

HIAWATHA VALLEY EAA CHAPTER 1518

RGK—Red Wing, MN Regional Airport

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

Our 50th 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 everyone has been enjoying the fall weather. I know for me it sure has cut into the flying time as the weather has been a little wet and cloudy.

If you have been over to the airport lately you have surely seen the fuel pump project is in full force. It will be great to have a new system that is fully functioning.

The jet A system will get started shortly and be completed in mid to late November.

A couple of weeks ago the airport committee took a tour of the Redwing Aviation/XO Jets facilities. We have all seen the jets coming and going over the years. When the opportunity came to take a tour and see what they actually do down there, we took it.

Wes and Preston were our tour guides, and they gave us a great look at the operations. This facility currently is responsible for the maintenance of 28 Citation Jets. Those 28 jets completed just shy of 11,000 flight operations in 2022 according to Wes. Think about that for a minute. Call it 11,000 flight operations with 28 jets, That's 392 operations per jet over the course of a year. Now factor in down time and the number is easily over 400 operations a year. That is really impressive and speaks volumes to the uptime that these jets are kept at.

The facilities here at KRGK are able to do all maintenance on the jets including complete interior refurbishments. The only items they send out is nondestructive testing due to the specialized equipment needed, and the engine rebuilds. Otherwise, all paint, maintenance, structure repair, avionics etc. are handled in house.

Calendar .

- Next meeting at 9:30 am on Saturday, November 4, 2023.
- 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

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Secretary/Treasurers Comments

-- Dan Johnson

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

November 2023 Secretary/Treasurer Report

Treasurers Report

At our October chapter meeting it was approved to contribute \$500 to both the Red Wing Area Food Shelf and the Pierce County Food Pantry. Checks have been sent to both food shelves.

Also approved was the purchase of a new Blackstone Grill for the chapter. The grill has been purchased and assembled and is ready for use at our next social event.

Our bank balance as of 9/29/23 is \$5,964.63.

Young Eagles

The dates for Young Eagles Rallies for 2024 have been set. They will be on 5/18, 6/22, 7/20 & 8/24. The July rally will be the Saturday before Oshkosh which will start the two days later on Monday.

The dates have been entered into the YoungEaglesDay.Org program.

The insurance for each rally has been ordered and certificates will be sent in January.

This year we will have three time slots 9 am, 10 am & 11 am with a limit of 8 young Eagles per time slot. This should cut down on congestion in the terminal and reduce the wait time for Young Eagles and their parents.

We will have a limit of 24 Young Eagles per rally with a wait list for each rally.

Ed Whitman made a very good suggestion that we move the registration table out of the conference room and out into the lobby.

We will also have the information about the Young Eagle Flight Plan move from the pilots to the ground support people at the terminal so that the pilots will have more time for flying.

They also have a full motion flight simulator that allows them to do in house type ratings.

At this time, they employ 80 employees at the Red Wing location and around 200 around the country.

This is a great asset to the airport and to the local Red Wing community.

On to another topic, some of you may have noticed some dirt work on the grass area between the runway and taxiway between D and C taxi ways. For those who are not aware I am trying to bring the National Stol series to Red Wing in August of 2024. In order to have them here we needed a grass runway that was suitable for the event. I worked with the city and Tom Blue to gain approval to work that soil this fall to get it seeded. We worked an area of about 1000' long by 100' wide and reseeded that. In addition to that I have mowed an additional 400' long and about an additional 20' wide to give a total landing area of about 1400' long.

Next step is mainly focused on funding. It takes \$25,000 to bring them to town. That covers the Air Bosses, announcers, insurance companies, etc. That may seem like a big number which it is, but it is really a very reasonable number considering that over half of that is the insurance for the event. We are looking for a sponsor that is willing to write the check for the \$25k. They will get full naming rights of the event. This is a great opportunity to promote a brand. If you know someone willing to get involved please let me know. There will be more information coming over the next few months.

Fly safe, Fly often!

Scott Stricker



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I will have EAA handouts and a poster about the Young Eagles Program available at the registration area.

Dan Johnson

EAA 1518 Secretary/Treasurer

PS: As always if you want to know if your dues are paid send me a text or email and I will check for you. Send dues to:

Dan Johnson
751 Briarwood Drive
Red Wing, MN 55066.

Ultralight Adventures Part 4. Conclusion

-- Paul Steger

My ultralight had one glaring deficiency in its flight characteristics- its roll control was atrocious. There were no ailerons. Instead, on the top of each wing was a small, hinged flap. To lower the right wing you would move the stick to the right. Nothing happened on the left wing, but the flap on the right one would raise, spoiling some of that wing's lift, and causing it to drop. Eventually. And that was the problem. It responded so sluggishly that my first thought was "Oh crap, a control line isn't connected." This was especially unnerving for

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After this picture on the day of my 4th and final crash, I repaired it once more and sold it.

(Continued from page 3) - *Ultra Light Adventures Part 4. Conclusion*

me, because I was essentially assembling an airplane each time I flew, making each flight the first after building it. And it wasn't just me. A pilot report in an ultralight publication made the same observation. To their credit, the manufacturer doubled the size of the flap in later models.

With this in mind, I visited the company booth at EAA Oshkosh that summer to complain. "Hey dude, you're doing it all wrong", the company rep said. "You use your rudder pedal to lift a wing." He explained that due to the very rakish backward angle of the rudder hinge line, the rudder would both point the nose and swing the tail up and out, lifting the wing as it went. I'll admit I had been using the rudder pedals primarily as foot rests, but now listening to him explain it, it all suddenly made sense. Maybe I could actually enjoy flying this thing after all. And I couldn't wait to try it.

