

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 Morning 1518!

Hopefully this finds everyone doing well and getting ready for spring and the upcoming flying season. Mother nature has teased us with some warm days already then says, no not quite ready to give you those temperatures everyday yet. I know the couple of weeks we had that were really nice, there was a lot of activity at the airport.

In the evenings there would be 3-4 planes in the pattern for a couple of hours. It is sure nice to see the level of activity increasing as spring inches closer. Just a reminder as you get ready for the fun spring and summer flying season, to make sure you take time to give your plane a through walk around if it's been sitting for the winter months. Spend some quality time with it and look in all the secret hiding places that mice like to call home. Did things corrode over the winter and need some extra lubrication? Are the documents up to date? A few extra minutes on the ground can make for a much calmer flight once the wheels lift off.

Shawn Thorton and I took advantage of the warm temperatures a couple of weeks ago and brought out the Quicksilvers for an hour or so of playing in the pattern. Shawn had flown a time or two already this spring, but I had not had the opportunity. After reconnecting the battery, sumping the tank and a good preflight I took off. There is nothing like mid 60-degree air hitting you in the face as you take off to remind yourself of why we do Aviation. I have been busy with the new hangar build this spring and needed a flight like this to remind myself of why I love being a pilot. The hours spent dealing with the red tape up to the point of seeing poles in the ground have sure taken a toll on my love of aviation this winter. However, an hour of ther-

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Calendar .

- Next meeting at 9:30, April 6, 2024.
- 1st Saturday meetings at the terminal at 9:30 am except holidays
- Young Eagle Schedule for 2024
 - ◇ May 18th
 - ◇ June 22nd
 - ◇ July 20th
 - ◇ August 24th
 - ◇ September—St. John's Lutheran School, Lake City, MN

Secretary/Treasurers Comments

-- Dan Johnson

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apy with the Quicksilver has sure cured that. Hopefully you get to feel that some rush shortly!

Someone else who has sure enjoyed the feeling of the aviation rush, but in a different way is Gary Lewandowski. If you have not had the opportunity to meet Gary yet, please stop by his new hangar if you see his red car there. Gary built directly behind Mark Weinrich's original hangar last year. Gary is rather new to the area having moved here 3 years ago. Gary has quite the story to share with what has led him to aviation. This past week Gary took delivery of his airplane kit. A few of us helped to unload the kit and place it in the hangar as you will see from the accompanying photos. I will admit, this was the first time I saw a framing square used as a knife, leave it to Mark to find a way! As you look at Gary in the cockpit, you can see the glimmer in his eye waiting for the day to lift the wheels off the ground on the first take off!

For those who do not know, Gary is building a Titan P-51 Mustang. When I asked Gary why he choose the Titan Mustang, he simply said look at it. I must agree, it's a very sexy airplane and I am looking forward to seeing the progress as he continues on his building adventure. Gary's wife won't have to worry about what kind of trouble he is getting into for the next few years I suspect!

See you at the airport,

Scott Stricker



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

Pancake Breakfast

-- Dan Johnson

2024 EAA 1518 48th Annual Fly-in/Drive-in Pancake Breakfast

This year's Fly-in/Drive-in Pancake Breakfast will take place on August 8th 2024 at the Red Wing Regional Airport (RGK).

At our March meeting it was decided to expand our breakfast menu to include more local companies.

- As we have for many years, we will be featuring Sturdiwheat Pancakes. Sturdiwheat is a local Red Wing Company that specializes in pancake mixes made in Red Wing, MN. www.Sturdiwheat.com
- This year we will be using precooked Sausages from Watkins Meat Locker of Plum City, WI instead of the various sausages we have used in the past.
 - Watkins Meat Locker has been in business for 66 years and the third generation is running the company.

www.jmwatkinsmeats.com

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Gary Lewandowski has a bit of work to complete so he can go flying in his Titan P-51 Mustang.



Now that is a lot of boxes. Which one should I open first?



The kit came with the landing gear attached. Now how long will it be before these wheels lift off the Red Wing Airport?

