

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

Hello 1518!

For some reason Mother Nature is a little out of sequence lately. April showers bring May flowers has been replaced by May showers, wind, thunderstorms, lightening strikes, bring who knows what into June! I was at the airport working in the new hangar a few nights ago and there was a thunderclap like I had never heard

before. The hair on my arms even reacted. It was the loudest thing I think I have ever heard. I walked out slightly to look and see if my old hangar was still there even. Shortly afterwards the wind picked up and I stood in the doorway watching the rain go by horizontal and blowing off the roofs of the hangars as if it was snow falling on a windy day. The rain wasn't even running down the roofs but blowing off them sideways. It was quite a site to watch.

It was then I was really wishing I had the missing 2 garage doors installed. But you know what happens when you think they ordered them, and they think you ordered them don't you? No one ordered them! I am still a couple weeks out from having them onsite and then installed, unfortunately. However, on the positive side, I can't really complain overall. The build has gone quite well and fortunately we were able to start about 5 weeks early. Sure glad we did or I never would have met my deadline of being out of the old hangar by the 1st of June.

I have always enjoyed being at the airport. You just never know what you will see. On another day of working in the hangar, I heard the sound of an old tractor. I look out and see Mark lining up the fleet. Over the next hour or so, Mark has them all running, bring them out of winter hibernation. A couple of us walk over and are greeted to our own little tractor show. It was sure fun to

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Calendar .

- Next meeting at 9:30, June 1, 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

Secretary/Treasurers Comments

-- Dan Johnson

Treasurers Report

Chapter Dues

Thank you to the 18 members who have paid their chapter dues for 2024. All members who have paid in person or by mail have been recorded in our EAA membership register. We also have four members who have paid for several years in advance. Good job!!!!!! I have two checks I have not yet deposited but will shortly.

We have 12 members who paid their 2023 dues who have not yet paid their 2024 dues.

If we count the members who paid dues in 2023 or 2024 as active members that makes our active membership about 30 members.

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

see and listen to all of them put putting away. As Mark inspected each one, he would adjust this, tighten that, and smile the entire time. Of

course, there had to be the one to leave its mark on the grass, its own way of saying, hey Mark, I need a little attention over here please. Mark took it in stride and tightened the fitting that was leaking, wiping up the mess like it had never happened. Other times its muscle cars coming out of another hangar, or a race car firing up, or someone giving kids rides on a lawnmower, or a jet getting worked on and test ran, or for me personally watching your nephew fly into the airport piloting the State of Minnesota State Patrol helicopter. That was a fun thing to watch. There's just something fun about being at the airport.

As we all know we lost Denny a while back. I'll be honest I'm still a little taken back by that. I have been here at the airport 7 years now. Denny wasn't the first to greet me. I think he had to sit back and see what I was all about first. However, Denny would always stop by to see what I was tinkering with. He made sure to remind me he was 2 things, 1) the only liberal in aviation 2) not mechanical in anyway. Denny would always ask questions about what I was working on or building, like he was going to try it himself. But we all know that wasn't the case! Denny never stayed long; he had other hangar doors to walk through on his rounds. However, it always made me smile when he stopped by. I can only imagine the few words he would have had looking at the new hangar.

If anyone is interested, a lot of Denny's books are in the terminal building and are free for the taking. After the Young Eagles session last weekend, I spent some time looking through them and found a couple to rehome.

Summer flying season is upon us, take time to enjoy it!

Be safe, Scott Stricker



Red Wing Civil Air Patrol Composite Squadron

-- Capt. Brenda Carlstrom

Members of the Red Wing Civil Air Patrol Composite Squadron have been busy the last three months as they attended a tour of the Red Wing Fire Dept Station 1 on Feb 29th, a Marksmanship course to earn their marksmanship badge on April 13th, a live Fire observation training at Red Wing Fire Station 2 May 11 and learned First Aid Training techniques from them on May 23rd.



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 programs. For more information or to make a cash donation contact brenda.carlstrom@charter.net and gocivilairpatrol.com

Flying the BettyJean Bi-Plane

-- Mark Weinreich

A certain special allure exists in the two-winger mind perhaps because it was the "box-kites" which were the stuff of the Wright brothers. They designed, tested and developed this type of model into the early and successful Wright Flyer. With the research and testing of airfoils, engines and materials, a fledgling undertaking of human interest for the ages took root and quickly grew into the age of flight which we see, use and enjoy today.

I have had the opportunity to pilot many different aircraft over the 50 plus years that I have been a licensed pilot. From 65 HP tail-draggers to four engine jets, and from 1940's era airline turboprops and military helicopters, to a seaplane rating from one of my first officers in his Citabria in an exchange for a commuter car (1987 Pontiac two door, three speed on the floor, four cylinder) which I had helped my daughter purchase and to learn to drive (so my boyfriends won't ask me to drive a stick shift 'cause they won't know how to, dad..okay..?) And so it was!

So it happened around about a year after the Sept 911 event, that my brother-in-law Bill called me up about a bi-plane project which he had purchased from the builder who had quit on it after his wife and its namesake, BettyJean, died of cancer, this way back around 1980. Thrown into the corner of the hangar, the project



For Memorial Day the cadets and senior members participated in the following events: Red Wing Field of Honor Friday May 24th where they helped display 350 flags at Bay Point Park in Red Wing. The Color Guard participated in the Red Wing Memorial Day event on Monday May 27th. They will also present the 13 Folds of the American Flag Demonstration for the Bay City American Legion Veterans Memorial Dedication.

