

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

President

Scott Stricker

Scott.stricker@ecolab.com

Vice President

Mark Weinreich

mnweinreich@gmail.com

Secretary

Mark Weinreich

mnweinreich@gmail.com

Treasurer

Dan Johnson

DanJohnsonMRW1@gmail.com

Web Editor

Rex Porter

rexporter00@gmail.com

Newsletter Editor

Art Howard

alhowar@attglobal.net

Technical Counselor

Open

Flight Advisor

Open

Young Eagles Chairperson

Dan Johnson

Eagle Flight Leader

Scott Stricker

Chapter Historian

Dennis Ahern

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.

This publication by EAA Chapter 1518, Inc. is for the use, education and occasional enjoyment of its members and others. No claim is made for the accuracy or applicability of information herein. Editorial content is the opinion of the contributor not necessarily the position of either EAA Chapter 1518 or the Experimental Aircraft Association.

Reader submissions and comments are strongly encouraged.

Comments from our Chapter President

-- Scott Stricker

Good Day 1518

Well, the 2022 Pancake Breakfast is in the books. For those of you who came and helped make this event a flipping success (see what I did there!) I want to say thank you from the bottom of my heart. Every year there is the stress of will we have enough help. In past years we were a little short on help occasionally. But in 2022 we had more help than I have ever seen. Ed was even able to train a few new pancake flippers to keep the tradition going for many more years. It was a great thing to see the new volunteers helping.

The weather once again was not the best for fly in's. We did end up with 2 fly ins, the Huey which was a great hit, and Bruce's Champ. It was great to see the Champ back in pattern again.

When the Huey arrived and departed everyone in the hangar stopped to watch and admire. That is a sound that everyone recognizes and is distinctly American!

At the end of the day, we ended up serving 658 Adult meals, with 726 including kids' meals. One thing that stood out to me was that we increased our intake of the free neighbor tickets over last year. We got over 100 neighbor tickets turned in this year. It is great to see the people who live by the airport coming out to support it. Even though those tickets do not generate any revenue for us at the breakfast, they are a true testament to the airport support.

The ramp was once again full of classic cars, tractors, and a great assortment of chapter aircraft. Did anyone notice the warbird on the flight line? It was great to see it out in the sun for the first time in a long time! I suspect there will be a future article on the F4U Corsair.

One other thing that occurred in the recent memory was that we took a field trip to KSTP and toured the Minnesota State Patrol Airwing. There were 2 Bell helicopters and 2 Cessna 182's on display. Art, Marv, Paul, and I flew up

Calendar .

- Next meeting is Saturday, September 10, 2022 at 9:30 am
- 1st Saturday meetings at the terminal at 9:30am except holidays

(Continued on page 2)

Secretary Comments

-- Mark Weinreich

Secretary's Comments:

No meeting in August. Chapter volunteers worked our pancake breakfast.

by Mark Weinreich

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

and several others drove up. It was a great experience to learn more about what the flight wing does. There sure is a lot more going on there than just catching speeders. In fact, that has become a small part of what the wing does. A vast majority of the time is spent assisting other agencies with pursuits, missing persons, protests, and even firefighting!

We have a young eagle rally on the 20th of August and Neighbor Day will be on the 27th of August.

I am hoping to get a trip together to Fagen Fighters in Granite Falls together this fall. If you have not been there, it is a great museum to go visit. More to follow!

See you in the pattern,

Scott

Editor: Scott's article was submitted early while I was in Arizona. The reason is in the Newsletter Editor article.



Our Young Eagles Flights

-- Mark Weinrich

Our Young Eagles flights can sure make one to smile..!

Our EAA Chapter 1518 Young Eagles event held on Saturday morning, June 18th, turned out very well with twenty kids flown as well as several moms..! It was rewarding to see the smiles and answer the questions; but also to recognize the interest and enthusiasm in their voices.

I flew three flights of about thirty minutes each and with the Bonanza; had all four seats filled on each flight. I took two sets of kids along with their mom up twice, and then a YE and mom, along with Dennis Ahern riding as 'crew chief.' So all three flights this time had a mom along. (On the last event it was for me, the dads!) Anyway, my Vintage Bonanza did a fine job for us.

