

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,

As I sit in my office after getting back late last night from a work trip, I keep being reminded that mother nature is a little off this year. It has been in the 50's the past few days, and now its forecast to be in the 90's on Memorial Day. I am longing for a great stretch of weather to go and hang out at the airport doing airport things!!

For those of you who were able to join us on the 22nd of May, for our photo shoot and BBQ, Thank you! It was a great afternoon and evening. I arrived a little after 4pm and there were all kinds of airplanes on display, people outside of their hangars talking with hangar neighbors, other members walking by and just enjoying the afternoon.

As the afternoon progressed into early evening you could smell the grill that Ben Burshem fired up. People quickly made way to Ed's hangar and started to bring in the dishes they prepared to share. Needless to say, it was a wonderful selection of pastas, fruit salads, beans, cookies, etc. Ed's hangar again was a perfect place to enjoy the meal together. There were a lot of faces that I have not seen since last fall. It was wonderful to reconnect with everyone. I think we even gained a couple of new members this evening!

I also want to say thank you to everyone in attendance who made my mother feel so welcome. My mother attended the celebration of life with me earlier in the day and I held her hostage and brought her along to the BBQ. My mother has been adjusting to being a widow since my father passed in late January. She was nervous to attend as she had not ever met anyone from the chapter. Well, I was not worried. I knew this group would open their arms and welcome her in. She had a wonderful time. In fact, she asked if there

Calendar .

- Next meeting is Saturday, June 4, 2022 at 8:00 am
- 1st Saturday meetings at the terminal at 9:30am
- June 4th; Fly-out to Oshkosh/ Tour EAA Museum
- June 7th; Hamburger fly-in social at KRGK from 5 to 7 pm
- YE Rallies
 - ◊ Open rallies 6/18, 7/23, & 8/20

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Secretary Comments

-- Mark Weinreich

Secretary's Comments:

Meeting of May 7th, 2022

- 17 members present; Scott Stricker presiding
- Young eagles (Zumbrota, MN group) event for May 21st
- Need pilots and ground crew; check your YE currency status on the EAA website
- Photo shoot of airplanes (and people involved) May 22nd at 2:00 pm; BBQ at 5:00 pm
- Fly-out to Oshkosh EAA Museum on June 4th
- Plan to serve eggs at pancake breakfast; also two pancake choices, regular, and apple/cinnamon
- Will purchase another roaster for eggs
- Voted to raise adult admission fee to \$10; kids remain at \$5
- Looking to sell our large propane tanks (100 pounds)
- It was suggested to invite the MN National Guard helicopters to appear and static display
- Also will contact Cirrus Aircraft for static display
- Dan Johnson was recognized for his many years of service and contribution to the success of our EAA Chapter 1518. He was awarded several certificates and medallions for such by EAA
- Dan Marrs agreed to assume Young Eagle Coordinator duties
- Art Howard agreed to assist in treasurer and other administrative tasks
- Safety Tip: Be cautious when operating autos and such on taxiways; blind corners near hangars and more aircraft activity with the better weather

by Mark Weinreich

Dennis' blog

-- Dennis Ahern

With the dandelions and green grass, hangar doors have been opened to allow the spring rays to highlight several aircraft that have been hiding since that COVID bug attacked RGK in March of '20-I'm sure I'll forget an airframe or power plant but that's what the next issue of this sheet is for.

Ben has acquired a Corsair to compliment his Sea Ray. Rather than a R-2800 powering this naval fighter which won fame in the South Pacific during WWII, this replica has a Lycoming behind that faux Cowling. The 5/8 scale military tribute has bent wings and a carrier task force 58 paint scheme to match "PAPPY" Boyington's visit to KRGK during the VANS BUILDERS CONVOCATION sponsored and planned by Ray Henry. Those that waited in line to purchase his book and have it signed by the author encountered a gruff visitor to our quarter section of Cedar and Sandburs-A far cry from the Robert Conrad character in the BAA-BAA Black sheep T.V. series.