(Continued from page 3) - Flying the BettyJean Bi-plane

was rescued by my wife’s brother Bill (an Air Force pilot) and stored for twenty years or so. After I had built my second hangar, Bill called me up and said he “would bring it on up there for you to complete the project..!” I had met the project man back in 1974 when home on leave from the Army. He was at the time working on this airplane and was a WWII veteran who had worked on the design and testing of the WACO CG-4 glider used in the invasion on D-Day. He came home and was glad to just stay home and “fix airplanes.”

He asked me to “prop the Tiger Moth” he had just restored and “we will fly it.” And so we/I did fly a Tiger Moth ‘round the patch back then in 1974. I really enjoyed meeting him and never thought that his project would end up in my hangar for me to be completed! A certain challenge it was for sure but one which I much respected and wanted to complete. No specifications or documents were available except for crude photos. A lot of just my own farm boy cyphering numbers went into completing the project. Perhaps the biggest challenge I encountered was determining where it existed the center of weight/gravity of the ship. My old aeronautical engineering books came out and I studied them over. If I get the CG where there is just around forty pounds on the tail-wheel, then it is probably real close to correct..? So I did that, and so it was!



not only aviation, but very much also another person.

Cpt Mark

NEAR MISS...!
-- Mark Weinreich

So I was asked: “Did you ever have any near miss events in your flying days?” Well off the top of my head quick, yes. Three. One by the ground and two in flight. Statistically a small number but real bad if a collision.

Flying a revenue airline flight into Kenora, Canada one morning, a large deer showed up in the touchdown area of the runway at the same time as we did in the DeHavilland Dash-8. Of course, he stopped in the morning mist to show off his antlers...so at twenty feet we level off, go around and let him pass by. No problem for a Dash-8.

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I wrote some time ago about the first time the BettyJean flew. I felt as tho’ a spirit had been released from the craft as it sang through the wings and wires..”I am now flying..free at last..!” I do know because I was there, and felt the warm energy of a person who loved

(Continued from page 4) - Near Miss...!

Then there was the time climbing out of State College Pennsylvania. We were flying our clearance to climb to 11,000 feet and I was at the controls climbing up toward a broken overcast at approximately 4000 feet. Now in a left climbing bank for "on course" I spotted a hole in the overcast...and then very suddenly...a Cessna 172 with two people on board in a steep left bank (the left seat person had on a blue jacket) "auguring down"my reaction was a sharp right bank and fire-walled throttles...the Cessna in the left turn went just below...probably never seeing us!

This was before we had traffic collision avoidance equipment and technology on our flight deck. I must admit that if I was ever "rattled" by a flight event, then this was it. My first officer upon realizing what had just occurred, pointed at the engine gauges...with the engine temps, ITTs at redline...might want to pull them back now cap..? Okay...

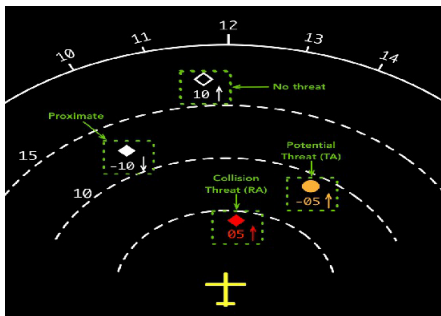
When our airline aircraft were eventually fitted with the new Terrain Collision and Avoidance System (TCAS) I welcomed the new technology. And in one particular event, it worked well.

Some years later in the jets, we were at flight level FL340 somewhere southeast of Chicago and still on



Cleveland center but just about to switch to Chicago Center. The First Officer was on the controls of the CRJ200 in smooth air, a nice morning. Suddenly on my flight display a TCAS alert, amber warning, traffic 12 o'clock with arrow

up...climbing...I noted the climb rate was very fast..."better watch this guy Mike" ...and then the display lit up red... At twelve o'clock and about two miles distance just off the nose below, I saw the



Newsletter Editor

-- Art Howard

Jean and I flew to Mobile, Alabama for a vacation. Now why would anyone go to Mobile? Well, our boat, Samana, is docked at Dog River Marina in Mobile. We had a place to stay!

We explored the Bellingrath Gardens, Dolphin Island, and the USS Alabama Battleship Memorial Park. There were lots of very nice flowers, rose garden, and green areas in the Bellingrath Gardens. Very pretty! Dolphin Island had lots of new homes on high pilings to keep them out of the water that can roll over the sand during hurricanes. The shrimp lunch was also very good on Dolphin Island.

We saw the submarine USS Drum and the USS Alabama at the Battleship Memorial Park. The museum pieces were well presented and very interesting. Just a lot of walking for the self guided tours.

The Cherokee, N5438W, is certainly a nice way to travel and vacation. It just came out of annual in early May. There was approximately 260 hours since the last annual in May of 2023. Long cross countries certainly do

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aircraft..."Uncouple and turn right" ...! Mike did so with a quick but smooth response banking away from a heading of 320 to north 360 degrees, and with less than a 200 foot loss of altitude.. (it takes a disciplined and deft control touch at 34,000 feet)... "nice work Mike...!" as I observed a corporate jet pass by climbing, just off to our left...I noted the climb rate again as very fast.

All heck broke loose on center frequency as air traffic controllers exhibited little mercy for the offending pilot. An irregularity report I filed when back to base in MSP with compliments for the center controllers (and as well for TCAS.) The controllers did issue an emergency turn instruction for collision avoidance in the last ten seconds or so; our reply: "we are in the turn.."

Would I go back to the old days of eyes only..absolutely not. But we do have eyes to use and they are a great backup! Use them.

Cpt Mark

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

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add up! This last annual saw the replacement of the trim cable which had a fray in the area of the pulleys in the tail. The reason we do annual inspections is to find problems before they become serious in flight.

See you around the patch.

Thank you, members, for articles. Please send your articles and pictures to 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.