- The cost is \$4.42 per pound and there are approximately 15 sausages per pound. Planning on 700 meals with an average of three sausages per meal we will need $700 * 3 / 15 = 140$ pounds of sausages. At \$4.42 per pound plus tax will be a total of \$652.83. This compares very favorably to \$898.20 we paid last year.
- We will be doing a test run on the sausage at the Hamburger Social on June 4th.

- This year we will be using Pure Maple Syrup from S&S Sugarbush Maple Syrup. S&S Sugarbush will supply us with 5-gallon bulk containers of maple syrup and reusable serving bottles that the kitchen helpers can keep filled during the breakfast. Any of the bulk maple syrup that has not been used can be returned for credit. Barry Stockwell is the owner of S&S 715-594-3066.

- We will still need to supply some sugar free maple syrup. S&S does not have sugar free syrup.
- Barry would like to rent one of our grills for the last two weekends of April. (4/20-21 & 4/27-28)

- Pierce County Dairy Promotion Committee will be providing White Milk and Chocolate Milk for the breakfast. In return we will be renting them the use of several of our grills for their 6/17 breakfast.

Dan



Mayo Helicopters

-- Scott Stricker

Mayo Clinic has completed its fleet of three new medical helicopters. The H145-D3 helicopters feature a modernized cockpit and navigation system and more space in the back. One of the helicopters is stationed in Rochester. The other two are in Mankato and Eau Claire.

Mayo Clinic Ambulance Service is traversing the skies with three new, modernized medical helicopters, which significantly improves safety — especially when flying in bad weather — with higher weight limits for gear, crew and total load, and better lifting during takeoff.

The helicopters are also much quieter due to their shrouded tail rotor.

"If you listen, you won't hear that slap the other ones have," [Todd Lepper](#), Mayo Clinic Ambulance Service, tells the [Rochester Post Bulletin](#).

The newspaper and other media outlets attended an event in Rochester last week, which showcased the helicopters that will be stationed in Rochester and Eau Claire, Wisconsin.

"May this helicopter, when you see it in the sky, be a reminder of the work of our founders," [Sister Cashel Weiler](#) said during a blessing ceremony for the Rochester-based helicopter.

The tail numbers of the three new helicopters — N483WC, N483WM and N483MA — also connect to Mayo Clinic history.

The "N" designates an aircraft registered in the U.S., and "483" refers to the four individuals — Dr. William Worrall Mayo and his sons, Dr. William J. Mayo and Dr. Charles H. Mayo, as well as Mother Alfred Moes — who came together in 1883 to care for the wounded after a tornado struck Rochester. Finally, "WC" refers to the Mayo brothers — known as "Dr. Will" and "Dr. Charlie" — "WM" refers to William Worrall Mayo, M.D., and "MA" refers to Mother Alfred,

Age of Flight to Age of Space...

-- Mark Weinreich

I have witnessed I think a most profound era in human-kind development since ancient Greece, the Egyptian pyramids, the rise of western civilization and the ensuing "Age of Discovery." However, I was born in 1950. A world war had just ended and political tensions remained. Might we perhaps just get down and grow a good bunch of beans and peas and get along again..?

As a farm kid I grew up fast knowing about machines and I liked that. I was putting a lawn mower engine on my bike at age eleven and tuning V-8s at fifteen. I helped my dad work on farm tractors and equipment and got to know my way around with tools. But it was while hanging off forty foot extension ladders painting up into the peaks of barns while listening to the US Gemini Space Program that I decided about what it was that I wanted to do; fly and flight! When I was accepted into an aeronautical engineering program at Iowa State University in 1968 based on my high school scholarship and aptitude tests, I was elated. However, the local county draft board had determined me to be A-1. At my request, they granted me a student deferment to attend a science/engineering program of study. You better do good down there boy. Okay?

So I studied my brains out suffering through calculus, thermodynamics, physics, chemistry, statistics and the other add-ons..and made it through to my junior year. By 1971, the political climate had become hostile to say the least...flower children in California, bombs blowing up the police station in Ames, Iowa, and politics exceedingly.. Draft board says get it done now! So I took a BS degree two quarters short of a possible aeronautical engineering degree and reported for Army active service. I was able to control my future a bit here as I had attended Army basic training in 1970 to be admitted into the ROTC program at my university. I underwent advanced individual training in the summer of 1971 and was awarded a slot in Army Transportation Corps in 1972, graduating with a BS degree in early 1973. Officer Basic then with short orders, SE Asia. A fifth of the best Tennessee whiskey (in paper sack) to the assignments officer and I got my wish to be sent to Ft Camp-

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bell Kentucky before deploying to Viet Nam (my girl friend was out there.) The song then was “Take the Last Train to Clarksville, Meet me at the Station...”