Although it's not based on our field, the tour of the Stein-Air facility in late March allowed our members to perform a walk around on a rare 1960's Meyers 200. From the far side of the hangar the craft looks like a Navion-maybe a bit smaller-it was scheduled for a \$65,000 panel update which would complement its recent repaint. Only 71 were produced. Our group was privileged to inspect one of the 12 which remain.

About that Navion-it was produced by North America Aviation in the years after WWII and legend has it that the rudder pedals are surplus P-51 units. An outfit called TEMCO produced a twin engine version in 1948. One of these spent the winter of 76-77 tied down on the ramp across from the historic "66" hangar. I'm hoping that someone has rescued it from the weeds of a rural airfield and is treating it to an AIRVENTURE class restoration. With any luck, the Meyers and the twin Navion will grace the flight line at our August pancake production.

Mike is working on his Beechcraft Sierra during his

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breaks from signing the papers dealing with the air-worthiness of mundane Cessna's and Pipers. Mike displayed a historic repair to the spar which would call into question an X- C involving the thermals from south of the Cannon Valley. It's been rumored that this craft has endured several flight across the Greenland Ice Cap on missions to northern Europe. I'll report on its maiden crossing of Goose Lake in a future blog.

Scott will perform an ultralight walk around for anyone who shows interest in his passion for 260 lbs. of tube and fabric. He still has feeling or composites and Lycoming's as evidenced by the reactions of his Young Eagles assignments. His GLASAIR and Phil's RV-GA introduce the areas young people to the joys of G.A. that can be found at cruise speeds that exceed the V-NE of 7772F.

My Cessna should be good for the fair skies that surround our late summer fly-in. I've paid the \$5.00 for its F.A.A. registration till 2007. I'm expecting the bill for the state sticker any day now, a \$25.00 check send to MNDOT will enable me to gobble that \$6.98 AV gas till July of 2023.

Who says flying is expensive?

Thanks for reading-

Dennis Ahern

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were any other activities planned for the summer she could attend here at the airport. I truly appreciate the warm welcome that was shown to her by several of the spouses in attendance. This chapter never fails to disappoint me in the generosity that is shared.

I look forward to seeing everyone in the upcoming activities and around the airport.

Scott Stricker

WINGS - Pilot Proficiency Program

-- FAA

The objective of the WINGS Program is to address the primary accident causal factors that continue to plague the general aviation community. By focusing on this objective, we hope to reduce the number of accidents we see each year for the same causes. As you will see, it is not a simple "Award" program but is instead a true proficiency program, designed to help improve our skills and knowledge as pilots.

The **WINGS** - Pilot Proficiency Program is based on the premise that pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience.

You select (in your Airman Profile) the category and class of aircraft in which you wish to receive training and in which you wish to demonstrate your flight proficiency. Requirements for each aircraft category and class include specific subjects and flight maneuvers. To ensure you receive a well-rounded learning experience, only certain flight activities fulfill specific credit require-

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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/flysocial/socials/WI/socials.html>

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

alhowar@attglobal.net

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ments. More information about how these subject areas are selected is available on your MY WINGS page.

The program encourages an on-going training program that provides you an opportunity to fly on a regular basis with an authorized flight instructor. The program is most effective if the training is accomplished regularly throughout the year, thus affording you the opportunity to fly in different seasons and in different flight conditions.

Reviewing and refreshing your knowledge is just as important as actual flying. To meet this goal, we provide you many opportunities to complete online courses, attend seminars and other events, and participate in webinars. Many 3rd party activities, such as those offered by AOPA, ASA, Sporty's, Gleim Publications, and others, qualify for WINGS credit and will indicate such credit on their web site.

In almost all cases, arrangements have been made with the FAASteam to automatically provide WINGS credit after the activity. However, please allow at least 24 hours before inquiring about WINGS credits. Remember, if you have questions about a course or activity, check with the provider. If you have a question about the WINGS Program, contact faasafety@faa.gov

Note that completion of any Phase of WINGS satisfies the requirement for a flight review. So not only will you complete a review of the most common weak areas that have led others to the accident site, but you end up with a flight review, as well!

In addition, we have two excellent resources to help you navigate the **WINGS Program**: the [FAA Advisory Circular on the WINGS – Pilot Proficiency Program, AC61-91J](#), and a [WINGS User's Guide](#).

