

HIAWATHA VALLEY EAA CHAPTER 1518

RGK—Red Wing, MN Regional Airport

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

Our 48th 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

-- Ben Burshem

Greetings EAA

I would like to thank VP Scott for taking over newsletters and helping out in my absence. And thank you to everyone for their well wishes, my wife is recovering great, and we are still working towards a full recovery.

I am recently a first time hanger owner as well, so looking forward to all the joys and work that has to bring. Also I am an experimental project owner of a 1/2 size F4U Corsair. Buying a project someone else has finished 90% and it seems like 90% to go. But I'm hoping to make good progress this winter. We are working on the gun mounts for anyone wanting to cut me off in the pattern!

At the last meeting not a whole lot of new business, we are planning on the mid winter dinner at the fire hall, also a tour of Stien Air avionics shop has been thrown on the table for the winter. Last month a few planes found a nice Sunday to go to Voyager for Sunday brunch. No official flyouts planned, I did see that the Iceport on Lake Mil Lacs will be going on again this winter.

Hope to see you all Dec 4 for our next meeting at the terminal.

Sincerely

Ben

Calendar .

- 1st Saturday meetings at the terminal at 9:30am
- Tour of Stien Air avionics—Date to be announced
- Mid winter dinner at the fire hall—Date to be announced



Secretary Comments

-- Mark Weinreich

Chapter fly-out to Prairie Du Chien (KPDC) on Saturday, October 23rd, saw six airplanes and thirteen people in attendance. The weather was beautiful and the food very good. The night return flight was conducted under clear skies and calm wind conditions with a rising harvest moon to greet us upon return to Red Wing Airport. We learned that Dan Johnson had planned to attend but had suffered a heart attack just earlier this week and is at Rochester under the care of Mayo Clinic. Let us keep Dan in our thoughts and prayers.

Editor: Dan is now out of the hospital and back home. He is doing well!

(by M Weinreich, secretary)

Adventure lived..

-- Mark Weinreich

As you know by now, Arthur Howard recently took on the responsibility and effort required to put out a newsletter to communicate with our EAA Chapter 1518 members such pertinent information and articles of interest. The time and thought put into his newsletters is evident and much appreciated.

However, as I have come to learn more about Art and his background and experiences, I am amazed at the challenges, adventures and accomplishments in his resume...

The Piper Cherokee he owns has flown to Alaska and the Caribbean and the engine overhauled three times. Art owns a two masted sailboat and has sailed it the length of the Mississippi, around Florida, the Caribbean, and up to Chesapeake Bay, Virginia. He is a ham radio operator and has been a volunteer at Oshkosh for many years, most recently acting as Chairman of the "South Forty" Aircraft Camping and Registration area. And to top it off, I learned that while I was trudging

along with my Army transportation battalion back in the early seventies, Art was in the Army and working with the National Security Agency! Quite a list for sure.

My wife met Art while she and he were both teachers at Pepin Area Schools a few years back. He had taken a five year term at teaching science after retiring from a rewarding civilian career.

She was quite impressed when hearing that Art had invited his science students down to Lake Pepin for a science class aboard his boat concerning subjects environmental and nautical. I am quite sure that the students found this type of classroom an adventure in learning. I remember of her coming home from teaching one evening and telling me; "How cool is that!" she said.

It seems that every good flying weather day, Art is flying; sometimes his partner Jean joins in. I think he realizes as I do that there may well come a time when we no longer can fly as we wish.

I don't want to have to say to myself then 'I wish I flew every chance that I had...'

We have had and have now some extraordinary people in the Red Wing Airport Community. I hope to be able to ferret out more to relay about the special kind of persons who involve themselves in aviation and with whom we have the privilege to know.

Cpt Mark

Blackcap

-- Cpt Brenda Carlstrom

Civil Air Patrol Members Attend Emergency Services Training Hosted By Local Squadron.

The Red Wing Civil Air Patrol hosted their 34th "BlackCAP Emergency Services Training weekend September 24th -26th at their hanger at the Red Wing Regional Airport located in Bay City WI. There were three days and 2 nights of Emergency Services training. Thirty

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Dennis' blog

-- *Dennis Ahern*

This column was planned to be a prequel to last month's history of EAA 1518/H.V.P. as written by Mark which details the development of Valley G.A. from the late 1970's-but the rumble of a pair of P.W. 1340's as "Miss MITCHEL"- THE St. Paul Chapter B25-flew over my south bedroom on extended downwind for two seven. The tutorial will have to wait for a future sheet-let's try to log the visits of ex and current military aircraft to KRGK. Full disclosure, I personally dislike the term "warbirds" so anything that hosted the stars and bars on the air fuselage and paid a visit to our 260 acres of cedar and sand bursts is featured.

