

# 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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Reader submissions and comments are strongly encouraged.

## Comments from our Chapter President

-- Scott Stricker

Good Morning 1518!

I am writing this with a bit of jet lag and lack of sleep from my son's wedding.

We got home last night at around 2am after a day of traveling from Mexico. I'm sure many others are feeling a bit of the same as they are dealing with the after effects of Oshkosh this week.

What makes it seem better is that the B-25 from Fleming Field, Miss Mitchell is doing circuits here at the airport. Listening to the sound of those two radicals in the pattern sure makes the day feel brighter.

Oshkosh always brings fond memories for me. I have been there probably 20 times over the years. When I was younger, I rode with a friend in a C182 that he would rent from Anoka County airport. We would fly over to Fond Du Lac and take the shuttle into Oshkosh. We would arrive as early as possible and put our chairs out on the flight line, then take turns watching the chairs as the other explored the grounds. Back then it was more about the airshow for us and watching the arrivals and departures take place versus seeing all the vendors.

I can fondly recall one of us calling Flight Services every couple of hours to get a weather update if we deemed it necessary. As you all know the weather this time of year can quickly change, and even though its not that far of a flight, the weather compared to here to there can be drastically different.

One of our most interesting flights back was when we got stranded in Eau Claire due to weather.

We had been checking with Flight Service and the reports were good, then about halfway through the airshow Jerry went and called again. He said he had a feeling something had changed. I was like, its fine, we have been

## Calendar .

- Next work meeting at 9:00, August 3, 2024.
- Pancake Breakfast Sunday, August 4, 2024
- 1<sup>st</sup> Saturday meetings at the terminal at 9:30 am except holidays
- Young Eagle Schedule for 2024
  - ◇ August 24<sup>th</sup>
  - ◇ September—St. John's Lutheran School, Lake City, MN

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# 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

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

checking all day, it will be fine....Well, guess what? It wasn't! He came back and said we need to leave now! I begrudgingly got up and left the front row of the Saturday airshow at Oshkosh, who does that? Needless to say, I was not a happy camper. The weather was perfect, blue skies, a few popcorn clouds, what was this guy's deal? Being that he was my ride, I had no choice but to go. The shuttle back to Fond Du Lac was all but empty, the others were smart and were not overreacting like Jerry was.

We get back to the plane and I have never seen him move so fast to get in the air. Fortunately, we had filled up the plane when we landed, so we did a quick, and I mean quick preflight. It basically consisted of making sure no one plugged the airspeed indicator, or fresh air in takes for the cabin.

Once we got airborne, the weather looked great. I was really irritated and made sure he knew it! I was not a good co-pilot that afternoon. This was around the late 80's, so no Foreflight, inflight radar, etc. Just flew VOR radials and IFR routes (I follow Roads). We continued west and slowly I had to admit he may have been right. I slowly accepted that he knew more than I did, and had to look at him and say, ok you were right. That was a hard thing for me to do.

Being this was a rental; we had the power in and the mixture out trying to get all the speed we could. We were on flight following and we could hear then diverting other aircraft, much larger than we were. I was tasked with talking to ATC to determine where the thunderstorm line was and what our alternates looked like. After a bit of talking, we determined we could make Eau Claire if we didn't delay. We were headed that way and Jerry made sure the plane was going as quick as possible. The skies had darkened, and we could see lightening on the horizon. Jerry looked at me and said, we are not going to enter that, so are you sure Eau Claire is out of it? I called Eau Claire tower and gave our approximate position, best as my pencil could indicate. Remember the days of moving your pencil on the paper chart every couple of minutes a half inch? How did we even get anywhere?

Eau Claire tower confirmed they were out of the storm currently, but it was moving quickly. We were cleared straight in with no delays. The wall of black was severe and every time the lightening hit, it showed us what was coming. The clouds were absolutely dark and building high. I remember Jerry having to fight the wind as we descended, and he was talking about wind sheer awareness. He left the power in for much longer than I expected. It wasn't until short, short final that he pulled the power out and landed well over halfway down the runway. I'm not saying the high speed taxied to the ramp, but I'm not certain the wheels had much pressure on them either. We got out and tied the plane down as quickly as we could. The ramp guys came out to help and said they were shocked to see us arrive.

