

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 Evening 1518!

I am sitting here at 9:57pm on the 23rd of May, happy as a kid on Christmas morning. We had a long hard winter, and what seems like an even longer spring that just would not cooperate to give up a good stretch of weather. Flying days have been far and few between!

However, this week has been the week to turn the corner. We have had a great stretch of weather lately. Tonight, I got the opportunity to enjoy flying with a couple of my closest friends. I was at the airport tinkering and got a call to see what I was doing. I stated just putting the finishing touches on the Quicksilver after a couple of modifications. Ben said, he was on his way. Ben is normally really busy in the spring with field work so its rare for him to be around the airport in the late spring and early summer time.

As I hung up the phone with Ben, Shawn taxied up in his Quicksilver. So, we pulled out the Glasair, and the Cub then took the Quicksilver out of the Hangar. So far, I have put about 8 hours on the Quicksilver, making a few tweaks here and there as you do with a brand-new build. Ben has not had the opportunity to fly it yet, but tonight was the night. The weather was a severe clear evening, with no wind and about 83 degrees. These are the evenings we dream about all winter long. The orange windsock by 09 was as flat as it could be.

Ben got in the Quicksilver, strapped in, and put the helmet on. I don't think I have talked about these helmets I bought this past summer at Oshkosh. Last year I was using just a normal pair of headsets and ski goggles to fly the other Quicksilver. It worked but I never felt like I was able to communicate.

Calendar .

- Next meeting at 9:30 am on Saturday, June 3, 2023
- 1st Saturday meetings at the terminal at 9:30 am except holidays
- Young Eagle Rallies:
 - ◆ June 17th
 - ◆ July 22nd &
 - ◆ August 19th
- Tuesday, June 6th, 2023, Red Wing, MN (KRGK) EAA 1518, Wisconsin Flying Hamburger Social. Please bring a dish to pass.
- Sunday, June 25th, 2023, Chapter BBQ at the Chetek airport in Jim Cushing's Hangar!

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Secretary Comments

-- Dan Johnson

Secretary's Comments:

Editor: No input received to this newsletter.

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

So, at Oshkosh I was on a mission to find a better solution. In one of the exhibit halls, I found these neat helmets with a full-face shield with built in headsets. These are made for an open cockpit type aircraft. Well, as it so often goes, one thing led to another and afterwards I was a \$1000 lighter in the wallet. Now the helmets were only \$200 a piece, but if you combine things, you get a better deal, right? So, I got 2 handheld radios, 2 intercoms, and 2 helmets. Anyways, these helmets are great. They allow us to communicate effectively in the pattern. That's priceless in my mind!

Anyways, back to the story. Ben got strapped in and taxied out. I walked out to the edge of the taxi way to watch the takeoff. It was like watching your kid take the car for their first drive after getting a license. I hate to admit it, but I'm not sure who was more tense, Ben or myself! I think it was Ben, yeah, let's go with that! I watched Ben do a circuit and make a textbook landing. Ok, now I can relax.

Shawn is up flying circuits, Ben is up flying circuits, and I am on the ground watching. There is something wrong with this. I walk, or slowly run back to the Cub, jump in, and quickly join them in the pattern. This is the only time the Cub feels fast! I can chase them down at will, do a 360 to come up behind them, fly along side in formation, etc. The Cub is in its element. The three of us spend an hour playing follow the leader, loose formation flying and just enjoying the evening.

Well, all good things must come to an end, and all too soon the sun is setting and twilight is setting in. We fly formation from the north to enter the pattern for 09, I break the Cub off to the right to bring up the rear and

Dennis' blog

-- Dennis Ahern

I can well remember the Red Wing Public Library as it was in 1966 before the present building was constructed-up the steps to the periodical display. On the south-east corner of the first floor were the latest copies of Life, Look and Hot Rod magazines along with Sports Afield and Outdoor Life. All are gone now, although my interest was in the latest issue of Flying which would be shelved between Farmer and Fortune. For a fifteen year old who has yet to visit an airport, touch an airplane, let alone slip those surly bonds. The magazine which featured columns by Gill Rob Wilson and C. Baxter was the next best thing to a sunset flight from the 2800 feet of turf struggling beside the Sandburs on the Prairie that called itself Nimon-Cushing Field. After a months long absence, Flying is back distributed to bookshelves and F.B.O's as a slick publication featuring Citation X's on the cover and timeshares in the Rockies. Several of the G.A. supportive writers are still on the masthead but the days of Peter Garrison's designing and building "MELMOTH" will never greet that youngster that has just completed her 1st Young Eagle flight.

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watch as the tires chirp the runway. I make one last fast pass down the runway and do the same. As I taxi in, I am completely at peace and the happiest man in the world. Its nights like this that I long for all winter long.

After another hour of hangar flying its time to go home. It was a great evening at the airport. It also hits me just now that it was only the three of us flying tonight at KRGK. This is a night that the pattern should have been jam packed with airplanes. I don't know what everyone else was doing tonight, but I do know, no one had more fun that the three of us tonight.

