

# 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!

On February 10<sup>th</sup>, many of us got together at the firehall and had our winter social. We had a great turnout, and it was great to see everyone again. Over the past couple of months, I have seen more of you around the airport than we would on a normal winter, which is great due to the warmth and lack of snow. However, it was good to see everyone sitting down and enjoying everyone's company.

Winter, it seems has failed to arrive and other than no snow up north to go snowmobiling, I must admit I am good with it not arriving. As we enter March now, even if we do get a few storms, we know it will be short lived as the sun starts to get higher in the sky, it makes quick work of the snow that may fall. The days are getting noticeably longer, and I hear the snowbirds from down south are starting to get the itch to head north again. It will be great to hear about the snowbirds' adventures over the past few months when they return. The migration should be starting soon if the weather continues like this I suspect!

Overall, there are not many updates to provide as far as the chapter goes. One item to note, I have signed the chapter up again to host a Hamburger Social on June 4<sup>th</sup> here at the airport like we have done for several years now. As many of you know and many of you participate in, these are great events that give us a reason to get out and go flying on a weekly basis. If you are not familiar with these events and where and when they take place, please visit: [www.flyinghamburgersocial.com](http://www.flyinghamburgersocial.com). If you click on the Fly-ins & events tab you will see a list of events coming up and socials, by regions. It's a great time to go enjoy a flight, grab some great food, and look at airplanes. What could be

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## Calendar .

- Next meeting at 9:30, March 2, 2024.
- 1<sup>st</sup> Saturday meetings at the terminal at 9:30 am except holidays
- Young Eagle Schedule for 2024
  - ◇ April 20<sup>th</sup>—St. John's Lutheran School, Lake City, MN
  - ◇ May 18<sup>th</sup>
  - ◇ June 22<sup>nd</sup>
  - ◇ July 20<sup>th</sup>
  - ◇ August 24<sup>th</sup>

# Secretary/Treasurers Comments

-- Dan Johnson

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

better?

I have been making slow progress on the Bearhawk kit. I have the floorboards installed, gas valve and gascolator installed, firewall has been fit, the boot cowl is fit. The exhaust tunnel and filler panel have been fit as well. I must admit, I had to walk away for a few days as I made a mistake that was going to take a fair bit of work to correct.

On the exhaust tunnel there are 40 nut plates that needed to be installed. On each nut plate are 2 small solid rivets. As most of you know the process is drill the center hole, then use a jig to locate the other 2 small rivet holes, debur everything, counter sink for the rivet heads, and then install the nut plate. So, one night after work I went out to the garage and completed all 40 nut plates. They looked great, nice and straight, nice flush heads, I was really proud of the work I accomplished.

I then proceed over to the airframe to hold up the exhaust tunnel in place where it goes, and I realized my error.

When I got to the work bench that evening to begin work, I said to myself, that tunnel is upside down and turned it over. I never double checked myself.....I had put 40 nut plates on the wrong side of the flange.....I now needed to remove 80 solid rivets!!!!

It was a very humbling lesson in measure twice, cut once type of scenario. A couple of days later I finally took the time to remove all the rivets and redo my work. I will never look at that exhaust tunnel without chuckling to myself about that experience. I know it won't be the last mistake I make on the build, but hopefully it will be the last time I need to remove that many rivets! For those of you who have built, I am sure you can relate to my frustration that evening.

See you at the airport!

Scott

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## Treasurers Report

### Chapter Dues

Thank you to the 18 members who have paid their chapter dues for 2024. All members who have paid in person or by mail have been recorded in our EAA membership register. We also have four members who have paid for several years in advance. Good job!!!! I have two checks I have not yet deposited but will shortly.

We have 12 members who paid their 2023 dues who have not yet paid their 2024 dues.

If we count the members who paid dues in 2023 or 2024 as active members that makes our active membership about 30 members.

### National EAA Members

We have 37 members who are current National EAA members. Of these 6 are Life Time Member.

### How to pay dues

If you want to pay by mail, you can send a check to Dan Johnson 751 Briarwood Drive, Red Wing, MN 55066. Text me at 715-441-1790 if you want to know if your dues are paid.

*Dan*

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## Young Eagles

-- Dan Johnson

### Young Eagles

We have five Young Eagles Rallies scheduled for 2024.

They are:

- April 20<sup>th</sup>
- May 18<sup>th</sup>
- June 22<sup>nd</sup>
- July 13<sup>th</sup> &
- August 24<sup>th</sup>

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# HEARD AROUND THE FUEL PUMP...

-- Mark Weinreich

August 2023

For a few years I wrote for this newsletter a series of articles in the thread of "The Way it Was." I lately have considered that the news and doings heard around about the fueling pump station is many times of interest and is often, very enlightening if not entertaining as well.

