

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!

How in the world is it the middle of June 2024 already? I seem to recall it was just yesterday it was sunny and 70 in February! The weather sure has been an interesting one this spring and summer so far. Hopefully you have been able to take advantage of the dry days on the rare occasion we have them.

This month's note is a little different than most. I am asking for your consideration of support for the National Stol event for 2025.

I woke up yesterday morning and the sun was shining, I quickly got ready and headed to the airport, unfortunately not to fly, but to mow grass! It had been over two weeks since I mowed the STOL runway and my new hangar grass. I spent a couple of hours mowing the runway, it was long and definitely needed. While I was mowing it got me to thinking. As you know we postponed the STOL event until July of 2025 due to funding shortfalls. I want to start working on gathering funds and sponsor support sooner than later for 2025. Here is what I am thinking of and would like to ask for your support.

The event is \$30,000 for 2025 plus miscellaneous items like porta potties, barricades, parking signs, etc. I am estimating that to be about \$5000. It would be great to have a welcome party that Friday night also. So, we need to raise a minimum of \$35,000. \$40,000 would be great. What do we get for that money? We get a professional event with 2 air bosses, insurance, an event announcer, a production trailer to broadcast from, localized marketing, online marketing, live stream video of the event, etc. It takes about 15 people behind the scenes from National Stol to put the event on. For 2024 I had \$15,000 secured by myself and a couple of others committing \$5000

Calendar .

- Next meeting at 9:30, July 6, 2024.
- 1st Saturday meetings at the terminal at 9:30 am except holidays
- Young Eagle Schedule for 2024
 - ◇ July 13th
 - ◇ August 24th
 - ◇ September—St. John's Lutheran School, Lake City, MN

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Secretary/Treasurers Comments

-- Dan Johnson

Why would we offer up our personal funds for this event you may ask? I am a believer that great things take commitment to achieve. Having been part of the Isle MN STOL event in 2023, I saw how great of an event this is to the airport and local community. Unfortunately, the organizer of that event passed away and he was the driving force behind that event, so it folded. That is where the idea came from to bring it to Red Wing, our local airport. I am willing to commit \$5000 of my personal funds to kick start this for 2025. Can I get my money back? Yes, the group that funds the event keeps all ticket sales. Tickets would be \$20/person to come to the event. There are online and in person sale opportunities. If we have a good weather day, I see no reason not to have a couple thousand of spectators between Friday and Saturday. My goal is that we have a great event, make a few dollars and leave those dollars in the bank for the next year. After a few years, it should be self-funding for the most part.

What I have learned since becoming part of the KRGK airport, is this is a great group of people with many talents. I am asking for your support in multiple ways. From donating your time, donating your equipment to use, cash donations, etc. This group has people in it from many backgrounds that can be and are definitely needed. Maybe you are a marketing person, (I am surely not), I would love to help generate marketing ideas to get the word out. Maybe you have ties to the area that could help secure a corporate sponsor, or a band for the Friday night event, or you know someone who can help get a stage, or many more needed things. We all have something to offer, and it is all appreciated.

You can go to nationalstol.com to learn more about the series, watch videos, and learn about the organization.

The runway is coming along nicely with all of the rain we have had. It needs to be fertilized and weeds sprayed. If you would be willing to buy a bag of weedfeed to help that would be great. There are a few acres to be treated so multiple bags are needed, around 10 to be exact. I purchased a commercial fertilizer spreader last fall that needed some repairs. That unit worked great to apply the spring fertilizer I bought, so applying the fertilizer is fairly easy.

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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each. The deadline came for a \$5000 nonrefundable payment to be made and I wasn't comfortable making that payment without the remainder of the balance secured. So, I postponed the event. A couple of weeks after the deadline I was able to secure the remainder, but the time had passed.

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Young Eagles Report

-- Dan Johnson

What's next?

Continue to improve the grass runway.

Start to secure funding commitments, \$5000 committed so far. I am hoping those who were willing to help last year continue the support.

Start to plan the event and activities.

Sign the contract with National Stol securing the dates.

Mail deposit in March of 2025

Spread the word.

I am happy to talk to anyone with ideas for the event. My goal is to help spread the love of Aviation that we all share. By bringing the public to the airport for an event like this, we can do that. Look at what the chapter pancake breakfast does? People have an interest in aviation, even if they don't fly, they love to look at, touch, and are curious about the planes. How fun would it be to bring an event here that showcases what planes can do in a safe, controlled manner? Planes are meant to be seen from the air, not just sitting on the tarmac.

