

**HIAWATHA VALLEY EAA CHAPTER 1518****RGK—Red Wing, MN Regional Airport***(Formerly the Hiawatha Valley Pilots Association - founded in 1973)***Our 49th 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 Morning 1518!

Its middle of November and winter has made an early appearance.

Seems like it was only a week ago

and it was 60 degrees. That's right it was! What a difference a few days can make. Listening to the news and it sounds like the NE area is going to get hit. The one reporter was standing in the green grass saying that in 48 hours there will be several feet of snow here. That's crazy! Sure makes me glad I took the time this summer to go fly on those gorgeous days to fill my aviation memory tank. There were so many wonderful evenings spent at the airport this summer flying the Glasair, Cub, and early in the year the Quicksilver. I kept telling myself you will be thankful you did come this winter and I am!

On the 13<sup>th</sup> of November I had the opportunity to introduce someone to general aviation. I had sold one of my cars and the gentlemen lived in Madison WI. His name is John. John was unsure of when he could make the drive up with someone to get the car. I made the offer to fly down and pick him up, he chuckled and said that sure would be nice. He didn't think I was serious!

Well, I was and he agreed! So, the morning of the 13<sup>th</sup> I departed KRGK to Madison. It was a somewhat low ceiling at 2500' overcast, about 25 degrees. Sure didn't want to take the Glasair up into the clouds, so I stayed low and fast! A little over an hour later I am on the ground at Dane County. Felt like a big shot getting sequenced in amongst the commercial traffic.

I walk into the FBO and it was busy, there was a charter getting ready to load the passengers up. I found John; we chatted a few pleasantries to get a feel for him. Was he going to be an unruly passenger? A threat to flight safety? After a few minutes we walked through the glass doors onto the ramp. John kind of had a strange look on his face. Like he was someplace he wasn't supposed to be. He said he can't believe this is how it works. Just being able to walk out the doors onto an airport. Over the years, I guess I have just got

**Calendar .**

- Next meeting is Saturday, December 3, 2022 at 9:30 am
- 1<sup>st</sup> Saturday meetings at the terminal at 9:30am except holidays
- Winter Social Saturday, February 4, 2023. Social hour starts at 4:30 pm.

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## Secretary Comments

-- Mark Weinreich

### Secretary's Comments:

Meeting of November 5, 2022

**Editor:** Mark Weinreich was not present so I took a few notes. Probably should have taken better notes!

At least 12 members present; Failed to get a good count

Scott Stricker presiding

### Meeting Agenda

- Service Awards
- EAA Young Eagles money earned, Chapter has never used the dollars earned.
  - ◊ Scott saw no reason to not take advantage of dollars earned from EAA HQ when we fly Young Eagles.
  - ◊ \$380.00 in our account.
  - ◊ Suggestion made to spend Young Eagle dollars on purchasing a Chapter printer to be used at the Young Eagles event.
- Young Eagles Coordinator{s} need to complete EAA training. This requirement starts in December, 2022.
  - ◊ Risk Management Training
  - ◊ Anyone can take it.
- Fly out discussed but no destination set up.
- Winter Social Saturday, February 4, 2023
  - ◊ Social at 4:30 pm, Eat at 5:00 pm
  - ◊ Will be catered
  - ◊ Ben Burshem will coordinate
- There will be a December meeting. No meeting for January 2023.
- General discussion of member activities

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## Dennis' blog

-- Dennis Ahern

The Cessna 150 that shelters in hangar row 6 at KRGK has a reputation for being slow – mid-air with bugs smashing into the rear window, that sort of thing – but last month it won a race with a sector of public transit that could rely on 3800 H.P. to propel it along a course of 170 degrees as it carried its useful load to a “landing” in New Orleans. The craft performed its “line up and wait” maneuver shortly after it boarded several dozen passengers and crew at Red Wing.

N7772F joined the race a mile east of the run-up area for runway “9”. It took all the moxie that the O-200 could offer with the newly waxed wheel pants of the Cessna contributing to knot or two of the Cessna’s top end. It was a heat worth of the warbird class at the Reno Air Races. When the dust and silt of the Hiawatha Valley had settled the trainer from Wichita won by several airframe lengths – the riverboat Mississippi Queen will forever be rated for a second place finish during the 2022 Bay City to Lake City challenge. Lindberg won the \$25,000 Orteig prize for his trip over the North Atlantic in 1927. I have enough fuel left in those 13 gallon wing tanks for a trip to Stanton during the late autumn flying season.

