

HIAWATHA VALLEY EAA CHAPTER 1518**RGK—Red Wing, MN Regional Airport***(Formerly the Hiawatha Valley Pilots Association - founded in 1973)***Our 50th Year****Chapter Leaders**

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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 afternoon 1518!!

Well, its officially the first day of Spring!! Can you believe it, we made it through another winter season. For those of us who remain in the gods land of the frozen north all winter it

was a long winter. I am enjoying watching the water drip off my roof as I type this. For those who travel to warmer climates for the winter season, I know you are jealous and can hear the drips right now.

With the changing of the seasons, I know a lot of you may not have flown much over the winter. While we are still a few weeks, (not months) away from truly warmer weather. Now is a great time to get out to the airport and start getting your aircraft ready for another season of flying. Is your annual current? When was your last pitot static check done? Maybe time for new ELT batteries after a long winter of freezing? What about you? Is your medical current? What about your BFR? Spring is a great time to get back in the swing of flying before the busy summer schedules kick in. Please take a minute and take a good look at things to make sure you and your plane are 100% ready to go.

I know I enjoyed the winter flying season. I got to do things that I normally wouldn't have been able to do. Ski flying for example. What a great experience that is, and I look forward to next season of it. All be it, with a few improvements, mainly a home-built snow groomer to make the snow a little smoother. I know my bones and the bones of the Cub will appreciate the groomed runway.

However, with all the enjoyment of winter flying, I am longing for the first day with the hangar door wide open. There is something special to me about that. I enjoy having the door open, waving to others as they come and go from the airport and best of all, being able to clean the hangar floor from all

Calendar .

- Next meeting at 9:30 am on Saturday, April 1, 2023
- 1st Saturday meetings at the terminal at 9:30 am except holidays
- Young Eagle Rallies::
 - ◆ May 20th
 - ◆ June 17th
 - ◆ July 22nd &
 - ◆ August 19th

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Secretary Comments

-- Scott Stricker

Secretary's Comments:

Editor: No information received for the April Newsletter.

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

the winter's activities in the hangar. For those who don't know, my hangar is an active hangar for all things aviation and non-aviation related. There is saw dust in places I am embarrassed to admit, there is fiberglass dust in almost as many places. If you drive by and see a huge cloud of dust coming out of my door, just know I am doing it with a big smile. Why am I so excited to clean the hangar you, my ask? Well, of course cleanliness is next to holiness as my mother would say. But there is another reason. You see there is a plane that needs to come back into the hangar and get made legal to fly. There was an acquisition made in the late summer early fall that finally has received its registration. Now, we are in the process of getting a DAR out to inspect it. Needless to say, I am super excited to get it in the air. More to come on this subject!

I am looking forward to our hamburger social in early June, our flyouts to grab dinner, speaking of dinner, anyone want to take charge and set up a flyout to Eau Claire for a springtime dinner? That would be a great flight to work the rust off you and your airplane. Don't worry, the control tower folks aren't that mean over there. They like the KRGK crew!

Look forward to seeing everyone around the airport this spring, if the hangar door is open, please stop in and say hi!

Thanks,

Scott Stricker

Red Wing Civil Air Patrol Squadron

-- Capt. Brenda Carlstrom

Area Civil Air Patrol Welcomes New Leadership

The Red Wing Civil Air Patrol Composite Squadron located at the Red Wing Regional Airport welcomes new Squadron Leaders. Cadet Chief Master Sargent Caroline Keller is the new Cadet Commander and Capt. Brenda Carlstrom is the Squadron Commander.

Cadet Keller joined the St Croix MN squadron in 7 Dec 2017 and transferred to the Red Wing Civil Air Patrol Composite Squadron on 13 July 2021. Her Personal Development achievements include the following: attending encampment at Volk Field ANGB, Camp Douglas WI, Emergency Services classes through FEMA and Civil Air Patrol. Caroline was awarded Honor Credit when she received her achievements of the General Curry, General Arnold, Mary Feik, Wright Brothers Award, Capt. Eddie Rickenbacker, General Jimmy Doolittle, and Neil Armstrong ribbons. Her Cadet Duty Positions are: Cadet Emergency Services Non-Commissioned Officer, Cadet Flight Sergeant, member of the Cadet Advisory Council for the MN Wing CAP and now Cadet Commander. She has received the following awards Crisis Service Award, Community Service Ribbon and Red Wing Squadron Cadet of the Year 2022. Cadet Keller has also been active at the squadron levels participating in Search and Rescue Trainings, Orientation Flights, and Wreaths Across America. She participates in the squadron's color guard when needed.

Captain Brenda Carlstrom joined the Red Wing Composite Civil Air Patrol Squadron in 2007. Her Personal Development achievements include FEMA and Civil Air Patrol Emergency Services and Cadet Program Classes. Her Duty Positions are Public Affairs, Recruiting and Retention, Finance and Squadron Activities Officers, and now Squadron Commander. Brenda has also been active at the squadron level by participating in Search and Rescue Trainings, Wreaths Across America, visiting

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schools for recruiting and information sessions. Both ladies are going to be a great asset to the Red Wing Civil Air Patrol Program.

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. For more information contact brenda.carlstrom@charter.net

Submitted by Captain Brenda Carlstrom

Sincerely,



Capt. Brenda Carlstrom

Commander

Red Wing Composite Squadron, NCR-MN-104

United States Air Force Auxiliary

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Cell phone 651-280-7284



Young Eagle Chairman Report

-- Dan Johnson

We have scheduled young eagle rallies for this season on:

- May 20th
- June 17th
- July 22nd &
- August 19th

We appreciate the efforts of all of our Young Eagle Volunteers!

