

HIAWATHA VALLEY EAA CHAPTER 1518

RGK—Red Wing, MN Regional Airport

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

Our 51th 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, here we are at the later part of April, the showers have come and so has the wind. The airport has been pretty quiet as of late, but with the weather, that is understandable. As the saying goes, April showers bring May flowers. Let's hope that holds true as we are due for several nice days in a row!

The weather was cooperative enough that we were able to pour the concrete in the new hangar with only 1 reschedule. So, I can't really complain about that. We poured 73 yards inside and 20 yards for the apron. Its amazing to watch a group of guys who know exactly what they are doing and what each person's role is. We are letting the concrete set up for a couple of weeks before we start to finish the inside. Needless to say, I am excited to get onto the next phase of the project!

Early May the guys will be back to install the insulation and the interior steel panels. Then we can get on with the electrical and interior finishing, then the move. These projects seem to go in spurts of work. Fortunately, the amount of work left is getting less and less, and the items checked off the list keeps increasing.

While I was at the airport one day working on the building. I was asked by Mark W to come take some photos of the latest project on the field. Bruce bought a Citabria project. It appears to have been taken down to its last nut and bolt, just waiting for Bruce to put it back together in a better than new fashion! This makes for 4 active build projects on the field, which is wonderful. It was fun to help unload the parts and see how things were done when this plane was built. I look forward to seeing the progress.

Calendar .

- Next meeting at 9:30, May 4, 2024.
- 1st Saturday meetings at the terminal at 9:30 am except holidays
- Young Eagle Schedule for 2024
 - ◇ June 22nd
 - ◇ July 20th
 - ◇ August 24th
 - ◇ September—St. John's Lutheran School, Lake City, MN

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Secretary/Treasurers Comments

-- Dan Johnson



Treasurers Report

Chapter Dues

National EAA Members

We have 37 members who are current National EAA members. Of these 6 are Life Time Member.

How to pay dues

If you want to pay by mail, you can send a check to Dan Johnson 751 Briarwood Drive, Red Wing, MN 55066. Text me at 715-441-1790 if you want to know if your dues are paid.

Dan

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

Wonderful spring flying is right around the corner, please make sure you are ready to fly when the opportunity presents itself!

Be safe, Scott Stricker



Dennis Ahern Gone West

-- Mark Weinreich



Inside Scott's new hanger and pouring cement for the floor.



Here is what a nice finished cement pour looks like for Scott's new hanger.

C/st Lt Cadet Caroline Keller

-- Capt Brenda Carlstrom

Local Civil Air Patrol Cadet Receives Academic Scholarship

C/1st Lt Cadet Caroline Keller (Beldenville WI) from the Red Wing Composite Civil Air Patrol Squadron was selected to receive a 2024 Civil Air Patrol Academic Scholarship in the amount of \$2,000. She had a tough competition from applicants across the nation.

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EAA Chapter 1518 lost a friend in Dennis Ahern

Dennis Ahern was one of the first regular guys that I met when joining the airport community 25 years ago. He showed me around and filled me in on the airport politics, personalities and such as it may be should I consider to plunk down some money and build a hangar here. He was a good salesman.

I flew with Denny a couple of times in his Cessna 150. He knew his airplane and flew it well. I have flown with hundreds of pilots, probably many more, and noticed that Denny was more about do it good than talk. I respected that. He listened more than he talked and I liked that also. He was a guy who watched your back. He was a wealth of aviation knowledge should one consider to ask him; I did so and he was always a welcome visitor in my hangar. He was often a ride-along in the back seat of my Bonanza and knew both of my daughters who rode up front with me. We flew to breakfast fly-ins and just "around the patch." Denny used to say that for Mark, around the patch was up to Hayward and back, ha. I am going to really miss him 'ya know.

I suspect that our chapter will have to "ramp up our charisma" more because Denny is absent. I may not always be a guy to do so. It will be up to our members to fill in the big gap left by his passing.

If you want to be a member of the aviation community, and most closely a member of our EAA Chapter 1518, then it is up to you to put enough effort into such beyond your own interests. Aviation excellence is not a pretend game; it requires commitment, study and practice. I have a problem with general aviation being too lax in continuing education. My flying career required comprehensive evaluation and checks every six months. Dennis kept up on things aviation; I respected that. I shall miss him around KRGK.

Dennis Ahern. Born October 7th, 1958, Passed April 1st, 2024

Cpt Mark

The Case for eVtol

-- Mark Weinreich

I had written earlier about the burgeoning interest in electric helicopters for use in urban area transport. I am particularly interested in this technology because when I asked myself...if I would use it..? Yes, I would! Then perhaps I should look into what this is all about. And I did.

