

**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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Reader submissions and comments are strongly encouraged.

## ***Comments from our Chapter President***

*-- Scott Stricker*

Good Evening 1518!

Its Thursday September 14<sup>th</sup>, the weather has finally started to cool down and getting our nighttime currency sure is getting easier compared to July. While that is a good thing, we all know what's coming next!

I've been a part of the Redwing airport for 7 years now. I will say that in the past 24 months the amount of activity at the airport has never been higher in that time. From new hangars being built, new pilots coming to the airport, the sheer number of Young Eagles we fly, to the great turn out for neighbors' day. It has been great to see the level of activity and interest in our airport grow. In listening to the stories from some of you who have been around longer, we are no where nearly as busy as back in the day, but from where I sit, I think we are doing great. We have a great group of individuals involved in the chapter, and even some who are not in the chapter still get involved and join us. I wanted to just say thank you to everyone for your involvement, generosity, and willingness to be involved.

There is, hopefully, going to be an exciting announcement next month for August of 2024 here at the Redwing airport. There's your teaser for this month!

Now on to some news of a different sort. There is a time in the near distant future that there will be two active builds taking place on the field. One should start sometime this winter or spring. There will be more to come on that individual and aircraft in the next month or two. This individual is just building his hangar now, and once that is done, I will report back to let everyone know what he is building. It is an awesome airplane and one I am 100% jealous of. He is building the plane of my dreams and I can't wait to watch it come together.

The other aircraft is one I am at liberty to discuss as it is going to be my airplane. Since I was a teenager, I have had a desire to build. Not just an airplane but darn near anything. For those of you who have come to my hangar, you have certainly seen the woodshop in the corner. I love to build with

*(Continued on page 2)*

# Secretary/Treasurers

## Comments

-- Dan Johnson

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

wood, metal, fiberglass, pretty much anything I can fabricate and turn into something useful. Well, as the years have progressed, I have always said I wanted to build a plane. I have been looking at my options over the past couple of years and this year at Oshkosh I put a deposit down. I spent an entire day in the homebuilt section looking at what was offered to be built. I had a few things I was set on.

- It had to be something I could get into in 10-15 years from now. I have seen quite a few planes completed and after a few years of flying the builder struggles to get in and out of them.
- It had to be something that challenged me. I wanted to learn a new skill set from the build.
- It had to be something that still allowed me to use the airplane for cross country travel.
- It had to be something I could complete for one, and in a timely manner secondly.

Well, after lots of miles walking at Oshkosh and lots of debating with myself, I settled on a kit. It is not the kit I thought I would be ordering to be honest. But sometimes that how things go. I have learned to try to have an open mind. This process has really put that to the test. The kit has been ordered, the engine ordered, the prop ordered, the first shipment from Aircraft Spruce has been ordered. So, its too late to turn back now.

I love the Glasair more than darn near anything else in the world. I have had a lot of great trips with that plane and hopefully have a couple more before I need to sell it. I am hopeful that it will remain on the field, or at least nearby. It has become a goal of mine to build the new kit with the same level of detail and correctness that Art did the Glasair. It is a true testament to what a homebuilt experimental aircraft should be.

So, you are all probably wondering what kit I am building. Here's a few more clues...

- It has a stated cruise speed of 140mph ground speed.

*(Continued on page 3)*

### 47<sup>th</sup> Annual Fly-in/Drive-in Pancake Breakfast

Our 47<sup>th</sup> Annual Pancake Breakfast was a great success. Even though the weather was IFR or MVFR we had a great turnout. One brave sole did fly in.

It was refreshing to see new faces and well as the old hands working to make the breakfast a success.

### **Large turnout**

We had a large turn out with 623 meals served. That was 470 paid meals and 153 complementary meals. We had 137 of our airport neighbors, 15 firemen and 1 PIC come to breakfast.

### **Financial Success**

Our ticket sales were second only to last year's sales. It was only down \$361, This year's sales were \$4,695 compared to \$5,056 last year.

Our costs were up by \$260 primarily because of the increased cost of the little smokies.

Net Margin this year was only 44% compared to 54% last year. \$2,085 this year and \$2,706 last.

Several people noticed that a lot of the little smokies ended up in the trash. I think this was because we were using a very big ladle to serve them. I know when I went through the line, I got 12 to 15 sausages put on my plate (However I did eat them all).

### First Airport Neighbor Day

Even though we have been trying to have an Airport Neighbor Day since 2019 this is the first one where we were able to fly neighbors. All of the other have been cancelled due to weather or not scheduled because of Covid 19.

We had 22 neighbors register and we flew 19 neighbors. One couple emailed on the day of the event that they could not make it and one who came was not com-

*(Continued on page 3)*

*(Continued from page 2) - Secretary/Treasures Comments*

fortable going up in a small plain. That was very good turnout compared to Young Eagle Rally's where sometimes only about 50% show up.

The neighbors were very complementary about the flights they received and thanks the pilots and volunteers. Many said they would come back next year.

Having a cook out while they were waiting for their turn to fly worked out well. They said the burgers and brats were good even though I was the cook.

**Thank you for all of our members who participated.** We had six or seven planes flying and that worked well.

### Young Eagles Season

Our Young Eagles Program had a very good year:

- We flew **47** Young Eagles this summer (we would have flown more but one rally was cancelled due to weather)
- We have **10** Pilots who are qualified and regularly fly young eagles
- We have **2** ground volunteers who regularly support every rally

### **Young Eagle Day Registration Program**

As I am getting more comfortable with the YEDay.Org registration program. The task of doing the paperwork associated with the Young Eagle Program is becoming easier and requires less time.

In 2023 we used the email capability of the program to notify Young Eagles and Pilots of the events and changes caused by weather.