Look forward to your thoughts and support,

Scott



WEATHER

The weather has not been cooperating with us this year. We have only had once successful rally so far this year.

Again, our June 22nd rally was cancelled due to poor weather. It was a good thing that the weather could be used as an excuse as we only had two pilots signed up and we had 28 registered.

The YEDay program sends out email notices that may appear to be spam. The message will appear to be coming from "register" and the subject will be "YEDay...." or "Young Eagle Day....."

It is easy to miss the message in all the emails we get daily.

NEXT RALLY

Our next rally will be July 13th and we already have 24 young eagles registered.

54% of the registered Young Eagles have flown Young Eagle Flights before. 11 have flown 2 previous flights and 2 have flown 4 or more flights. These are the kids we are targeting as they are showing interest and may become interested in learning to fly.

I am sending out a request for pilots for the July Rally now so that you can plan your schedule so that you can attend.

Thanks for your support of the Young Eagle Program. Your efforts are not taken lightly and are greatly appreciated.

Dan

The Last Thing to Say...

-- Mark Weinreich

Now 75 years old and a fifty year plus pilot, I have got something to say. A poor farm kid growing up in the 1950s, and coming of age in the turbulent 1960s, I did not understand the divide and hate in my, our, the USA society of which the home Iowa county of mine demanded my military service at age eighteen. Who am I to go off to kill for what you guys think best...!

Perhaps us farm boys picked up on it real quick, the angle..the politics..the money. We knew about only honest hard work at fifty cents an hour throwing hay bales up fourteen high on the hay rack sometimes (if a level farm lest they tip over, only twelve high otherwise) and we expected our fair pay when the job was finished. The farmers in NW Iowa were prosperous and as well, honest. Many of us bought our cars on their labor payments. We appreciated and respected it all for what it was. What a sorry revelation it was for me off the farm... A self-centered existence for my gain only matters, ? when off to college.....I thought we all kind of worked together....not so it seemed.

In 1968 the space program was my ideal. The country otherwise seemed to be embroiled in race riots, Vietnam and money issues.... For my part, you want money, then work for it and if you give me any shit about it fine. Go work someplace else.... It was in college and in the US Army that I began to see different ideas about all this. While in college at Iowa State University in 1970, I was on my way to class and was spit upon in my Army ROTC uniform, more than on one occasion. On active duty when traveling home on leave, I was also spit on....getting off the airplane...flower children and anti-war..'ya I get it okay. But how about my respect...? After graduation and entry into active duty in the Army, I had to deal with issues so severe that we were armed with a loaded side arm .45. cal pistol in the performance of our company duties. I was then a platoon leader in the 29th Transportation Battalion attached to the 101st Airborne Division (Screaming Eagles) at Ft Campbell, Kentucky. Morale was very low, and I could

understand why. To this day, no one crosses me without a genuine gripe...

What I recall most is that no matter what or who you were or looked liked, you were my charge and I expected you to perform as you have been trained. My platoon of four squads had platoon sergeants and four squad leaders of which were two black platoon sergeants, and four squads, of which were a black, an Hispanic, a Native American from North Dakota, and a white farm boy from Minnesota. So how did I do this..."let us go out and just bale some hay..". It seemed to work for me anyway because I appreciated them. My platoon was best in the battalion and my efficiency report noted this. We always did well in field exercises: these guys were good! No slackers here...I liked them all, and we could do whatever was ordered of us! This was honesty and care; challenge us at your peril. Real people.

I was offered a regular Army commission and promotion upon separation in 1975; I declined due to my father's poor health condition back on the farm, Mom asked me to come back home to help. I have often wondered how they all did later...my jeep driver, a 17 year old kid from West Virginia who kept up and shined my 1/4 truck (jeep) such as was the envy of the Battalion Commander. Old hard pants came by one morning when I was about to depart to the field training exercise wanting to take "my jeep." No Sir got to go, Private Nanni and me to the field! "These are all my vehicles Lieutenant..." yes sir they are, but this is my driver and my mission! And away we went, and old hard pants not at all happy...

What I have to say to the aviators...? of today, is that of lot of you is but chicken shit per what was before. Pull your socks up and talk when asked; or if you have something in your gut that needs to be said, say it! Some might listen. Most will. Make sure you do listen also. You are just another one who happened to have "come after"... Too many think of themselves too much... Chill quite a bit...