See you in the pattern!

Scott Stricker

(Continued from page 2) - Dennis' blog

It used to be seen as a felony to remove a copy of Trade-a-Plane from an F.B.O. before fellow aviators had their opportunity to reduce the yellow hued newsprint to dog eared condition. It's been years since a stray copy has graced the administration building of the KRGK campus. I would imagine that paper copies are mailed thrice monthly from Crossville Tennessee but the barnstopper web site can't match the expectation of finding a pristine 1946 Taylor Craft residing in a forlorn hanger in Rice Lake during a review of single engine offerings.

Both the Minneapolis tribune and the St. Paul Pioneer Press had sections in the want ads devoted to aircraft for sale, where the St Paul paper might have a half dozen offerings, the Tribune's Sunday edition might have two columns of aircraft featured just after the classic car listing. Most were within an hours flight from Flying Cloud Airport back in the era of \$1.20 80 octane.

Bob Cushing had a unique theory to insure a mastery of getting a good deal on a 1953 Tri-Pacer or 63 Cherokee. It involved purchasing an issue of the Sunday paper as it was unloaded from the delivery truck at 2: 00 a.m. and giving the current owner of a coveted craft a call at before breakfast and inviting that individual and their aircraft to a fly-in breakfast later that morning. This insured an inspection of the offering and it insured that other prospective buyers were unable to reach the seller with their bid. (This was in pre cell phone days and it must have worked, because Bob always had interesting craft scattered about our airport).

I will be writing about an interesting airplane's restoration in future issues of this sheet. Rex Porter will be restoring a pre-war Porter Field (no kidding!) which will be displayed during our 2026 breakfast and open house. Shortly after it wins best in class at Oshkosh that year.

This has been my take on how to buy an airplane during that era of those \$1.20 priced Avgas. I'll share the details of how to get a good deal on a 2015 Cirrus about the time KRGK gets that turf Cross Country concrete runway.

Thanks for reading

Dennis Ahern

Spirituality and Aviation..

-- Mark Weinreich

So which comes first? Is it the spirit that leads us on, or is it the spirit that is then found? Notice that it is 'spirit' that is the root of spirituality and I think that most true aviators understand this point. It is indeed a spirit of the soul that entices one to take to the air.

Considering the unknown dangers, experimenters years ago challenged themselves to discover what flight might be for mankind. Just as the birds fly unencumbered above their heads, they sought to discover if humankind was also capable of such and were then even up to the task.

My aviation library has books containing the accounts of the ancients and their explanation of flight; from the Greek philosophers up until the renaissance did humans aspire to take flight. It was indeed the early experimental association of such people who brought us into the sky.

While the cast is certainly great, a few stand out in particular to help us get it all going. There was that guy in Greek mythology who put together some wings but seemed to have not used a good enough adhesive..? And much later in the British Isles and in France and Germany, good thinkers and bold experimenters developed prototypes which we now recognize as our own airplanes. We fly upon the wings of those experimenters and builders who went before us.

I was fortunate to have met and visited with Paul Poberezny on several occasions, mostly when attending several (six in fact) of the winter workshops at the Oshkosh academy. But it was not too many years ago and during Air Venture that he remarked to me that "I am afraid that the can-do experimenter is no longer.." and I responded that the EAA local chapters will need to do better to encourage such going forward. It is after all the "spirit" of EAA.

The big AirVenture is a show and an awe; but the spirit and soul of EAA is to be found in the garage and the hangar of the experimenter and builder. I understand

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(Continued from page 3) - Spirituality and Aviation

this and sense the founder’s sentiment. As a local chapter it is important to also promote the builders and the restorations of vintage aircraft. The social functions are nice, pancakes and salads and such. But the core and crux of EAA is the builder, the experimenter, the restorer of those gone before. Let us celebrate this first while promoting the social gatherings second. The happenings are good talk then!

Some years ago my brother-in-law and I traveled down to Tulsa Oklahoma to purchase such an experimental Hatz CB-1 project; a fuselage, two wings, and many associated parts. I put together a schedule for a chapter project... And was then met later with blank stares? You really serious about this someone asked. Well I went down there, bought it and hauled it back up here! I then built, by myself, the bottom two wings, bell cranks, and such... But Hey, seemed no interest and it was now just in my way so I sold it down the road to a small chapter in Minnesota which actually wanted it. Too bad, but if membership is a problem, it is apparent that the core EAA charter is expected. Builders are needed to revitalize the local chapters. Here at KRGK we do enjoy a vibrant and engaged aviation community but we can do more to promote and appreciate the “experimental” part of the EAA.

Like I mentioned, even tho’ the poor guy fell into the sea, he did inspire many after to take up the cause of flight. I for one am happy that he did.

By Mark Weinreich



Freddy, best helicopter gunship pilot I ever knew...

