

# HIAWATHA VALLEY EAA CHAPTER 1518

RGK—Red Wing, MN Regional Airport

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

*Our 50th 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

Good afternoon 1518!

Well, its 96 degrees outside, humid as can be and the airport is pretty quiet. I was at the terminal earlier

today and there was a TBM doing some pattern work. About the only way to do pattern work today is with a plane that has A/C!

We have entered the time of year that flying can be a challenge for a little while due to the heat, if you are out and about, please make sure to keep hydrated and make those flights early in the morning.

I need to go bring a plane home in the next few days and have decided to stay over night there rather than fly home in the late afternoon. Even though it's supposed to be a little cooler next week, I'd still prefer to fly with the sun at my back versus staring at it for a couple of hours. I find it interesting what options aviation gives us. It's like a personal time machine.

There is an appeal to the coming fall season, it really is one of my favorite times of the year to fly, the airs a little cooler, the colors are vibrant, and the plane performs so well. It's always a bittersweet time though, so no point in rushing those thoughts. There is still a lot of great summer flying weather to be had once we get through this week.

As you look back on the summer of 2023 have you accomplished everything you had wanted to? Well, I still have a few items to check off the list, but overall, I have had a wonderful summer. I was able to spend a lot of time on the road this year with the motorhome. Something I couldn't do last summer for various reasons. I have had a great summer flying the Glasair, Cub and the new Quicksilver.

When I was in Isle MN for the National Stol competition, I kept wondering if we could do it here at KRGK. Well, I have taken the first of several steps in exploring that possibility. I spoke with the National Stol leadership, and the City of Red Wing. Both are in favor and support of hosting it here in 2024.

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## Calendar .

- Next meeting at 9:30 am on Saturday, September 2, 2023.
- 1<sup>st</sup> Saturday meetings at the terminal at 9:30 am except holidays
- Airport Neighbor Day is 4:00 pm, Saturday August 26<sup>th</sup> with a rain date of Sunday August 27<sup>th</sup>

## Secretary/Treasurers Comments

-- Dan Johnson

All hands are needed Saturday afternoon, August 28 for Airport Neighbor Day.

Starting at 4:00 pm.

BBQ and flying.

Weather looks good.

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 1) - Comments from our Chapter President*

There are a few more hurdles to jump through, but so far so good. I will keep everyone updated as the progress continues! In the meantime, head over to Youtube.com and type in National Stol. I'm sure you will enjoy watching what the group does with these planes.

Have a great day!

Scott

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## Ultralight Adventures Part III

-- Paul Steger

I teased you last time about my crash. This is how it happened. It was only my second flight. I had just gotten off, about 15 feet up, when the engine suddenly quit. I instinctively shoved the stick forward. With a low-mass, high-drag airplane in a nose up attitude and low airspeed, not even Bob Hoover could have glided back down. I was no Bob Hoover. I pancaked it in, wiping out the landing gear.

The control stick on this airplane came down from above with its twist-grip throttle at the bottom. It had a kill switch on it, center-on, left or right off. Being very safety conscious, I had mounted it just above my grip where I could easily just flick it with my thumb if I got in trouble. I never asked myself under what circumstances I might need to suddenly kill the engine. A snowmobile or jet-ski yes, but an airplane, with a spring-loaded throttle?

I stared in disbelief at the switch in the off position. How could I have done that? I had no recollection of raising my thumb, but the evidence was staring at me. And it had sharp detents- it couldn't have vibrated off. Well at least I knew why it had quit.

I took the plane all apart, took it home, and ordered a new gear. Now that I knew what I'd done, surely it wouldn't happen again, so in a remarkable departure from common sense, I didn't move the switch. And just a couple of flights later, feel free to get ahead of me here, I DID THE EXACT SAME THING! It could not have been a more perfect replication of the first crash. Just after take-off, about 15 feet up, and pow, the engine quit and I pancaked it in, again wiping out the gear. I have no explanation, but I swear it happened just as I said. Again I hauled the pieces home and ordered a new gear, the second in about a week. And being no dummy, I moved the switch.

Luckily the gear by its nature, had a lot of "give", sacrificing itself to spare me. I never even got a sore back.