I have more than 28,000 hours of flight time in many different aircraft. Some were more demanding than others but I respected them all. Also were my fellow crew

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members respected because they were there. Study the systems, know your environment, and always appreciate your crew and co-workers. You are but just a peg with a title after all. This is what I think when riding in back with my wife. Don't disappoint me, okay?

Straighten Up and Fly Right!

Cpt Mark

PS: I sat up pretty late writing this up. To me it means something, and what you may take from it may also be appreciated. At any rate, your life is to be what you make it. It is all up to you.

Cpt Mark

Newsletter Editor

-- Art Howard

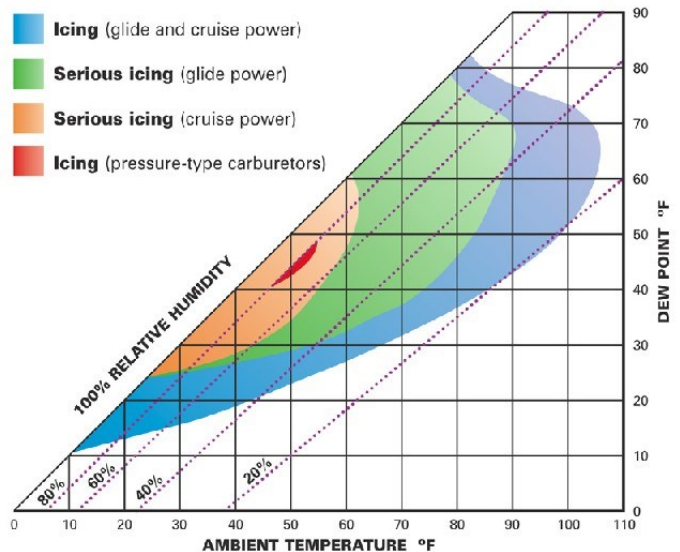
The saga of moving my sailboat, Samana, from Florida to Lake City continues. The last I wrote for the newsletter she was at Dog River Marina, Mobile, Alabama.

Had crew and we flew to Mobile International Airport. Signature Aviation gave us a ride to Dog River Marina where the boat was at dock. We used the marina courtesy van to collect more provisions and then went underway. The Demopolis Lock and Dam that had a miter gate failure in January was now open. There last cement pour was May 8. The divers went down for an inspection on May 18 and gave the all clear to reopen. The commercial traffic was given priority and after that was cleared, the other traffic was allowed to use the lock.

We made it all the way to Columbus Marina at mile 334.7 LDB (Left Descending Bank) on the Tombigbee River before having to return to Minnesota. The real challenge began where there were no rental cars available to drive to Mobile and get the airplane! Finally had to rent a U-Haul truck to get back to the airplane.

The return flight was uneventful until a line of thunder-

storms was across KEOK (Keokuk Municipal) Airport where I had planned a second refueling stop. This caused a diversion flight west in Iowa to KEZZ (Cameron Memorial, Missouri). Kansas City Approach Clearance Delivery dropped me while I was getting my IFR Clearance. This caused extra time sitting in 90 plus heat with high humidity. When I finally got the clearance they asked if I was getting rained on. I said no. We pulled onto the runway and I slowly pushed in the throttle and the engine died! It restarted but again died when I pushed the throttle in. This was to be a night flight not starting well! So, I pulled the carburetor heat on, restarted, engine ran rough, then cleared. The carburetor had iced! It really helps to understand your systems. I had never experienced this before with a Lycoming engine where the carburetor is mounted on the bottom of the oil cooler.



The carburetor was operating in the upper right of the above chart. My only other experience with carburetor ice was in my 1946 BC12D Taylorcraft at 9,500 feet when the engine started losing RPM. Carburetor heat was pulled, it ran really rough, and then recovered. The rest of that flight was with carburetor heat on.

After takeoff, there really was rain behind us with a spectacular light show! However, the flight was mostly VFR to KRGK (Red Wing Regional Airport).

While on the river I received a text message that my last remaining uncle was having a surprise birthday party. That meant I had to return to Minnesota again. Went back down with new crew and now the boat is in Kentucky Dam Marina, waiting for the Mississippi River

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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

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to stop flooding. So the saga continues!

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.