We also used the program to confirm if pilots were going to be able to participate in each rally.

### **2024**

This coming year I am going to set up the registration program so that we have two time slots for each event. This will cut down on the waiting time for parents and Young Eagles. The time slots will be 9:00 AM and 10:15 AM.

As we did on the last two rallies, we will be limiting registration to 24 but have a waitlist. The waitlist automatically moves waitlisted Young Eagles to the active list when a young eagle lets us know they will not attend.

The tentative schedule for 2024 is:

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

Should we have a Rain Day on Sunday?

Dan Johnson

EAA 1518 Secretary/Treasurer

PS: 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.

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*(Continued from page 2) - Comments from our Chapter President*

- It has a stated stall speed of 35mph.
- Published Gross weight takeoff roll of 250 feet.
- The kit is a **Bearhawk Patrol**.



That all sounds pretty interesting doesn't it? Its all of those things that kept pulling me back to it. There are kits out there that have more pleasing lines. That have

*(Continued on page 4)*

## New Solo Pilot at Red Wing

-- Civil Air Patrol



Red Wing Composite Squadron is thrilled to announce that on September 20, C/CMSgt Caleb Williamson soloed N5154D Cessna 172 around the Red Wing Airport.



Major David Carlstrom  
Finance Officer, Commander Advisor  
Red Wing Composite Squadron, NCR-MN-104  
United States Air Force Auxiliary  
Email: David Carlstrom@charter.net  
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(Continued from page 3) - Comments from our Chapter President

fancier names. That have more name recognition. That have more of whatever that is.

However, in the end I am looking for a plane that I can build and fly before I retire. I am hoping to retire in 6 years or so. I am hoping to have the kit built and in the air in 3-4 years, but I am not imposing a timeframe on myself. If it takes me 10 years, then it takes me 10 years.

By being a high wing, with an extremely wide cockpit I will be able to get in and out of it until my flying days are over. I get to learn the art of fabric, sheet metal, avionics, and most of all the art of Patience. I suspect that will be the thing I learn the most from during the build. Patience. I am an instant satisfaction type of guy. I don't like waiting. I think its killing my friends too. I know they are sick of hearing about a Bearhawk Patrol.

I wish I could say the kit would be here in a few months, but I can't. When I ordered the kit, the estimated delivery time was December of 2024. So, in the meantime I am watching every video I can on the build process, flying the plane, and learning all I can so when the kit arrives, I don't feel so overwhelmed.

If anyone wants to chat about a Bearhawk Patrol, let me know!

Fly safe, Fly often!

Scott Stricker

**Editor:** Scott attended a recent Airport Committee meeting:

Starting October 2<sup>nd</sup>, the **100LL fuel pumps will be out of service** for approximately 4 weeks. There will be no 100LL available at KRGK during this time.

After the 100LL project is well underway, then the JetA system will be taken offline and upgraded as well. They seem to think they will be able to get both completed prior to winter setting in. Hopefully that is the case.

Please plan accordingly for fuel while this project is underway.

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## Light Sport Airplanes

-- Mark Weinreich

### Light Sport Airplanes; maybe a place in my hangar for one now... June 2023

So I was lately just thinking; I have been flying for over fifty years now, half a century..? And possibly I should consider slowing it down a bit. The light sport idea had not been on my radar until just the last few years when I turned 70 years old. Some say "age is just a number" well yah., but the insurance companies don't seem to think so. I like to fly and want to keep on so.

The thing about this though, is that I really look forward to flying aircraft of the light sport category. The way a Luscombe 8A just "floats off the runway" and the Taylorcraft "sails into the air" and the Yellow Cub, "always ready like a good friend" to go out and have a good time. Yes the flying career I had was great; challenging but rewarding. Kind of like that phrase from some movie "You never know what you will get." But I got a lot of opportunity to pilot a lot of different aircraft from Cessna 150s, Sundowners and Navions in a military flying club, to military helicopters, to 1940s era turboprops and later on, even a four engine jet with race car performance off the runway. It was all a nice ride looking back. I think that I might just fly low now and remember what a good time it was, and still is, to leave the earth's surface for a while.

My brother-in-law, a former Air Force pilot, and I bought a Luscombe 8A some years ago. I went through it and brought it up to standards. We both very much enjoyed flying it. I sold my share to him later and he has flown it to the Blakesburg Antique Aircraft Association event several times now to good reviews. I really liked flying that aircraft; it was the lightest certified airplane that I have flown but perhaps the most joyful as to the feeling of flight! Every aircraft has a personality don't 'ya know! I have been asked then; "So what is your favorite aircraft.." And without trying to be a bemused by such...I say, that I like the airplanes that smile back at me. I appreciate them, so it is especially nice when they appreciate me back..ha! I think this is why the light sport types are back for me. I will be on the hunt now for a good specimen.

While the Luscombe 8A might be my first choice, the Taylorcraft BC-12D might be there also. What not to like

## Newsletter Editor

-- Art Howard

Nice to see a lot of flying activity around the Red Wing Regional Airport. I will miss the next meeting as I will be at my son's wedding in Colorado Springs.

See you around the patch.

Thank you membership for articles. Please send your articles and pictures to [alhowar@attglobal.net](mailto:alhowar@attglobal.net).

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even though' one may need to hand prop the small Continental engines to get ya going. So what; makes you feel "involved" so long as you don't get conked on the head. But of course you will exercise best safety and judgement such as chocking or tying the tail and making absolutely sure you "know the mags are off..." and when "they are hot." Getting involved rules.



"Our Vintage" airplanes are very much appreciated in Europe. I can understand why.

by Mark Weinreich

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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://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](mailto:alhowar@attglobal.net)

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*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:* 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](https://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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