How about the Blue Canoe? It's the affectionate term for a Cessna 310 in air force colors. In late 1974 one deposited a full Colonel here to review the local unit of the National Guard-the soldiers were Company "B" and I believe-the aircraft was designated UC-21.

That Sauna Brigade was airlifted out of RGK to in early 1981 for a short X-C to Camp Ripley. The C-130's were serviced with less than full fuel to our 3000 feet of frozen blacktop was adequate for the 170 soldiers and their M-16's.

Ed Erickson used to fly a Pitts when our group included a free airshow with the pancakes in 1979. During our Saturday's preparation Ed managed to borrow a C-123 from the Anoka Chapter of planes of fame and stop by to see how the grill repair was progressing. Ed's day job flying DC-9's for the Old North Central Airline qualified him to captain this transport that served as a glider, a piston airlifter and experimental twin jet during its history with the United States Air Force and C.I.A.

A L-29 Delfin from the Czech Republic was based in the "66" hangar for several months in 1997. The two seat trainer was powered by the loudest turbo jet that ever rippled the mud of Grass Lake, with a fuel burn of 180 feet gallon per hour a flight over the cornfields of Goodhue and lit up the low fuel warning indicator. For the students who survived, the lesson plans provided by the L-39 Albatross before they graduated to a Mid-21 to defend the gates of Moscow. Dave Wood persuaded his

cousin and his wife to arrive with their ex-soviet advanced training during breakfast of 1999. Probably the hottest pancake festival our group sponsored. The sleek craft was a popular static display in the 92 degree heat.

Barry Hammerbach was always welcome when his SNJ (Naval ATG) stopped by for a bit of KRGK hospitality. I've perfected the ability to indicate that a ride in a new type of aircraft would lift me from the depths of a victor depression. Such a begging continually resulted in sometime behind the PW-450 while it performed a loop and roll over the soybeans of South Ellsworth. Barry's tastes have newly compassed a Vietnam era Huey. Three breakfasts ago, I was privileged to ride the star-board door gunner position as we did a reconnaissance over the Pavians and steam boards of River City Days. I'll take credit for the fact that no Vietcong have dared to show themselves in the backwaters of the Mississippi since the date of my manning that demilitarized M60.

An L-19 Birdog is parked on the ramp in a glowing April morning in 2001. Dan Schaler who has commanded B-L17's and B-66's over the globe could not recognize the roundels displayed on the wings and fuselage of this Cessna turned to observation craft. The two man crew informed Dan and me that the aircraft served the United States Army before it was transferred to Italy which then bequeathed it to the island nation of Malta which lies south of the toe of Italy. Despite cold war service in the colors of the nations, the taildragon was in pristine condition with a t.t. of less than 900 hours. Must have something to do with the Mediterranean sun of Chianti wines in the mess hall.

I have not included our visitors during the 2004-2005 airshow sponsored by the C.A.F., they are the subdeck of a future sheet as are any craft I have missed during the decades our members have been welcoming civilians and military visitors to our patch of native prairie.

Thank for reading-

Dennis Ahern

(Continued from page 2) — Blackcap

two Cadets from 12 different MN squadrons attended. They learned leadership, Communication Skills, Drone Procedures, Emergency Services Line Search, Compass and Litter rescue.

The Civil Air Patrol, the official auxiliary of the United States Air Force, has three primary missions: Aerospace Education of the American people, Emergency Services, and the Cadet Program. The Cadet Program provides opportunities for the learning, maturing, accepting, and nurturing of leadership to over 26,000 young Americans from 12 to 20 years of age. With the advice and assistance from CAP Senior Members and the US Air Force, cadets are exposed to a structured program comprised of aerospace education, leadership, special activities, physical fitness, and moral and ethical values through group and individual activities.

The Civil Air Patrol's mission statement is supporting America's communities with emergency response, diverse aviation and ground services, youth development and promotion of air, space and cyber power.

Individuals older than 18 may join as adult members. Contact Red Wing Civil Air Patrol Composite Squadron Commander at david.carlstrom@charter.net for more information.

Blackhawk Helicopter

-- Cpt Brenda Carlstrom

Local Civil Air Patrol squadron is invited to fly on a Blackhawk Helicopter.

Members of the Red Wing Civil Air Patrol Composite Squadron participated in flying in a Black Hawk helicopter. Over 40 Civil Air Patrol members from 4 MN squadrons received a tour of the Black Hawk base.

2nd Battalion, 147th Assault Helicopter (2-147 AHB) is an Army National Guard utility helicopter battalion headquartered on Holman Field in St. Paul that supports the 34th Infantry Division and the State of Minnesota by providing air lift, scouting, mobility, and support

of civil authorities. The aviators of the 2-147 AHB fly the UH-60 Black Hawk helicopter.

2-147 AHB has 6 subordinate units; A Company, D Company, and E Company at St Paul's Holman Field as well as B Company in the Kentucky National Guard, C Company in the Iowa National Guard.



