

HIAWATHA VALLEY EAA CHAPTER 1518

RGK—Red Wing, MN Regional Airport

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

Our 49th 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

Welcome to October 1518!

Well, here we are with October right around the corner. The days are getting a little cooler, sleeping with the windows open to let the cool night breeze come in, seems like the days of 90 plus degrees and 80% humidity are a distant memory. Fall is a great time to get out and do some flying. We need to enjoy each day as we do not know when we will get called home.

As I sit here in my office, I am still having trouble processing the accident that happened at the airport and two pilots lost their lives on September 6th. We all accept that taking flight involves risks. We do everything we can to mitigate the risks. It has been proven time and time again that flying is safer than driving, but still there are risks. Plane crashes are front page news because they do not happen all the time like car accidents. The plane involved was a Glasair Super II. I fly a Glasair I. The difference is the Super II is a little wider and longer. The performance however is pretty much about the same. Having flown the Glasair I for 6 years and around 500 hours now, I have learned a lot about the handling qualities. The number one rule is keep your speed up in the pattern. For those who I fly with in the pattern you have probably noticed I fly a wider pattern than I would in say the Skyhawk or a Cherokee. I am very anxious to hear what the final report states as to the cause of the accident. It is something I hope we can all learn from. I suspect we will learn they got to slow for some reason.

What I do know is I took a few days off from flying after the accident. I had to admit to myself I was not fit to fly yet. I reflected on the type of flying I do and the decision making I have been using up to that point. I have been actively flying, accepting the risks without really understanding the consequences of poor decisions. This is the first accident I have been up close to in my flying career. This tragedy has forced me to look at the reality and see there are real consequences. It was always, it will never happen here, or to someone I know, or I could handle that situation differently, etc, etc. I'm sure we have

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Calendar .

- Next meeting is Saturday, October 1, 2022 at 9:30 am
- 1st Saturday meetings at the terminal at 9:30am except holidays
- Fly-out: Sunday, 1 pm, September 25: BBQ at Jim Cushing's Hangar in Chetek WI

Secretary Comments

-- Mark Weinreich

Secretary's Comments:

No input received this month.

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

all had the same thoughts.

What I do know is that I will not stop flying. It is something I need in my life. Some would say that its an addiction, and I would have a hard time to disagree with them in some ways. I would say that owning 3 planes is not an addiction, I think it would take owning 4 to qualify for that.

However, life moves on and we had a bright spot happen on the airport this week. Last night on the 12th of September I had the honor to talk aviation to a group of 4H young adults. Denny Ahern had asked me to be at the airport and share my thoughts about aviation with the kids. After they got done at the firehall learning about fire trucks and what happens at the firehall they came down to my hangar. There was a pretty good size group of kids from probably 7 to 16 there along with some parents. I had the Quicksilver, Cub, and the Glasair set out. We discussed each plane, what its mission is, and general things aviation. Towards the end I asked if any of them wanted to sit in the planes. You would have thought I gave them wads of cash. They all got excited, and I had kids in and out of all 3 planes. They had the excitement that I recall from my early days of aviation. It brought my heart a lot of joy to see the excitement in the wake of such tragedy just 6 days prior. There will be more tragedies in aviation this year, I'm sure. I hope and pray it is no one from Chapter 1518. When you are preparing to go flying, please make sure you are fit to fly. That means mentally, phys-

Member Spotlight

-- Mark Weinrich

Member Spotlight: Chris Longfellow

Owner of Ercoupe N2594H



Chris recently purchased a 1946 ERCO Ercoupe and has been upgrading it. It is an eye-catching beauty with the engineering quality “built right in there!” Even so, he has undertaken to upgrade the aircraft with a completely new exhaust system, a new magneto ignition system, new engine mount bushings and other details.

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ically for yourself and your plane.

Aviation is a great thing to be involved with. It allows us to make the world smaller by going to see friends and family that otherwise we would not go see as often due to drive times. It allows for amazing vacations, reunions, celebrations and countless more life events. Let's cherish the opportunities we have and honor the two lives lost by getting back in the air doing what they loved to do.

Fly safe 1518, and I will see you in the pattern!

Scott

(Continued from page 2) - Member Spotlight

He also recently installed shoulder harnesses and exterior grab-assist handles. Next is an interior upgrade to include an extended baggage compartment. The aircraft is now in very good condition and Chris intends to keep it that way. After all, it was a museum piece just a few years back; nice to look at but it really wanted to fly!

“I’ve been interested in aviation since my first airplane ride in a Cessna 172 when I was just thirteen years old. Later, while attending North Dakota State University in Fargo, I took flying lessons and got my license in a Cessna 152. I also received a degree in engineering and went to work for GE and have been there for twenty years now.”

away from Minnesota. I enjoy coming to the Red Wing Airport where I hangar my aircraft. This Ercoupe was



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Chris is employed by the General Electric Jet Engines Division as their sales representative in SE Asia. He works out of an office in Singapore and is responsible for sales and customer relations for the GE clients in the region. “An interesting job but I spend a lot of time

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

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once a museum item in Minot North Dakota before being raffled off. It went to Illinois and then came back to Minnesota where I purchased it a while ago.”