The constant assembly/transport/disassembly process was getting to be a real drag, about five and a half

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hours of work plus the drive, every time I flew. I was thinking about this as I stared from my garage at my back yard, and came up with an idea that was, as they say in the movies, so crazy it just might work.

My house was on an acre lot, 150 ft. wide and 300 ft. deep. There were power lines and trees along the road, but just an empty field out back. We had a couple of trees, but hey, I had a saw. In calm conditions I figured I could take off to the south, and land to the north. So I backed up as close to the road as I could. Not having any brakes, I put my feet flat on the ground like Fred Flintstone and gave it half power. When I could no longer hold it back, and with more than a little trepidation, I went to full power, tucked my feet in, and barreled down my drive.

I actually cleared my property line pretty easily, and there were no obstructions in my way if I hadn't, not

even a fence or ditch. Returning, I just dragged it in a few feet above the corn, and as I crossed my property line, chopped the power. Going around was not an option. Even at a slow approach speed of about 30 mph, 300 ft. goes by excitingly quick. Did I mention I had no brakes?

Having proved I could do it, I needed a way to protect my investment. UV rays are notoriously hard on Dacron fabric, and I planned on keeping this bird a long time. So I bought a huge, blue plastic tarp, 30 by 40 feet. Where the king post would contact it I glued a disk of plywood for reinforcement.

I can tell you that throwing this tarp over my airplane, especially in a breeze, was not like covering the picnic table with a tablecloth. The top of the king post was over 10 feet high and surrounded by structure from every side. Even with a step ladder I couldn't reach it. And yet, with dogged determination and about 45

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minutes of effort, I had the tarp in position. Then I put tent stakes around the perimeter and tied it down. Its amazing how what seems like an adequate job of securing something outside in light winds becomes gross negligence when the wind comes up. And up and up it came. Only three days after tying down my tarp, we had a day and a half of the strongest winds I've ever experienced, 55-60 mph. I can attest to what you physics types already know, that the energy in the wind is a function of the cube of its speed! Looking out my garage, that tarp was slapping around so violently, that I feared it would wreck my fabric covering. Then to my horror, I saw the stakes starting to pull out. I grabbed a hammer and every screwdriver I could find, to use as makeshift stakes, but it was like wrestling an alligator. I could have asked my wife for help, but we now had a newborn baby keeping her busy. I still didn't want to provoke her and I suspected that secretly she would have been happy if the whole tarp had blown away, and taken the airplane with it. My neighbor, seeing my plight, ran over to help, and we managed to get it under control.

But I was so very discouraged over the effort needed for the seemingly simple act of throwing a tarp over it, and so unnerved by the power of the wind, that I never covered it again. I returned to the laborious process of taking it down to pieces and storing it in my garage, so at least I could sleep at night. I already had enough stress in my life, and besides, it made a pretty ugly lawn ornament. Anyone need a large blue tarp?

About this time my good friend Dave had just built a house in a new subdivision consisting of 3-acre lots. While visiting him we somehow convinced ourselves that me landing in his back yard would be fun and exciting, which turned out to be half right. It seemed very doable. After all, I was flying off of my one acre. He had triple that.

On a beautiful summer day I launched for the 8 mile flight, but as I approached, what looked like a nice-sized landing zone from the ground looked much smaller. And he had his neighbor's houses to over fly, which was not a problem at my place. I saw Dave, his wife

and young son, and a neighbor couple watching as I came in.

I botched the approach, coming in too high so as to clear houses with much to spare. As I leveled off a few feet above the ground, the tree line was rushing at me. What to do? Go missed approach? Too late for that. The thought of becoming entangled in the top branches of a tree, and possibly making the 10 o'clock news I found unappealing.

Unlike most pilots who find safety in air beneath them, I feel safety in being on or near the ground. That's the natural place where humans belong. So I shoved the stick forward and flew it into the ground without flaring. My right, plastic wheel shattered, and the stub axle dug into the ground. In an instant I did a one-eighty and was inverted, hanging from my straps. I calmly unbuckled, fell on my head, picked myself up, and tried to pretend that my unconventional arrival was all part of the plan.