Now any farm boy knows that trying to drive out through the mud and the overflowing creek to help out a cow with a hard time calving is going to take a bit; with maybe a helicopter no problem. But helicopters are expensive, noisy and high maintenance. I have a helicopter pilot rating but most ranchers do not. So how about a light, QUIET and quick electric “fly scooter” to get us out there to help out mama cow. All my pastures are within a thirty mile radius and it would be just me and some equipment on board to carry. Every calf saved is a rancher’s creed.

So now I am not a cattleman but merely a retired airline pilot. I travel to visit my daughters and friends by airline oil burners just enjoying my travel privilege benefits of thirty year’s service. I would call an air taxi service to take my wife and myself from our hotel back to the airport terminal to catch our next flight, a better transfer than a stuffy taxi cab ride through congested and dangerous areas en-route, and I don’t want to be late! I would opt and pay for an air taxi..

It is evident that even in our own country, urban roadway infrastructure has been neglected. Roadways are often in marginal or poor condition, congestion and delays are frequent, and many accidents are the norm. I will take the air taxi and avoid this. I have invested serious money in companies developing such vehicles, software and control, and administration models to provide such service. Prototypes are now flying and test areas and control protocols are being evaluated.

A large number of companies, enterprises, and start-ups have emerged to activate this new technology. I have a special interest in the work done by Eve Holdings, which is supported by Embraer Company. My first airline job was first officer on an Embraer EMB-110

Bandierante flying milk runs out of the upper Midwest into Chicago O’Hare Airport in 1984. Good airplane!

They followed up with the Brasilia, ERJ 135/140/145, and then the E-Jet 170/175/190/195... As well as their excellent corporate jets and military transports. A good company with exceptional engineering talent and now having an interest also in the eVtol market. Check out their website.

Yes it is to be a most interesting and exciting time ahead for the “short trip air segment” and eVtol developments will be numerous and quick! Large urban areas will benefit first by embracing this technology for passenger and package transfer within metro areas. Larger freight transfer companies will follow as the vehicles mature. Sometime later, one may park a name brand eVtol in your sky port having a control panel with buttons programmed for such as “office” “school” “grocery” Grandpa’s Hangar” and other destinations. It will happen. I am hoping to eventually participate in and enjoy this technology. What a great time ahead!



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(Continued from page 4) - The Case for eVtol



Cpt Mark

(Continued from page 3) - C/st Lt Cadet Caroline Keller

The scholarship committee indicated that they received 704 scholarship applications, and 85 of the applicants had a 3.80 or higher GPA and an SAT score of 1300 and/or an ACT score of 28 or above. These scores put our scholarship applicants on academic par with US Air Force Academy entering freshmen. For the aviation-minded, 111 of the applicants indicated they have pi-



loting experience equivalent to the CAP pre-solo badge or more. "Judging by the competition, your accomplishments place you among the best of the best. I am pleased that we, CAP, can honor you with a reward for a job well-done, which helps you achieve your future academic or aviation goals indicated National Commander Maj Gen Edward D. Phelka, CAP.

The squadron is confident that she will continue her outstanding efforts as an excellent Civil Air Patrol ambassador and role model in

Newsletter Editor

-- Art Howard

Flew to Sun n Fun, then Fort Myers to move my boat, Samana, from Fort Myers to Dog River Marina, Mobil, Alabama. The crossing of the Gulf of Mexico from Boca Grande, Florida to Mobil Bay was three days and four nights of blue water ocean. I had one crew member who had never been off shore. He learned a lot! We arrived at Mobile Bay Saturday while it was dark. There were lots of ships at anchor waiting to unload or load. The Pilot Boat was busy delivering Port Captains to pick them up from ships arriving or departing, respectively. We had to coordinate with one ship that was leaving and it crossed just behind us. It was early morning daylight as we docked at Dog River Marina.

Picked up a one way rental to go back to Fort Myers to pick up my airplane. Then flew back to Mobile to work on the boat for a couple of days before returning to Red Wing. I saw 55 knots of wind from the SW at 10,000 feet with a tailwind of 17 knots. A 25 degree plus crab angle from my desired track! The air was surprisingly smooth for a forecast of low level turbulence. An ILS approach into Red Wing in the rain Sunday evening ended the trip.

See you around the patch.

Thank you, members, for articles. Please send your articles and pictures to alhowar@attglobal.net.

her community.

As a Total Force partner and auxiliary of the U.S. Air Force, Civil Air Patrol is there to search for and find the lost, provide comfort in times of disaster and work to keep the homeland safe. Its more than 64,000 members selflessly devote their time, energy, and expertise toward the well-being of their communities while also promoting aviation and related fields through aerospace/STEM education and helping shape future leaders through CAP's cadet program.

For more information, contact gocivilairpatrol.com or brenda.carlstrom@charter.net

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



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.