It seems that Chris and his Ercoupe will get along well and we are fortunate to have them here!

- 1946 Ercoupe 415-D
- Wingspan: 30 ft
- Empty wt.: 900 lbs.
- Gross wt.: 1400 lbs.
- Engine: Cont 85 hp
- Cruise: 105 mph
- Stall: 50 mph
- Pilot & one passenger

by Mark Weinreich

producing sharply cooler weather. There’s typically not much impact on aviation except for some clouds and low-level mechanical turbulence.

Some systems originate from the Pacific, passing through Nebraska or Kansas. These are much more prone to producing IMC and lines of severe thunderstorms. Icing is a significant hazard around frontal systems, especially north of warm fronts and around deep low pressure areas. Now is a good time to review training material on icing.

Another hazard is lake-effect clouds and snow. This problem peaks in November and is caused by rather cold Canadian air masses passing over the relatively warm lake waters. It produces an unstable “cold over warm” situation in the lowest mile of the atmosphere and causes heavy snow and convective clouds on the leeward side of lakes onto adjoining coastal areas.

This is what causes much of the poor weather in places like Erie, Cleveland, and Grand Rapids. Lake-effect clouds can take ceilings down at places like Chicago, Milwaukee, Green Bay, and Detroit when the winds are out of the northeast.

Autumn Weather
-- Art Howard



Did you enjoy your summer? Well, let's hope so because the weather's about to change. Here are the patterns to expect.

North Central Region

The North Central region covers everything from the Rocky Mountain foothills eastward to the foothills of the Appalachians. This includes the northern Great Plains, as well as the Midwest, along with Minneapolis, Chicago, Indianapolis, and Cincinnati.

The weather here is strongly dominated by cold Canadian air masses approaching from the northwest, typically from Alberta or Saskatchewan. These tend to be dry,



Editor: The above is from IFR Magazine. If you fly IFR, this is a good magazine to read each month. There is more to this article. I just copied the information from the North Central Region. There are different weather patterns in each of the regions listed in the picture above. The full article is here: <https://www.ifr-magazine.com/weather/autumn-weather/>

Newsletter Editor

-- Art Howard

Autumn has arrived and the days are getting cooler. The icing levels are dropping. How far away are the first snow flurries? Hopefully, they stay away for awhile longer.

Is it time to change from the 50W summer oil? I just changed my oil from 50W to 15W-50. As it gets colder, I will hook up the Tanis heater to keep the engine warm and ready for an easier engine start on cold days.

Another thing I notice with fall flying. Staying current for night flying is much easier. I get home much earlier in the evening after waiting 1 hour after sunset to fly for night currency. Please reference [14 CFR 61.57\(b\)](#).

Hope you are enjoying the cooler weather and getting out with your flying machine.

See you around the patch.

Potential Flight Hazards

-- FAA.gov

Editor: This is from the AIM (Aeronautical Information Manual): https://www.faa.gov/air_traffic/publications/atpubs/aim_html/chap7_section_6.html

Chapter 7. Safety of Flight

Section 6. Potential Flight Hazards

7.6.1 Accident Cause Factors

a. The 10 most frequent cause factors for general aviation accidents that involve the pilot-in-command are:

1. Inadequate preflight preparation and/or planning.
2. Failure to obtain and/or maintain flying speed.
3. Failure to maintain direction control.
4. Improper level off.

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

5. Failure to see and avoid objects or obstructions.
6. Mismanagement of fuel.
7. Improper inflight decisions or planning.
8. Misjudgment of distance and speed.
9. Selection of unsuitable terrain.
10. Improper operation of flight controls

b. This list remains relatively stable and points out the need for continued refresher training to establish a higher level of flight proficiency for all pilots. A part of the FAA's continuing effort to promote increased aviation safety is the Aviation Safety Program. For information on Aviation Safety Program activities contact your nearest Flight Standards District Office.

c. **Alertness.** Be alert at all times, especially when the

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weather is good. Most pilots pay attention to business when they are operating in full IFR weather conditions, but strangely, air collisions almost invariably have occurred under ideal weather conditions. Unlimited visibility appears to encourage a sense of security which is not at all justified. Considerable information of value may be obtained by listening to advisories being issued in the terminal area, even though controller workload may prevent a pilot from obtaining individual service.

d. Giving Way. If you think another aircraft is too close to you, give way instead of waiting for the other pilot to respect the right-of-way to which you may be entitled. It is a lot safer to pursue the right-of-way angle after you have completed your flight.

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/Youth Protection](http://EAA.org/YouthProtection).

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