On my very next flight, with my wife watching while holding our infant son, I blasted down the driveway and lifted off. Almost immediately a wing dropped, but I was ready for that. I was like a mouse trap ready to spring at the slightest disturbance. I punched the right rudder pedal hard. Way too hard. Big mistake. I remember the sudden feeling of deceleration, as though I had thrown out an anchor on a moving boat. This wasn't good! I stalled, and the right wing dropped, digging into the ground and whipping me around. I took out the landing gear once again, plus the kingpost and some brace wires.

I ordered another new landing gear, my fourth, plus the other parts, made the repairs, and quickly sold it. It was all over, a scant 9 months and maybe a dozen flying hours from first flight the previous November till the final accident in August.

I've wondered at times, was it worth it, and realized it was a perfect example of how sometimes its best when you don't know what lies ahead. Because if you did, you would have to make a rational cost vs. benefit decision. In my case, between the time spent on the initial assembly, all of the transport and set up hours, and time spent on repairs, I probably had 6-7 hundred hours of labor in it, and many thousands of dollars. All

for a dozen flight hours. A poor ratio in anyone's book. But once you get caught in the maelstrom, pride and stubbornness propel you ever forward, damn the time and expense. I might have racked up a few more hours of flight time but for a couple of reasons. First, I found out I didn't really enjoy being in the air all that much. In addition to the sometimes scary control issues, I would look at the exposed cables, brackets, and bolts thinking "If any of those break, I'll die." Sitting just out there, in the open, isn't for everyone. Another issue was that I was working the 2nd shift at the time, 3:30-midnight. I both wanted and needed light winds. But in the evening I was at work, and in the morning I was asleep. I missed a lot of good flying opportunities.

So of the question, would I do it all again? I would answer with another question: Would you rather die with dreams...or with memories?

Paul Steger

Honor those who have gone before you

-- Mark Weinreich

"Honor those who have gone before you, and who have enabled you.."

Words of wisdom from my Great Grandpa...and words to live by.

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(Continued from page 4) - Honor those who have gone before you

My heritage indicates that my lineage was of the European Jews who fled in the late 1800s for America. WWI animosity caused my great grandfather to “soften the tone” of our proud name. I knew him when I was just fourteen years old. He was 96 years old and full of spirit and talk. He showed no sign of forgetting anything to me; he seemed in fact to remember it all. He said to me: “Do not ever be intimidated by others; but also always appreciate your lessors, for they are who enable you.” I have this to appreciate as to the wisdom for my success in life.

Because of the universal conscription of young men in Germany, Grandpa walked off the farm at age 17 and stowed away on a steamer for America; he was caught on the way over and made to pay by tending horse stalls in New York to pay off his fare. He was a good horse man and stayed on until he had enough money to journey out to Iowa on a train to build up a farm. Christian Weinreich did very well indeed at this, and there he married a woman who was also strong. These immigrants were industrious and loyal I must say, and very much appreciated the opportunity that America offered, even tho’ some glitches (discrimination and such) came up as expected. Overall, our country did great back then, and we were in fact “great” back then. My family and many others made this country strong enough to win two world wars. It was, and still is, the determination and loyalty to a worthy cause that is made that makes it so. My patience with those who shirk at responsibility is very thin indeed. My family has served in all branches and all conflicts since WWI, losing some. While we were all loyal, perhaps others were not so.

Where this goes with aviation is for those who are really at all interested; it is essentially our America which after getting going, after all, put us in the sky. And no doubt whatsoever, it was the single minded folks, craftsmen and women who made this happen. We as a nation when united and loyal to each other, can defeat any thing; other than ourselves, lest we become arrogant and dismissive of those lessor folks who came before us. I have always kept this thought with me Grandpa. I also hope that we as a nation, do not forget this.

Memorial Day is just that. Not just for a fat chili dog and potato chips, but for at least a bowing of your head for

Newsletter Editor

-- Art Howard

I will miss the next meeting. We are flying to Tennessee to see my new grandson and then on to Florida for an annual picnic for the Waterway Radio and Cruising Club. We plan to be back in Minnesota on Tuesday, November 7. Wish we could spend longer!

The weather forecast has much cooler air for next weekend and probably beyond. We have really had a nice warm fall. November is soon here and then the white stuff. That means preheating your aircraft, both engine and cockpit. If you are parked outside for any length of time, also check for frost and snow.

The fall colors have really been nice around here. Last weekend saw a lot of traffic on the roads. Many people were enjoying the annual show of leaves changing color. What a nice display by mother nature.

A special “Thank you” to Paul Steger for his ultralight story. It was a long story so was in multiple issues of this newsletter.

See you around the patch.

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

a moment. Many young men and women who would have made a difference never got the chance to do so. We are all poorer for such. Remember such and be better for it.



By Mark Weinreich

Editor: Mark sent this to me last spring. I believe it is also appropriate for Veterans Day.

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/YouthProtection.

Editor: The airspace depicted below shows where you need ADS-B out. There is a lot of airspace where you **do not need** ADS-B out, including **KRGK**. ([FAA](https://www.faa.gov)). You can get authorization to fly into the Minneapolis airspace with this tool: [ADS-B Deviation Authorization Preflight Tool](https://www.faa.gov/adsb-deviation-authorization-preflight-tool)

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