EAA has done a great job developing the YEDay.org online registration program. The program streamlines the registration process and makes it user friendly for the parents of Young Eagles.

Make sure that your YE Training and background check is up to date.

Dan Johnson

YE coordinator

TFR DOS AND DON'TS

-- Art Howard



Editor: The following is from [IFR Magazine](#):

After almost two decades there is still some ambiguity in the flight restrictions imposed by TFRs and not all of us are up to speed on their nuances in IFR operations.

By [Elim Hawkins](#) - Published: April 21, 2021 Updated: April 6, 2022

On average, aviators know what a Temporary Flight Re-

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Member Spotlight

-- Mark Weinreich

In 2022 two new private hangars were built at our airport. One is the result of Bruce Beckner's efforts to provide shelter for his 1966 Piper Twin Comanche which is a really nice light twin and an increasingly rare sight to behold. We are fortunate to have Bruce and his aircraft join the KRGK community.



Bruce spent the majority of his flight time at Northwest in the Boeing 727 and 747, with the majority of his captain hours spent on the flight deck of the 747 on international flights. With Delta he flew the Airbus A-350 before retiring. Bruce and his wife Sheila live just outside of Red Wing Minnesota and have two grown sons. One of their sons has attended the aviation program at Mankato. Bruce is now moved into his new hangar and enjoying it! Welcome to Bruce and Sheila for joining our hangar community at the Red Wing Regional Airport!

by Mark Weinreich



Bruce is a recently retired airline pilot having flown the line for 39 years for Northwest Airlines and most recently, Delta Airlines.

(Continued from page 3) - **TFR DOS AND DON'TS**

striction (TFR) is. However, do they know that depending on the TFR, there are exceptions to the "No Fly" edict? But wait. "Depending on the TFR?" Okay, so there is obviously more than one type, but just how many different TFRs are there? Enough for you to check your NOTAMs before you go ... No intercepts, please!

Let's refresh our memories on what a TFR is and how it affects general aviation. The basic rules may be to stay out, but that depends on the TFR and other factors. TFRs restrict airplane movement in areas of government VIPs, special events, natural disasters, or anything that would warrant keeping airplanes out of said airspace. All these reasons can be broken down into separate categories to determine whether someone can enter. Knowing these details and understanding how to read a TFR notice will enhance your thought process and assist in flight planning. Depending on what kind of flying you do, that knowledge could be the difference between accomplishing your mission or some less desirable alternative.

Editor: For the complete article, please go to <https://www.ifr-magazine.com/technique/tfr-dos-and-donts/>

Newsletter Editor*-- Art Howard*

I attended a two week class at Venture North Aviation, LLC., at the Cloquet/Carlton County Airport. It was the accelerated two week, 10 day CFI and CFII training course. The prerequisites are the written test which must be passed first and you need a logbook endorsement for CFI—Stall/Spin training. I passed all three knowledge tests back in December and had the spin training in the Extra 300 in Florida in January. The intensity of the two week accelerated class is high. I lost about 4 pounds!

During each week we flew so I could train and pass on the practical test maneuvers. The oral work was presenting power point lectures with questions as needed from the Designated Pilot Examiner. I took the flight CFI Practical Test Standards on Monday, March 6 and failed. After more training, I retook the part I failed on Tuesday, March 7 and passed. The flight CFII Practical Test Standards was on Tuesday, March 14 and I passed the first time! What a relief from the intensity of the two week course!

On days the weather was bad, I worked on power points. When the weather was good we flew maneuvers. It was a real challenge flying from the right seat after flying so many years in the left seat. There were a lot of memory motor skills I had to learn all over again. On my first landing, when I went for the brake, my right hand hit the right side of the aircraft! Oops! That hand is supposed to be on the wheel and the left hand is for the brake and throttle on my aircraft when flying in the right seat!

Just to give you an idea of how much effort went into this, I logged 55 hours of flight time in N5438W over the last 30 days!

I have started on my next effort and that is starting an IMC Club. I have contacted EAA HQ and am scheduled for a virtual conference on Tuesday, March 21 for the IMC Club work. I will get more information from this meeting on what is needed to get the IMC Club setup and running. I have already contacted Scott Stricker, our Chapter President, for help in setting up an IMC Club for the Red Wing EAA Chapter 1518.

On a pleasant flying note, it is March and the weather is

EAA Chapter 1518 Treasure*-- Dan Johnson*

Well, it is a new year for chapter 1518 and EAA. That means that it is time for both chapter & national dues.

Only 12 members have paid their dues for 2023

If you want to have me, check to see if your chapter or national dues have been paid, just send me an email at DanJohnsonMRWI@Gmail.Com or text me at 715-441-1790. I will look them up and send you a reply. Please put chapter dues in the subject line.

You can pay me your chapter dues at any meeting or mail them to me at

Dan Johnson
751 Briarwood Drive
Red Wing, MN 55066

Dan Johnson – EAA 1518 Treasurer

starting to warm up. For those pilots who have not flown all winter, time to brush up on getting back in the air. Do a through preflight. One never knows what animal or bird took up residence in the aircraft over winter. Summer flying season is just around the corner!

Just a note on the March Newsletter. I was in Cloquet when I sent it. It appeared to go out correctly but apparently it did not go. I heard from a couple of members that they had not received it so I resent it. For the four members that get a paper copy, it was sent late. I did not have a printer in Cloquet so was unable to get it out by mail until I returned back to Lake City. Sorry for that.

This newsletter is also being completed away from Lake City. We are currently flying to Sun n Fun, Lakeland, Florida. Will return after April 4th.

See you around the patch.

I need more articles from the membership. Please send your articles and pictures to alhowar@attglobal.net.

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/>

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.