I did not fly to Oshkosh this year. But I did fly every day this week in the early mornings out and around our beautiful airport KRGK. I was there the morning the B25 came through; then it was the T6 Texans; also saw the L39 jet as well as other aircraft. The Grumman cheetah type I had not seen for a while, the Piper Aztec twin (what a workhorse back in the day) and a sampling of experimental types from as far away as Oregon state. The young lady flying this one particular little experimental aircraft has her heart in flying, and would be hard to steal it away. The young man swooping in with his Aeronca and the O-200 upgrade just an hour later may have been too late..? He tucked right in real close like... on my base to final while I flew my Kelly-D experimental in...At the pump I got to hear about him mostly, after inquiring after his nice Aeronca. He was on the fast track to the dream job; not much experience, but a lot of just me...

This particular young gentleman has been an airline pilot for almost 18 months now.. and has pretty much figured it all out...? Back in the day, say 1975, if you did not have at least three thousand hours with 500 multi, with preference to military training, no driver violations..etc. nobody would even look at you for a job as an airline pilot. Today's "pilot shortage" has the airlines scrambling for tender meat..A time ago, most GA pilots came to the professional airline flight deck with a resume of weather flying; Beech 18s flying auto parts out of Ann Arbor Michigan; Beech Barons flying overnight bank checks out of Fargo North Dakota, mostly at night

and in some of the most demanding IFR conditions in the country. Thunderstorms in summer nights and icing in the fall and wintertime. A friend of mine woke up with the right engine on his Aztec dying of ice and sinking..."Well for once I am glad the engine coughed...! It sure woke me up at three o'clock in the morning over northern Wisconsin." But hey here, an eager young pilot maybe, but sure hope he has a boot wearing captain type to square him away.

Then it was just today at my hangar outside while I was changing the oil in the riding mower that I heard a call "hey there can you help me out here.." When I looked up, a man was walking up the taxiway with a distressed look.."Got no gas over there at your pump.. Do you have any to sell me?" Well I might, so what is the problem? "Well, we are flying back from Lexington Kentucky and just dropped down here for fuel..but your pump is out...?" So apparently I was the only one around here at 6:30 in the evening and was now just summoned to fix this situation. Straightening up from my oil change and turning my ball cap back 'round proper, I asked them how far do you have to go? Just fifty miles north of Minneapolis or so. What is your fuel status I asked: "right tank empty with the left below the "no take off. It is a Bonanza A36."

I have five gallons of 100LL here. You can buy it; however, you need to consider the nearest fueling sites, say within 30 minutes of here. His wife Wanda was all ears on this; shook my hand and said "Thank you" more than once. He did refuel at a nearby station as I dictated; and did not push home. I think Wanda certainly appreciated my influence on this occasion.

Cpt Mark

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# Red Wing Civil Air Patrol Squadron

-- Capt. Brenda Carlstrom

Members of Civil Air Patrol Squadron ride in a C-130 Hercules.



Senior Member Austin Leverton, C/1stLt Caroline Keller, Cadet Kaden Skorude, C/A1C Seamus McDonough, and C/Amn Joseph Szuberski enjoyed the C-130 Hercules ride.

Not pictured 1<sup>st</sup> LT James Leverton, Photo submitted by him.

Cadets and Senior members of the Red Wing Civil Air Patrol Squadron based at the Red Wing Airport in Bay City WI., received a chance to ride along with members of the MN US Air National 133rd Wing on February 2<sup>nd</sup>2024. The CAP members learned about the mission and features of the C130-Hercules. The 6 Red Wing CAP Squadron members were among 30 plus Civil Air Patrol members that participated.

CAP has evolved into a premier public service organization that still carries out emergency service missions when needed – in the air and on the ground.

As a Total Force partner and auxiliary of the U.S. Air Force, Civil Air Patrol is there to search for and find the lost, provide comfort in times of disaster and work to keep the homeland safe. Members selflessly devote their time, energy, and expertise toward the well-being

of their communities while also promoting aviation and related fields through aerospace/STEM education and helping shape future leaders through CAP's cadet program.



For more information contact [brenda.carlstrom@charter.net](mailto:brenda.carlstrom@charter.net)

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*(Continued from page 2) - Young Eagles Report*

This year we will have three time slots 9 am, 10 am & 11 am with a limit of 8 young Eagles per time slot. This should cut down on congestion in the terminal and reduce the wait time for Young Eagles and their parents. We will have a limit of 24 Young Eagles per rally with a wait list for each rally.

### Paperless Registration

The national Young Eagles Program is pushing for paperless registration. Recently I participated in a webinar on the YEDay and Electronic Signature applications. They have taken great steps in making paperless registration a reality.

One of the reasons for the paperless registration is to prevent unreadable registration forms. Over half of the paper forms sent in to the YE office have some unreadable information.

At our March meeting I will be demonstrating the YE-Day.Org application and the Electronic Signature Application. I will be setting up a dummy rally so we can go through the steps that the Young Eagles parent must do to register their child for a rally and what the YE Pilot

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## Spring Flying Season

-- Hartzell Propeller

**Editor:** This is from the Hartzell Propeller Blog. Please see url: <https://hartzellprop.com/prep-your-airplane-for-spring-flying/>

### PREPPING YOUR AIRPLANE FOR SPRING FLYING SEASON

Date: March 31,

2021 Category: [Blog](#) Tags: [aviation](#), [fly](#), [flying safely](#), [propeller](#), [propeller care](#), [propeller maintenance](#), [propeller overhaul](#), [safe flying tips](#), [spring flying](#)

As winter melts into spring, many general aviation pilots are eager to get back into the skies. It can be tempting to “kick the tires and light the fires” as soon as it’s warm outside, but cutting corners is never a good idea. After a period of inactivity, your airplane will need special care and attention to ensure a safe, smooth spring flying season.