Although it was getting warm and somewhat windy, I was able to find fairly smooth air around 3000 feet and over Lake Pepin. My passengers enjoyed seeing the sailboats and the barge tows on the Mississippi River. I had pre-briefed that "it may be a bit bumpy but we will try to find some smooth air, slow down for the bumps, and come back early if you want." And then, a bright eyed young lady of twelve says, "not to worry, it is just like being in a boat when it is windy because air is like water!" She was my favorite co-pilot of the morning as she was really tuned in to it all; she called out our air-speed and altitude and heading a couple of times; this young person had participated in a scouting program concerning aviation; I was truly impressed! I think that her younger brother and her mother along in the back seats were also pleased.

My second flight was also well received; this particular mom had done her homework and was, along with me, explaining to her two kids about checking the oil and why this was so important, as well as pointing out the parts of the airplane; this mom was truly "involved with

(Continued on page 3)

(Continued from page 2) - Our Young Eagles Flights

the event.”

My third flight was mom and a somewhat quiet young man; I asked “who rides up front as copilot?” He immediately said “Mom does!” Okay, then you and the ‘crew chief’ Denny, are in the back. Now mom seemed not so sure about all this.. “How old is this airplane” she asked after looking me over just after getting in...with my mind conjuring up for a sensible answer I told her that it is older than me and I turned just only 72... But really now, these aircraft were “built with engineering quality built right in” and not to worry. It is a vintage 1949 Beechcraft Bonanza and did you see any gray hair on it? “Well no; it looks really nice. Just wondering..” Was she just wondering about the airplane or was it about me? Ha. I might just have to be creative on this flight to help diminish the apparent anxiety in mom..? Well maybe this flight was to be a test of my CRM skills; I may be a bit rusty perhaps and could use a brush up...tougher than airline flying?

It turned out to be a great flight! We flew down toward Lake City, then back up the river and over her home in Red Wing. She got her cell phone out at the urging of her son in the back seat who was already shooting video; “Mom there is our house right down there!” I think this flight was son helping mom overcome her anxiety and stress; I suspect that this is what she may have hoped for. I sensed that some turmoil has been in their lives. They both got a signed logbook!

Like I mentioned in an earlier newsletter, I was once somewhat cynical about the Young Eagles program, another give away I thought. But I now see it to be good for not only the kids, but also for the moms and dads. And I always come away refreshed in attitude myself.

Cpt Mark

So what makes a really good pancake...?

-- Mark Weinrich



Back in the day on the farm, it was the aroma waffling up from the kitchen that got me out of bed on those cold mornings. Mom added blueberries sometimes, and even a sprinkle of cinnamon now and then. For me,

pancakes rate right up there with ham and eggs. Coffee aroma, juice, and a few other things, and all is good.

Now, in my house there is always a bag or two of pancake flour just above the stove. And I am the one who knows how to use it.. a. It is all about the pan heat, not too hot, and to know just when to flip them over. Nice brown even color without burned edges...and done right through. A good chef pays attention. But it is the

(Continued on page 4)

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

(Continued from page 3) - So what makes a really good pancake

warmth and good feeling about it all that makes it taste so good; with some real butter and pure maple syrup, perhaps from a local company that is special.

Our Pancake Breakfast on August 7th is also special because it brings together the airport community; the local pilots and hangar owners, the Fixed Based Operators (FBOs) the airport neighbors and adjacent business owners; as well as our government entities, and such. We can share our appreciation and thoughts as to the wonderful facility that we have and enjoy right here as the Red Wing Regional Airport, known as KRGK, to flight departments everywhere. If a small city wishes to position itself for facility it is very important. I believe that our airport is one of the many valued assets of our City of Red Wing Minnesota's finest attributes going forward.

Come out and take a look around our airport on Sunday morning, August 7th. We will have some really good local grill chefs on duty who know just how to flip a good pancake!

Cpt Mark

(Vice-President of local Experimental Aircraft Association, EAA Chapter 1518) July 2022

Editor: This article should have been in the August Newsletter. But pancakes are so good so it is here!