Dave, good friend that he was, drove me home to get my trailer and tools, and I had it home by dark. The next day I called to order parts. By now I think if I had told the woman who answered "Hi, this is Paul in Waukesha, Wi again, I'll take the usual, and throw in a king post and one wheel", I would have gotten a new gear. It was the third in only 6 months. If her boss would have looked at my order history he would have probably said "don't send that guy any more parts, he obviously has some issues to work out." But the parts came and I put it all together again.

My wife, wise sage that she was, offered this up: "If you crash that thing again, you're selling it!" I believe one tip for a long marriage is knowing when to bite your tongue, and I silently agreed. We've been married for forty years. In any case, she wouldn't have to wait long, so stay tuned for part 4. Sadly my friend Dave has passed away, but I ran into his son, now in his forties, who was 7 at the time of the incident. I introduced myself and he said "I know you, you're the guy who crashed his plane in our back yard." "Uh, yeah, that was me."

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## Red Wing Regional Airport...

-- Mark Weinreich

### Much there is, individual talent around the Red Wing Regional Airport...KRGK

I recently was asked by a new neighbor to introduce her son to the doings around a local airport...apparently she was put on to it by another neighbor.. Anyway, I invited them both to our pancake breakfast on August 6th. They were very much enthused at the hospitality and sharing of our local aviation community here, EAA Chapter 1518. I was indeed proud myself to show them around as such. For these folks, moved here from Aspen Colorado, it was as they showed me with smiles and even a written thank-you, of all things, an appreciation of us aviation types, whatever we may be, that tend to help brighten up those others who look up to the sky now and then...Like has been said; some don't have a smile, so share yours!

A young man of 16 was my charge; so I proceeded to introduce him to the CAP; Dave Carlstrom with his explanation of the program. Pointed out that we have top notch instructors on the field; Dan Marrs and Art Howard ready to go. If you want to work, contact our airport manger as to grass mowing and other such jobs. Contact Dan Johnson our treasurer, and pay your 10 dollars to become a member of EAA Chapter 1518. If you can do these things, then perhaps we can do some things also to set your wings towards the aviation future to which you may aspire.

I was also able to introduce this aspiring young aviator to some of the great talent (characters) who hang out at our fine aerodrome. Not only our airport historian Dennis Ahern, but larger than life a retired 747 Captain; also the currently flying Southwest Airlines and American Airlines pilots as well as several very accomplished businessmen in technology and the trades as business owners of plumbing, electrical, and construction enterprises. These folks are here because they like it. The joke about "being brain dead, but not stupid" is real. We like aviation.

I was again today of the thought that perhaps a bridge of between generations, an elixir may just be real in that when we display our talents and share them with those looking; well we may just happen to answer a lot

## Newsletter Editor

-- Art Howard

It is way too hot to write much at this time. Besides, we have some good chapter talent that is present in this newsletter

See you around the patch.

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

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of questions..! How do I get training to do this, where do I go, how much does it cost, and so on. This young man asked directly of Sean here on the field at his hangar. I think that Sean was spot on with his reply. He said as I paraphrase; Just hang out and get to know the environment and the pilots. Make yourself useful and ready to help and to learn.

It was Ed Whitman who said to me several years ago; "while we fly the many young eagles, perhaps we can catch just the one who will continue into aviation.." He was certainly right.

Like I said, there exists much talent around the Red Wing Regional Airport. Of course the pilot types, retired 747 Captains, Southwest and American current Captains, and former military pilots of all branches, Air Force, Army, Navy, Marines, an individual who worked for the CIA during the 1960s... Also corporate and business pilots as well as mechanics and technicians, some of which have worked on the F-14 Tomcat of Top Gun and the Apache Helicopter, most fearsome helicopter. Also, Air Traffic Controllers in their high stress environments. We have several very successful businessmen in varied venues such as in safety, OSHA, Plumbing contractor, Concrete fabrication; ECO Lab sanitation a world wide venture with a much traveled individual who just happens to be our EAA 1518 chapter president. Also educators and teachers, where would we be without them..? Perhaps looking over the airport fence is good.

Like I told my young charge; show up around here and just listen!

September 2023 Cpt Mark

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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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