During last month’s meeting Scott introduced the membership to a flying destination north of Durand. The manicured grass and executive style hangar will be a destination during the 2023 flyout season. Durand has a quirky relationship with its airports.

On my first xc with Rob in 1975 we touched down at the farm strip west of town; just west of a bend in the Chippewa River. Randy Ryan remembers it as a base for skydiving activities in 1979. The hangar is now used for storage of several John Deere classics, but the east/west runway could still welcome a Cub or a Champ.

Across from the canoe landing at Ella Berne Gifford used funds raised by speculation in potash futures to create what was then known as the showplace of valley aviation in 1978. Gifford field boasted an administra-

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so used to it, I take it for granted.

We did a quick preflight as it was chilly and we loaded up. John is 6'2" and 250#. So he did not exactly slide right into the Glasair. Well, he made it in and wiggled around to find the most comfortable position he could. Of course, I jumped right in like a spring chicken.... Well, in my head I did! I get the plane fired up, check AWOS for the weather and call ground. As we are taxiing behind a Skylane headed to 32, I conduct the FAA safety briefing on how to release the seat belts, open the doors, what he can and can not touch etc. Basically don't touch anything! I set the flaps to 10 degrees as we are right at gross weight, and when cleared for take off we are gone. After what seemed like a long take off roll, we are airborne and headed over to departure frequency.

Departure cleared us direct, and we were homeward bound. It took about 75 minutes to get back to KRGK. He was shocked at how easy it was. John did great and had a great first experience flying general aviation. It was great to introduce someone to GA. It makes me really appreciate the opportunities it provides. When is the last time you took someone flying for the first time?

Earlier in the year I had set a goal to take 15 young eagles, or newcomers flying in 2022 if you recall an earlier letter. I must admit it, I did not hit my goal. We had 2 young eagle days cancelled due to weather and my work schedule was busier than I had planned. I ended up with 7 flown. There are 45 days left in the year so maybe I can sneak one or two more in here in 2022. Overall, it was a great year for aviation in 2022. The chapter continues to grow, we have more and more people coming to the monthly meetings, we have more and more interest in the chapter. I am proud of this chapter and what we accomplish together. I am looking forward to a great 2023.

See you in the pattern!

Scott

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tion building featuring the latest in plywood paneling with a flight line featuring two F.T.O. (Ferry Time Only) Piper 140 rental craft, to make use of the hard surface North/South runway. The strip is a bit rough, but usable, and during my last visit several years ago a forlorn TAYLOR CRAFT shared a shed with starlings and yellow jackets.

Over the years there has been talk of subdividing the property into five acre home sites that would boast of access to the runway and the sandbars of the river to the west.

If the three airports at Durand don't satisfy your sky lust, a recent news release states that Sun Country airlines will soon be offering direct service from EAU to MSP. The 15 minute flight is replacing the former United airlines segment that required a trip to ORD before it turned and navigated a heading of 310 degrees to a landing in Minneapolis. Us hardcore EAA1518 members would of course prefer the two hour in a C.R.J. to the quarter hour in a 737.

Thanks for reading,

Dennis Ahern

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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/>

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

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

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## Food shelf donation

-- Scott Stricker



I went to Walmart and made the \$500 donation to the Red Wing Food Shelf the membership had approved. They were doing the annual fund raiser and I thought it would be good to drop it off in person. Pictured is Greg Taylor, News Director for Q Media Group, Brenda Smith, Manager of the Red Wing Food Shelf and myself. I will also be mailing another \$500 donation to the Pierce County Food Shelf this week as well.