Give your airplane a pre-season checkup with these tips:

#### CHECK THE MAINTENANCE LOGS

Start by reviewing your airplane’s maintenance logs and repair records. Is your aircraft due for routine maintenance services, such as an oil and filter change? Now is the time to cross these maintenance tasks off your list before the busy flying season begins.

#### INSPECTION TIME

Even if you were able to store your airplane in a hangar over the winter, it’s smart to inspect for external damage before flight. Take a full walk around the airplane, looking for issues like cracks, dents, and corrosion. Inspect exterior components like the wing flaps, fins, landing gear, and propeller assembly for any loose parts or obvious structural damage.

Then, do a close-up exam with an inspection mirror and flashlight. Thoroughly check all systems for leaks, corrosion, and any other mechanical issues. Winter’s fluctuating temperatures can cause cracks and corrosion in seals and gaskets, so you’ll want to inspect each one carefully.

Be sure to inspect the fuel system for water or foreign matter. Clean and replace the fuel filter and check the

## Newsletter Editor

-- Art Howard

This newsletter was started in Fort Myers, Florida. The sailboat, Samana, has been moved from Indiantown Marina to C-Ten Caloosa Marina Inc. in Fort Myers, Florida. We are leaving for Minnesota this week, so will finish the newsletter in Minnesota. Samana crossed Lake Okeechobee on Thursday, February 15, 2024. The plan was to go farther up the west coast of Florida, but the weather decided not to cooperate. Seems like flying! Weather is always a force to be reckoned with.

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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fuel tanks for moisture, which can cause corrosion. Flushing the fuel system after a long period of inactivity will help to protect your engine from damage.

#### WATCH OUT FOR WILDLIFE

As you inspect your airplane this spring, check the propeller, engine cowl, intakes, ports, vents, and other areas for evidence of wildlife activity. Feathers, droppings, chewed wiring, and nesting materials are all signs that you may have an unwelcome passenger. Rodents, birds, and insects can make themselves at home in the smallest nooks and crannies of an airplane—even in closed hangar spaces!

#### TEST THE TIRES, BRAKES, AND BATTERY

Just like automotive tires, airplane tires tend to lose pressure with temperature changes. Test the pressure levels and return to the correct PSI if necessary. Inspect each tire for tread wear, cuts, cracks, foreign objects, and bald spots. While you’re at it, inspect the brake system and make sure the brake pads are in good condition.

Remove the battery to inspect and test it. In general, airplane batteries last between three to six years, so consider whether it’s time for a replacement.

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(Continued from page 4) -Young Eagles

needs to do.

One advantage of the Electronic Signature App is that the YE Pilots only needs to sign paper work one time per rally. The one electronic signature will be automatically assigned to every YE that the pilot flies at that rally.

A great part of the YEDay application is that the communication with pilots is greatly enhances through automatic email communications.

Any emails that you receive next Thursday or Friday about an upcoming rally on March 9<sup>th</sup> are part of the test rally that we will be demonstration at our March 2<sup>nd</sup> meeting. **Please respond to the requests in those emails before our meeting.**

**Test emails before next Thursday and Friday can be ignored** as it will just be me testing the system.

### Youth Protection Program

We have 13 Young Eagle Pilots and Ground Support persons who are current on their Youth Protection Training and background checks.

If you need to update your Youth Protection Training go to “EAA.org” and sign in to your membership account.

Once signed in to your account click on “my account” and then click on “go to training” under the training information tab. This will show the status of your Background Check as well as Youth Protection Training.

The Young Eagles Risk Management Training is **mandatory for the YE Coordinators** but anyone who wishes can take the training.

Dan

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(Continued from page 5) - Spring Flying Season

### TIDY UP

Finally, give your airplane a thorough spring cleaning inside and out. Begin by washing the exterior to clean off any dust and dirt that accumulated over the winter. When you get to the propeller blades, use a soft cloth and a simple solution of dish soap and water. Wipe

**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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each blade in a downward position to prevent water from running back into the hub. To polish an aluminum propeller spinner, use an automotive-type aluminum polish and a buffing pad.

Once you’ve finished with the outside, take everything out of the cockpit – trash, expired charts, pens, flashlights, rags, batteries, etc. Vacuum the inside, then wipe the surfaces with an approved cleaner. Empty and organize your flight bag. This is a great time to update your emergency survival kit and first aid kit, too.

### A SAFE FLYING SEASON STARTS WITH YOU!

It’s well worth the extra time and effort to get your airplane into tip-top shape before the spring and summer flying season.

Do you have any questions about proper care and maintenance for Hartzell propellers? [Contact us](#) today. We’re always happy to answer your questions!

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