unload the pieces to store in the garage, leaving just enough room for my car. My second flight ended in a crash when the engine stopped just after take-off, the first of four it would turn out, but all of that I will recount in a future article. But even if I had never flown it again, I had in my mind fundamentally fulfilled the vow I had made nine years earlier while watching hang gliders over my head, that someday I would do that too.

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

all got done and we were ready for the competitors to arrive the following day. Some came in Thursday evening also.

Thursday evening, we were gathered around again making plans for Friday morning to make sure everything was set for the day ahead. Being that it was Isle Days going on, there was all sorts of activities in town to enjoy. I was asked if I wanted to go into town to attend a meat raffle, normally I would have said no, but what else was I going to do? So, into town a few of us went to the meat raffle. Well, we were late to the meat raffle and the last round had just been drawn. Oh well, can't win it all! So, across the street we went to listen to live music and grab dinner. While sitting there, I met a great couple who come to find out have an interest in

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Airport Neighbor Day

Again, this year we are having an airport neighbor's day. It is scheduled for the afternoon of Saturday August 26th with a rain day of Sunday August 27th

We will be providing free airplane rides. We plan on having the grill running for burgers and brats for neighbors and EAA members. We already have the burgers and brats in the freezer. They are left over from the BBQ that was rained out at Chetek.

Free Tickets for Airport Neighbors

At our last meeting we had a stuffing party where we stuffed 200 envelopes with two free tickets to the breakfast and an invitation to the airport neighbor's day.

We need some volunteers deliver the envelopes to the mail boxes around the airport the weekend of 7/22.

Treasurers Report

We are in good financial condition going into the pancake breakfast. Before any breakfast expenses we have a bank balance of \$4,019.74. After the breakfast we should add about \$2,000 to the account.

We currently have 26 members who have paid their dues and 48 with expired memberships. The 26 member who have paid their dues are the active members. Some of our members have paid their dues for as much as five years ahead. As always if you want to know if your dues are paid send me a text or email and I will check for you. Send dues to:

Dan Johnson
751 Briarwood Drive
Red Wing, MN 55066.

planes. I invited him out for the competition Saturday. Not sure if he was going to show up or not, but never hurts to ask right? Worse he could have said was no.....

Friday was the practice day for the competition to allow the pilots to figure out how they are going to take off

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and land as short as possible. Just to put this in perspective, it wasn't just Super Cubs competing, but Cessna 170's, a 205, Yes, a 205! We had a standard Cub, a Maule, Carbon Cubs, a Wilga, etc. It was a great showcase of aircraft. The course was set for 400 feet, most took off and landed well short of that number. In fact, most were under 200 feet.

Saturday rolled around and the pilots are ready to really get after it. We had a ton of planes fly in to watch, if memory serves right, we had around 40 planes fly in just to watch the event. The crowd was also huge! It was estimated to have had over 1000 people in attendance.

Sure enough, around 9am Saturday here he comes. Not only wanting to watch, but more than happy to volunteer for the event. The need was really to work the flight line to help judge where the main tires broke ground, and to accurately determine where the tires stopped on landing. So, we got him signed up, orange vest on and off to the flight line we went. Working the flight line also just happens to be the best seat in the place! Needless to say, he was glad he didn't say no, and I was glad I didn't say no to the meat raffle! Sometimes the simplest of questions turns out to be the start of a great adventure!

In return, he asked me to join the snowmobile club in the parade Saturday evening. So, once again, I didn't say no and off to the parade I went. It was great to meet the crew from the snowmobile club and share the STOL event with them. I ended up driving a parade vehicle and thoroughly enjoying the weekend. There is just something special about small towns in the middle of summer.

So, what were the results you may ask? Well, here's a clue, the shortest takeoff was 71 feet by a Carbon Cub. The shortest landing was 97 feet. Just think about that, we have 5000 feet here at Red Wing and I am sure I can speak for all of us and say there have been plenty of times landing here, that I was glad it was that long! I can't imagine landing in less than 100 feet!

If you didn't make it out to see this event, I can not encourage you enough to come see one of these events when you can.

Newsletter Editor

-- Art Howard

This was my 47th Oshkosh! Many records were set again at AirVenture. Camp Scholler for drive in camping filled up. The South 40 where I volunteer was mostly full. The overflow aircraft parking was about 3/4 full. I have not seen the statistic yet, but I know new attendance records were set.



The first picture is taken before planes started parking in the South 40. The next is as we were filling up,



First time in a long time that the balloon launch actually happened at AirVenture.

See you around the patch.

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

For more information check out nationalstol.com

You just never know what could happen when you don't say no.

Have a great Oshkosh!

Scott

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/>

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

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.