Fall Flying

-- *boldmethod*

3 Reasons Why Fall Flying Is Better Than Summer Flying

1) Fewer Bumps

In summer, the earth's surface is exposed to the most direct sunlight. The ground absorbs the heat, then releases it back into the atmosphere, causing warm air to rise. This rising air is displaced by cooler, sinking air, causing [turbulence](#).

With less hot, buoyant air in the fall, you can expect smoother departures, cruises, and arrivals.

In addition to less turbulence, fall means the end of thunderstorms for much of the US. With less solar energy heating the earth, the atmosphere starts to become more stable.

2) Lower Density Altitude

The lower temperatures of fall don't just mean a more comfortable preflight, but also more performance out of your aircraft. [Density altitude](#) is the altitude your aircraft performs at. Temperature, field elevation, and humidity all contribute to density altitude (Temperature having the greatest effect, and humidity having the least effect).

Having a lower density altitude means your aircraft will have a shorter takeoff ground roll and increased climb performance, compared to a hot day with high DA.

3) Clearing Weather

Dry arctic air makes its way south, pushing moisture out with it. Behind these cold fronts, the cool air sinks to the surface helping stabilize the atmosphere reducing the number of thunderstorms.

But, Fall Flying Isn't All Roses...

Not everything related to flying gets better in the fall. Here are two of the more challenging parts of fall flying.

1) Shifting Jetstream

The jetstream shifts from north and south as the seasons change. As the jetstream moves south for the winter, it intensifies, often increasing surface winds causing [gusty days](#).

2) Radiation Fog

Clear skies and calm nights make great flying, but one drawback is that these are also the perfect conditions for the formation of [radiation fog](#).

Warmer air holds more moisture than cold air. In the afternoon the sun radiates heat into the earth's surface, but when the sun sets, the air starts to cool and condense causing dew and fog to form. While fog might be a downer for VFR flights, you might get a chance to log some actual instrument flight time!

Editor: To see this article with pictures please go to URL:<https://www.boldmethod.com/learn-to-fly/weather/flying-in-fall-whats-different/>

Newsletter Editor

-- Art Howard

Where has the summer gone? For me it has been a real whirlwind.

Summer was going fine until the excitement of AirVenture in Oshkosh, WI. I flew in and camped by my aircraft. Attendance was up again this year. Lots of airplanes to look at and great airshows. The evening night shows were very nice. However, the drones did not fly. I did not hear why they were not there. I did see them put on a very nice show at Sun-N-Fun last spring.

After AirVenture we took a break and drove to Festival of Sail: Tall Ships in Two Harbors 2022.



Then I received a phone call from my brother living in Show Low, Arizona. His wife had passed away. So I climbed in my trusty Cherokee and flew to Show Low Regional Airport, elevation 6,416 feet, to be with my brother.

In all my years of flying, I do not recall ever flying that



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

far and not going through at least one weather front. There were no fronts coming or going!

I crossed the mountains into and out of Arizona at 11,000 feet. The new engine performed well even when the density altitude was above 13,000 feet. My total flying hours were a little over 27 hours logged.

Which brings me to an apology for getting this newsletter out a little late. I returned home the evening of August 25.

Then some catchup with several items that were now behind. Then just a little fun. I flew to Fly In Drive In Breakfast Fillmore County Airport (KFKA) Breakfast served by B&B Bowl. Not a typical fly-in breakfast as no pancakes were served. An egg dish, two kinds of meat but only one placed on your plate, potato dish, watermelon, coffee, juice, and some items I forgot, since I did not take them. It was an excellent breakfast!

(Continued on page 6)

(Continued from page 5) - Newsletter Editor

The flying was a little more challenging. Lots of rain showers to fly around. It was an IFR flight both coming and going with a logged approach at Filmore County and Red Wing Airports.

So, that is where the summer went. Lots of flying and volunteering at AirVenture. Hope you have some good flying stories you can share at the next meeting. I will not make the Saturday, September 10 meeting. I have an all school reunion in Tintah, Minnesota, that weekend.

Next month is September. We should have some very nice fall days for flying. The colors from the trees are coming. The days are getting cooler. Enjoy the change in seasons.

See you around the patch.

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.