Members attending from the Red Wing Squadron were Cadet Capt Kaleb Kangar (Diamond Bluff); Mombo and Cadet Williamson (River Falls) and Major David and Captain Brenda Carlstrom (Red Wing).

Youth between 12 and 18 are invited to join Civil Air Patrol as Cadets. Individuals older than 18 may join as adult members.

During the COVID-19 pandemic, it is still possible to visit and even become a member of C.A.P, since many squadrons hold online meetings. Email Skyhook2@charter.net for more information.



Newsletter Editor

-- Art Howard

The flying adventures of your Editor.

October 24, 2021 we left the Red Wing Airport, KRGK, for Cleveland, Tennessee. The first leg saw 1:20 hours of instrument time with a logged instrument approach, RNAV(GPS) RWY 13, into Washington Municipal, Washington, Iowa (KAWG), for a fuel stop and stretching our legs. The next leg was to Vandalia Municipal, Vandalia, Illinois (KVLG) with another 1 hour of logged instrument time. However, an instrument approach was not needed. From there we stopped at Muhlenberg County, Greenville, Kentucky (M21) before continuing on to our destination of Cleveland Regional Jetport, Cleveland, Tennessee, (KKRZR). Why all the stops. It gives us a chance to pick up lower cost fuel at the county airports and stretch our legs. Also, the pit stop that is needed at the end of all flights!

After visiting my daughter's family for two days, we once again became airborne for a trip to Coastal Carolina Regional, New Bern, North Carolina (KEWN). This was our destination. We had one stop for fuel and pit stop at Darlington County, Darlington, South Carolina (KUDG).

I am also an Editor for WRCC (Water Way Radio and Cruising Club) and it was their annual picnic. We stayed at a Kabin (That is how they spell it.) at the New Bern KOA Holiday campground. We enjoyed old friends, good picnic food, and a campfire.

Soon it was time for the return trip. We retraced our steps, landing at the same airports. I filed for 8,000 feet from KUDG to KRGK but had to descend to 6,000 with a diversion to the south because of the start of rime icing. We could not continue direct to KRGK because of the Appalachian Chain of Mountains. ARTC (Air Route Traffic Control) needs 2,000 foot of clearance from the mountain tops.

We had another stop in Cleveland and then we continued home on Saturday, October 30. There was lots of IFR flying and 3 approaches logged for this flying adventure.

The total flying time was 26:45 hours of pilot in command time. There was 8:55 hours of logged instrument

EAA Chapter 151 Dues

-- Dan Johnson

Fellow EAA Chapter 1518 Members

Just a friendly reminder that not all have paid their dues for 2021

To become an active member of chapter 1518 the following is required:

1. You are a member of EAA and have paid your dues to the national organization.
2. You have paid your Chapter Dues of \$10 per year.

Contact Dan Johnson or Art Howard and they can look up if you are current on your local and national dues.

If you need to pay chapter dues give them to Dan or Art and we will update the records.

Editor: You can also mail your dues to:

Dan Johnson
751 Briarwood Dr
Red Wing MN 55066

time. The daylight faded away during the flight back to the Red Wing Airport (KRGK) and I logged 1:25 hours of night flight.

The nice thing about flying my 1962 Piper Cherokee, PA 28-160, is the upgraded instrument panel. It is now considered a TAA (Technically Advanced Aircraft), with the Garmin equipment. The coupled Auto Pilot really takes the pilot workload away. One just monitors the panel to insure all is OK. One of the approaches during the trip was to minimums. The auto pilot flew the approach and I took over for the landing. Very nice!

I experienced a Battery Fault on both G5s. It was cold at 8,000 feet and I had turned off the outside air. The cabin heater and the defroster were both on. This caused a heat buildup behind the panel. Once I turned on outside air, the faults went away. This is a warning to anyone using backup batteries during the winter months. Insure you keep them cool!

The new engine has arrived! I have been working with

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the mechanic to remove the old engine and install the Lycoming factory rebuilt engine. The propellor is out for refurbishing at:

Maxwell Aircraft
Crystal Airport 5800 Crystal Airport Road
Minneapolis, MN 55429

I will be flying the Cherokee in early December. Of course, the first flight will be over the Dodge Center Airport for two hours for the initial break-in of the engine.

Everyone, please fly safe this coming winter season, if you go out to the “cold” airport and a “cold” airplane. I plugged in the TANIS heater a few weeks ago, just to keep the engine warm when I want to go flying.

Hint: I need articles like I just provided above. Please send me your build, fly, pictures, or other aviation stories for this newsletter. Thank you!

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](#)). You can get authorization to fly into the Minneapolis airspace with this tool: [ADS-B Deviation Authorization Preflight Tool](#)

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](https://www.eaa.org/youthprotection).

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