**Editor:** This picture was taken on Saturday morning, November 19, 2022.

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## Proposed Rulemaking

-- FAA

**Editor:** This proposed rulemaking will allow Pilots with Basic Med to fly as a safety pilot. It needs to be published in the Federal Register first and then there is a mandatory waiting period before the rule becomes final. This is a minor addition to a new rule affecting Commercial Balloon Pilots. You can see the docket at: [https://www.faa.gov/sites/faa.gov/files/ARM-221024-001\\_Commercial\\_Balloons\\_Final\\_Rule\\_2120-0034.pdf](https://www.faa.gov/sites/faa.gov/files/ARM-221024-001_Commercial_Balloons_Final_Rule_2120-0034.pdf) The following is just an excerpt showing the proposed revision to the appropriate regulations.

Amend § 61.113 by revising the introductory text of paragraph (i) to read as follows:

§ 61.113 Private pilot privileges and limitations: Pilot in command.

\* \* \* \*

(i) A private pilot may act as pilot in command or serve as a required flightcrew member of an aircraft without holding a medical certificate issued under part 67 of this chapter provided the pilot holds a valid U.S. driver's license, meets the requirements of § 61.23(c)(3), and complies with this section and all of the following conditions and limitations:

\* \* \* \*

Issued in Washington, DC, under authority provided by 49 U.S.C. 106(f), 44701, 44702, and 44703 on or about November 16, 2022.

/ Billy Nolen, Acting Administrator.

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## Newsletter Editor

-- Art Howard

Winter flying has arrived. I flew on Sunday, November 20, 2022. There was a temperature inversion. At 4,000 feet it was 4 degrees C and the wind was about 30 knots from the west. The wind was not that strong on the ground and it was from the south west. Nice crosswind landing on runway 13 at Rochester Airport (KRST). I picked up a friend and we flew to Albert Lea (KAEL) for supper at the Pizza Ranch. We landed on runway 23 with the wind from 230 at 7 knots. Nice! It is short walk from the airport. Just had to be careful of the ice on the roadway and the parking lots!

The return flight to Rochester had a nice tailwind and then a crosswind landing at KRST, since runway 02/20 has a NOTAM for closed.

Had a good night flight back to Red Wing (KRGK) and landed in calm winds on runway 27. The wind was blowing 30 knots from the west at 3,000 feet, so like to land to the west in those conditions. I find that a headwind on downwind and tailwind on final approach until almost at the surface messes with the final approach. It just makes the pattern work much easier for me instead of having a tailwind on most of the final to the calm wind runway.

I have another news item. I passed the FAA Flight Instructor Airplane (FIA) exam on November 10 and the FAA Fundamentals of Instructing (FOI) exam on November 17. Then Venture North Aviation, LLC, Cloquet, MN (KCOQ) accepted me into their 5 day CFI and 5 day CFII courses with a start date of February 27, 2023. If all goes well, I should have my CFII mid March, next year. I expect to be challenged!

Stay safe with the ice on the runways, taxiways, parking lots, and around the hangars. Taxi slow and keep a careful watch for icy spots. No sudden moves! Fly this winter and see how well the airplane performs.

I need more articles from the membership. Please send your articles and pictures to [alhowar@attglobal.net](mailto:alhowar@attglobal.net).

See you around the patch.

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## 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

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## 7 Tips for Winter Flying

-- Sporty's Flight Training Central

**Editor:** This is just an excerpt. For the complete article, please click the URL:: <https://flighttrainingcentral.com/2022/11/outsmart-winter-with-these-cold-weather-flying-tips/>. My landings in my article on this page experienced icy patches. There was ice on both the runway and taxiways. Stay safe with winter flying. If you feel uncomfortable, fly with a CI.

The winter flying season is officially here, which means we have a new set of challenges to deal with while flying in sub-freezing temperatures. Flight training doesn't need to stop in the winter though; in fact the colder months provide some great opportunities to expand your knowledge on weather and aircraft operations in less than ideal conditions. There are other benefits too,

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including improved aircraft performance and nearly unlimited visibility on clear days.

Here are some winter weather tips to consider as the temperature gets colder:

1. Always carry winter weather gear
2. Don't rule out frost after you land
3. Practice takeoffs and landings on contaminated runways
4. Review cold weather procedures for your aircraft
5. Recognize aircraft and engine limitations in cold weather
6. Call ahead for cold-weather airport service
7. Make reports about the conditions you experience

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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://www.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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