The thing about all this is, that we were more tuned into each other years ago and had an empathy that went above the everyday mundane. The heartaches we embraced and the worries we tendered were about us all it seemed. And when humankind started out into space...well we could all come together about it; and we did! The whole world watched us land on the moon.

It was Yuri Gagarin, a Russian cosmonaut who became the first man in space in April of 1961. It was in May that Alan Shepard of the USA flew into space. And next year 1962, John Glenn orbited the earth. I listened to it all via AM Radio while hanging on forty foot extension ladders up in the peak roofs of barns painting red mostly...my good buddy Dick chided: we should be painting more Red/White&Blue! Dick went on to be a Navy pilot; me to the Army, a couple of farm boys wanting to participate in something bigger and better than us. And we did.

As senior flyers, I suspect our challenge today is to help diminish the cynicism of our young potential flyers by offering to them the insights, aspirations and trials of us gone there before. A truly exciting time is ahead for us all involved with flight. Let us show them!

Cpt Mark

4 Considerations for Spring-time Flying

-- Hartzell Propeller

Spring is here, which means warmer weather is on the way for many parts of the United States. As the seasons change, pilots must also prepare for changing environmental and weather challenges, too. Keep these spring flying tips in mind before your next flight.

Windy days

Spring is one of the windiest times of the year, in part due to the [jet stream](#) moving north and bringing with it

Newsletter Editor

-- Art Howard

Winter, where did it go. Opps! Mother nature decided to fool us once again and provide a nice March snow-storm. Robins are back and what is that saying that the “robins have to have snow on their tail three times before spring arrives”! Google it and see what you get!

Since the last newsletter, I have flown to Detroit Lakes for lunch with my brother, completed a Basic Wings (with an IPC), and am night current again. It is easier to get night current this time of the year. Very difficult in June since the sun goes down so late in the evening. IPC means Instrument Proficiency Check. I was a little rusty since I had not flown since last January. Good practice to pick up the proficiency skills again.

I will miss the April meeting. Heading off to Sun n Fun again. This will be my 27 or 28th year volunteering. Lots of fun and get to meet folks I have not seen since last year.

See you around the patch.

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

competing high and low pressure weather systems. The differences in pressure systems often cause strong, unpredictable wind gusts. Strong winds can lead to a sudden loss of airspeed on final approach. For a more stabilized approach and landing on extremely windy days, the FAA recommends flying a slightly [faster final approach](#) by adding half the gust factor to the approach speed.

Stormy weather

Thunderstorms are another major flying hazard in the spring and summer months. Thunderstorms are caused by three main ingredients: unstable air, an initial up-draft, and high moisture content in the air. Because these conditions occur more often in warmer weather, spring is a prime time for dangerous storms. As a general rule, pilots should avoid thunderstorms and never fly closer than five miles to a visible storm cloud.

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Wet runways

Hydroplaning on wet runways is another dangerous concern in the rainy springtime months. [Hydroplaning](#) is caused when a layer of water builds between a tire and the ground and leads to a loss of traction, which in turn causes a loss of braking, steering, and control. To prevent hydroplaning while landing, avoid landing fast on a wet runway and use light brake pressure. It's also important to ensure your aircraft's tires are properly inflated since underinflated tires hydroplane more easily.

Bird Strikes

The start of spring is migrating season for many types of birds. With an increased number of birds flying longer distances, spring is also a common time for bird strikes. Luckily, most airports have wildlife hazard programs in place to prevent such incidents. If you do encounter a bird strike or other wildlife incident, fill out a [wildlife incident report](#) to provide helpful information for the FAA's ongoing wildlife hazard prevention efforts.

Editor: This is from Hartzell Propeller, URL: <https://hartzellprop.com/4-considerations-springtime-flying/>

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](https://EAA.org/YouthProtection).

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