*(Continued from page 2) - Comments from our Chapter President*

We got into the FBO and the skies opened up. We didn't beat that storm by more than 5 minutes. I can still see the rain going sideways out the window.

Jerry looked at me and said we could have chosen an airport that had a little more buffer next time.

Off to dinner we went!

In today's world, we never would have pushed our luck to Eau Claire. One thing I love about flying the Cub, is it reminds me of the simpler time in aviation. I love the modern avionics we have today, but I long for the simple times of looking out the window and making decisions based on what you see. There are times I fly the Cub or Quicksilver as a storm is inbound or just left to enjoy the sensation of dark clouds in the area, the random gust from no where to remind myself of why I love to fly. If we all only flew on perfect days, there would be very little flying done around here.

Fly safe and Fly often!

Scott

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## ***The case for UFOs...***

*-- Mark Weinreich*

Having flown the air over fifty years and 28,000 hours, I have been asked; "Did you ever see a UFO?" Well yes, a couple of times, and it was not "swamp gas."

A flight out of Detroit around 1992 in the De Havilland Dash 8 and just leveled off at FL210 enroute to Knoxville, Kentucky. A very clear night in October. Flight deck was dimmed down and I was flying. I noticed that the first officer was looking up and to the side. After a while he asked "are clouds that thick up here..?" and "I see this big triangle shape at two o'clock above which seems to follow us..?" Okay, I say. Ask center controllers if they see anything out here; I got the radios.

So he queried Cleveland Center: "Ya, we just had a few hits near you but gone now." So I dimmed down the cockpit even more so to lean over to look. No stars there for certain; clouds up here at 21,000 feet..? And

this blanked out sky followed us for another five minutes! Hey Greg, I think we flew in formation with a UFO...

I wrote up the incident in my mission report after returning to base. It was not much later that another crew had a more intrusive encounter that has since been aired on the media. A captain friend of mine said that he did not want to become "famous" because of this audio transcript with air traffic control..." Heck, if they want to see how we do it, fine with me! We are good!"

No doubt, there are others that know how to fly for a lot less money and perhaps better than us.

Cpt Mark

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## ***Dragging 'yer tail***

*-- Mark Weinreich*

**Dragging 'yer tail, or tail hook, or tail-wheel...or is it, just your FEET..!**

Too many times I hear about the tail-wheel fear..? Heck, it is just this itty-bitty wheel way back there that keeps the airplane butt off the ground! Why push around a fat nose wheel instead? Because maybe, we just have lazy feet! Got to try get to kickin' a rudder for a change... maybe.

An airplane is to be controlled about three axis, not two. Employing the brain and your subsystems here requires dexterity in both the arms and the FEET. Feet can be very useful you know and most conventional gear airplanes are a true joy to fly.! Just keep your feet awake and put in a jab to correct now and then as necessary, but be sure to "check it" as I often say meaning "tell it to stop." This is a "counter-jab" to arrest the first initiative..at directional control.

Otherwise, any self-respecting tail-wheel airplane will just go do what it wants, which is often a sojourn off the runway either on takeoff or upon landing (bless me Father) while riding along as witness to such. The thing is: calm down, and let the airplane fly and then let the airplane land when it is ready. I think that patience is key here; let the bird slow down a bit and settle in when it is ready and just look out to the left side and keep it going

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(Continued from page 3) - Dragging 'yer Tail

straight with your foot jabs. Again, I think this from my experience, that “when we rush/hurry-up a landing event” it is usually not as pretty. Let the airplane do its thing here and it will do well enough, be it with a few slight and judicious and helpful encouragements from your feet. Airplanes do really want to please...