Editor: For more information on the FAA Wings Program, please go to [FAA Wings](#). There is also a short video that explains additional benefits of the FAA Wings Program: https://youtu.be/KGgGzZ_HD1w

Are You Paying Attention...?

-- Mark Weinreich



“Pay attention” and “just pay attention to the blackboard” and “pay attention or else..!” were some of the Pay Attentions that I remember. It was my folks who I am sure first uttered this phrase; then it was my pretty second grade teacher, and later on the platoon Army Drill Sergeant in basic training. Of course I have heard it in various other venues over the years and with varying degrees of volume applied therein. However, the phrase never seemed so poignant as when uttered by a flight instructor. Perhaps my listening was not so good or he or she just did not want to crash and die on that particular day...

Over the years I have noted that a lot of attention is given to courses on speaking skills (I worked as a manufacture's rep for a year between flying jobs) and it seemed to be all about talking.. selling your product and idea. Yes,.. got to do my job and get a paycheck, but how about us all just taking the time to “listen” to the folks rather than rushing off to the next appointment. It seemed to me that some company training in “listening skills” could be more productive.

In the military and airline environments there exists a certain understanding about paying attention. However in the general aviation world there seems to be a rather dismissive attitude towards such as some may not want to acknowledge, because after all, private aviation is just that! This kind of arrogant attitude is what kills the

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Newsletter Editor

-- Art Howard

Since the last newsletter, the annual on my aircraft, Piper Cherokee N5438W, has been completed. Yea!

It seems the long cold spring has come to an end. Now we have thunderstorms in the forecast and the weather has really warmed up! I put the long extension cord away that kept the Tanis heater working on the engine. The engine cover has been put away until this fall when the temperature again turns cold. I am certainly looking forward to summer flying.

I flew to Buffalo Municipal Airport (KFCE) on both Friday and Saturday, May 20 and 21, to attend the GMAG (Great Minnesota Aviation Gathering). There were some excellent programs and seminars. Three seminars had Wings credit. One of the seminars was for Seaplane Ground School. I now have an endorsement in my log-book for Seaplane Ground School! Just maybe I can get a seaplane rating? Who knows. The thought is there!

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goose; not paying attention because I don't have to and maybe don't have the time to...

Perhaps I have "pulled rank" here some, but so be it. I did pay attention for the nearly fifty years that I have been involved in aviation. I do expect of those who come into the aviation community wanting to participate as aviators behind me, to do the same. I have heard that flight students don't do their homework, are often not prepared for the flight lesson of the day, and in their spare time, mainly read books on fishing and golfing and such, rather than about flying...? But beyond that, certified private pilots who do not read about flying because they are "just too busy" with other things...? The resources available through good publications, webinars, and from "just listening" are right here. The so called pilot who "listens" knows about it and it certainly shows...

If you want to be an aviator then you must pay attention, most assuredly when aviating but also when not.

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

Your interests and energies also need to be kept nurtured while on the ground through reading, studying, and just listening. You don't really have to "I need to go now" for your next task or mundane chore of the day; this may only be an excuse for not paying attention...Put the required time and energy into reading and listening. Pay attention.

Having been around aviation and the equipment and flying personages for so long, I have developed a confidence in my calling a bet on a winner and a pretender...I spent a number of my years living in Kentucky and in Tennessee. I took my girlfriend to the horse races in Lexington, Kentucky, back in 1973... I bet on her.. and she won..! And just lately now, The Kentucky Derby was won by a horse at a one to 80 odds...But I just have to think that it was all about paying attention...!

Cpt Mark

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With the warmer weather, I now see Ultralights flying around the Red Wing Airport. It is nice to see this activity. With the cost of fuel these days, just getting into the air with a flying machine that uses less fuel is very nice. Maybe it is time to read the POH for your aircraft and keep the mixture lean in flight to keep the fuel consumption per hour and a lower level. It will keep more of your fuel budget available for that next flight you have planned.

Please send articles and pictures to me at allow-ar@attglobal.net. See you around the airport.



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.