-- Mark Weinreich

It was when I was a member of the Arkansas Army National Guard that I came to know Fred. At the time I was the Unit Instrument Training Instructor. “Freddy” did not do so well but flew by “the seat of his pants” like nobody else...The full-timers asked me to make something of him.. Fred was assigned to my flight missions then quite often. I often handed him the controls of the Huey Gunship UH-1M; he was always spot on. So what is this? Freddy had been in “Nam..”

A mission came up that summer in 1985 for a static display at the Pine Bluff Arkansas Fly-In breakfast. I was assigned to ferry a UH-1M Gunship Helicopter with crew. I asked for Freddy as co-pilot. The full-timer says “ya sure..?” and I said yes. Fred is a capable helicopter pilot.

When we arrived at the holding point just north of destination, I checked in; “Air Boss; Army Helicopter Holding; awaiting fly-by instructions, Please advise.” Reply is: Army helicopter; be on station in five minutes for review and fly-by; please park front and center as directed by ground crew, over. “Thanks; Wilco.” Freddy; what do ‘ya think here, want to take ‘er in? Freddy’s eyes lit up; be glad to take her in sir. “It is your controls; my controls.” And Freddy flew that ship like I have never before seen. AirBoss; “ Fly on in Army Gunship..”.Okay Freddy let ‘er rip.. And he certainly did! We came across the reviewing station at near V_{ne} of 140 knots and then Freddy pulled ‘er up to a 100 ft hover after a 180 reversal...and then slowly settled down to about ten feet right in front of the reviewing stand while flexing the 30 caliber gatling mini guns and with open and menacing rocket pods on display...”Freddy, might be scaring the kids...”Hell No I am scaring the adults..”

I reported a good mission accomplished back at Little Rock Camp Robinson. The Major asks about Fred. I says he did superbly at the fly by.. “Must be the Viet

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Newsletter Editor

-- Art Howard

Isn't it nice that the weather is warmer? Great to see summer weather. Now if the Canada forest fires were not producing so much smoke, what should be VFR days are becoming Marginal VFR some days.

My 1962 Piper Cherokee made it through another annual. The engine tachometer was showing 300 hours since it was installed. I must be doing a lot of flying!

I just came out of a busy two weeks of flying. My sister's husband passed and I flew to Wahpeton, ND, to help her get things set up. Then the following week was the funeral in Fargo, ND, so flew to Hawley Municipal, since Moorhead Municipal was closed by the city for patching cracks in the runway. The day after the funeral, I flew my brother, who is from Arizona, to Bemidji to see our cousin. On approach into Bemidji, I get a "Hi Art" from Dan Marrs who is flying a Medical flight into Brainard. You never know who you will hear in the air from another pilot! Flying aircraft is a small community.

See you around the patch.

I need more articles from the membership. Please send your articles and pictures to alhowar@attglobal.net.

(Continued from page 4) - Freddy, best helicopter gunship pilot I ever knew...

Nam thing then.." And what is that, I ask. "Freddy was a spot on gunship shooter; too many kills messed him up; glad you may have brought him back." Well I don't know about that having not been in country. But I can recognize a good stick when I see it sir. "Thanks for the effort CW3 Weinreich; I appreciate your effort and candor in this regard. We are going to then keep Fred in the unit for now."

As some of you may know, I have been flying a while now. Many hours in many different aircraft. But I will say that it is the mind-set of the aviator that makes all the difference. I have seen 3000 hour pilots who should be embarrassed to call themselves

EAA Chapter 1518 Treasure

-- Dan Johnson

Well, it is a new year for chapter 1518 and EAA. That means that it is time for both chapter & national dues.

Only 12 members have paid their dues for 2023

Editor This was current as of February. If you have not paid your dues, please send a check to Dan, or attend the next meeting and pay your dues then.

If you want to have me check to see if your chapter or national dues have been paid, just send me an email at DanJohnsonMRWI@gmail.com or text me at 715-441-1790. I will look them up and send you a reply. Please put chapter dues in the subject line.

You can pay me your chapter dues at any meeting or mail them to me at

Dan Johnson
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Dan Johnson – EAA 1518 Treasurer

such...Freddy was a good pilot. I could see it. Later, in the airlines I was asked to be a line-check pilot. I told the guys that I was riding shotgun; not a check ride but a get it done correctly ride. Always came out well enough. The guys who make their bed in the morning before going to work do well...

When I here of snickering aloud to this day about "piloting" I don't like it. I have seen too many "well trained experts" screw up... It is not about what they think; it is always about what you think about yourself and your readiness for flight. CW3 Weinreich, CFI/II Weinreich, Airline Line Check Airman Weinreich, Private Pilot Weinreich, A&P/IA Weinreich. All is but paper. I am still learning about flight...and am enjoying it such! And still preparing myself.

By Mark Weinreich

Fly-in Event Websites

-- Art Howard

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).

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

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