I have a few vintage aircraft in my hangars but lately thought to include another; a 1946 Taylorcraft which has been restored by Steve Hughes, a local hangar owner and pilot. It is the best restoration project of which I have been involved with as an A&P/IA mechanic. Over two years, Steve with some earnest help from other KRGK pilots brought this bird back! Steve is a Navy Veteran and an expert sheet metal repair mechanic. His work on this project was to my critique, exceptional. So much so that I asked him if I might buy it! Now to get him on to his next restoration; a 1953 Piper Tri-Pacer. I'll be saving up so as to perhaps buy this one also...

The thing about it all is: If you really want to fly, and to learn how to fly, and to fly well, then buy an airplane with that little wheel in back! Don't let it intimidate any longer; life is short, but the challenge and enjoyment is long when you learn how to “properly, drag 'yer tail!”



Kelly-D biplane



1946 Taylorcraft, of which, was recently restored right here, at KRGK



BettyJean Bi-Plane



Cessna 140 over the Mississippi

These aircraft have given me the most enjoyment of all. The big stuff is nice, but they fly themselves and really don't need me (like cats.) My tail draggers are like dogs; friendly and happy, but need discipline and care and want direction and a good walk with your FEET, (and they also need me..)

Cpt Mark

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## Newsletter Editor

-- Art Howard

Another great AirVenture (Oshkosh) is over. I arrived to very wet grounds on Monday afternoon, July 15, 2024. I kept my taxi speed up on the grass as I worked my way to the camping area in South 40. The wheels were splashing water!. My tent site was very wet but no standing water. However, the moisture caused some items in my tent to mildew! When I left on Monday, July 29, there were cracks in the ground. My how fast moisture can be lost.

There was a rain shower on Monday as I packed up my tent so had to set it up in the garage when I got back home. Today, July 30, is a rest day. These two week stints as Chairman of South 40 Camping and Registration are getting harder. I must be "ageing out a little" as I get older!

The South 40 did not fill up this year. We still had camping and parking spaces. The total attendees were up. Auto parking lots were packed and the overflow parking was challenging.

There was a good military presence this year. A B52 bomber was parked all week in the display area. The Canadian Snow birds put on a really nice show.

This was the first year that my daughter has attended in over 20 years. Military life and family took priorities for awhile. She grew up in North 40 where I used to volunteer. She plans to be back next year and has expressed interest in being a Co-Chair. That would be very nice!

With AirVenture 2024 for over, we can expect weather changes soon. There will still be some hot weather but get ready for fall flying. We should see plenty of activity around the Red Wing airport.

Also, do not forget the pancake breakfast this weekend. Volunteers are needed on the grills, tables, clean-up, and other areas.

See you around the patch.

Thank you, members, for articles. Please send your articles and pictures to [alhowar@attglobal.net](mailto:alhowar@attglobal.net).

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## Night VFR Flying

-- FAA

### Practical Risk Management for Night VFR Flying

Flying at night can be very enjoyable, if pilots understand the differences of night flying and take the necessary actions to prepare for a safe flight.

Factors in night accidents often include errors in planning, decision-making, and risk management. Fatigue can contribute to such errors. Its effects include:

- "Channelized" attention
- Poor judgment
- Slowed reaction time
- Inattention
- Ease of distraction

Other errors common in night VFR accidents include:

- Lack of proper equipment (flashlights, batteries)
- Loss of situational awareness
- Problems with night vision
- Inadequate traffic scan
- Vulnerability to optical illusions

Consider structuring a night training or proficiency session as a short cross-country flight, with night takeoff and landing practice at the destination airport. During each phase of the flight, look for (or create) "teachable moment" scenarios that provide an opportunity to teach good risk management practices for night VFR flying.

**Editor:** The above is from URL: [https://www.faa.gov/sites/faa.gov/files/regulations\\_policies/handbooks\\_manuals/aviation/pilot\\_risk/4.0-Night-VFR.pdf](https://www.faa.gov/sites/faa.gov/files/regulations_policies/handbooks_manuals/aviation/pilot_risk/4.0-Night-VFR.pdf)

It is written more for an instructor but reading it will allow any pilot to raise their ADM (Aviation Decision Making). With the peak of summer passing, the days are getting shorter. Some of us enjoy late evening flying and with that comes the possibility of night cross country with take off and landing after dark.

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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:* 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.

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