

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

Hello 1518,

Well, we are now just a few days away from Thanksgiving, the weather so far this fall has been pretty good all things considered. Hopefully you got out and enjoyed the extra days of above average temperatures. I know I have been outside as much as possible over the past few weeks knowing this will all come to a very sudden stop!

The fuel island project has taken a little longer to get the 100LL back up and running than originally planned but should be going in the next few days. It will sure be nice to be able to get fuel at the airport once again. Its great to see investments made into the airport by the city. It also helps to keep up with technology and ensure that the system will be hassle free for many years to come.

Along with the fuel project, the city has been busy removing Ash trees at the airport that had died from Ash Borer apparently. In talking to Tammie, they had to wait until after October 15th do that work due to regulations around that bug. Interesting. Maybe a few less bugs to hit with our windshields next summer!

About a month ago I got a phone call from Bearhawk aircraft out of Austin Texas. For those of you who read my article a few months ago, I announced that I ordered a Bearhawk Patrol kit at Oshkosh this summer. When the call came, I was expecting to hear that there was an issue that has pushed my delivery out further than the proposed date of December 2024. As I was talking to Mark Goldberg from Bearhawk that evening on the phone he asked me a very surprising question. He asked if I was able to take delivery of my kit a

Calendar .

- Next meeting at 9:30 am on Saturday, December 2, 2023.
- 1st Saturday meetings at the terminal at 9:30 am except holidays
- Young Eagle Schedule for 2024
 - ◇ April 20th—St. John's Lutheran School, Lake City, MN
 - ◇ May 18th
 - ◇ June 22nd
 - ◇ July 20th
 - ◇ August 24th

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Secretary/Treasurers Comments

-- Dan Johnson

December 2023 Secretaries/Treasurers Report

We have added a private YE Rally for a church group from Lake City on April 20th. That will make five planned rallies for 2024. This will be our first rally of the year. Art Howard has made contact with the group. We will provide more information in the spring.

Scott & I have talked about adding a Safety Seminar to the 2024 schedule. I will investigate options and bring it up at an upcoming meeting.

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.

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full year ahead of schedule! I was at first speechless, which I know is a tall order for me to be that way! Mark went on to explain that someone had placed an order ahead of me, and had choose to back out of the kit, ouch. In order to be on the official list, you have to put a 10% deposit down that is not refundable. So that person walked away from that deposit, guess he didn't get the wife's permission before mailing the deposit!

Anyways we talked about it, and I explained to Mark that I hadn't sold my Glasair yet as I thought I had till spring, I was in the process of building a new hangar this spring as well to be better situated to do the build. Mark said, no problem just thought I would ask and that it wasn't a problem that I couldn't take delivery earlier.



I quickly told Mark that I didn't say I wasn't going to take it, its just that I thought I had more time, but yes please make arrangements to ship the kit and I will get things in order on my side to take delivery.

So, on Sunday November 19th at about 2pm the driver showed up in my driveway with my Patrol kit. Needless to say, I was excited and overwhelmed at the same time. Its one thing to talk about building a plane, looking at websites and videos that show the process, but its another thing all together to physically touch your kit. There are more parts than I could ever have imagined that need to be assembled in somewhat of an orderly process to create a flying machine. I know what I will be doing for the next month or two in the evenings, organizing nuts, bolts, turn buckles, bearings, screws, rivets and more rivets, nut plates, I think you get the idea. I have attached a couple of photographs of the delivery.



At the same time as the kit is arriving, I have sold my Hangar here at KRGK and am in the process of building another one. We have started

the site prep work getting the site leveled before the snow flies to make the spring build a little easier. While

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Surviving the Season

-- Nicole Hartman

Best Practices for Winter Weather Readiness

Like many, my family and I enjoy watching wilderness survival shows, like the History Channel's *Alone*. We find it entertaining and comforting, in a strange way, to witness thrilling survival experiences in brutal environments from the luxury of our cozy couch. We can't help but envision how we would act if put in that same situation. Would we be prepared? Could we survive? Our guilty pleasure has us considering these hypothetical questions, but any pilot who flies in extreme winter weather should consider them seriously.

With fewer planes in the sky and the potential for better visibility and boosted aircraft performance, the winter season presents supreme conditions for flying — if you're properly prepared. Here are some vital areas to plan for if you're thinking of flying this winter.

Frigid Fitness

Any survival expert will agree that physical and mental well-being are imperative for a successful expedition. As a pilot flying in the winter, it's important to understand the effects that colder weather can have on your body and mind. Cold stress, caused by exposure to extreme cold and windchill, can impair basic motor functions and have serious consequences.

Pilots are susceptible to cold stress before, during, and after flight. This occurs whenever skin temperature starts to drop, followed by internal body temperature. When your temperature drops below 98.6 degrees F, blood flow to your extremities is restricted to preserve heat in your core. We're all accustomed to chattering teeth and shivering, but as your body is unable to warm itself, fatigue and confusion or disorientation can also set in. Prolonged exposure can lead to serious cold-related conditions including hypothermia, which affects the ability to think clearly and move easily, and frostbite, which damages deeper tissue and can lead to tissue death.

None of these symptoms are conducive for a safe and



pleasant flying experience, so what can you do to keep Jack Frost from nipping at your nose?

Layer: There is no single magic garment able to adapt to the environmental variables of winter. Wear a breathable, wind/water-resistant outer layer, an insulating middle layer, and a breathable, moisture-wicking base layer to provide the protective barriers needed to combat cold. Protect extremities with thermal headwear and gloves. Supplement with warming packs for feet, hands, and liners.

Footwear: Tennis shoes are fine for pre-flight in a warm hangar, but make sure your footwear is appropriate for the weather before pulling the aircraft outside and taking off. Consider wearing boots with a moisture-wicking lining to help stay dry and a slip-resistant sole for added safety.

Hydrate: Dehydration in cold environments is a major risk especially since lower temperatures suppress thirst (the body is focused on regulating core temperature more than fluid balance).

Eat: Eating a healthy meal before flight is important for your physical and mental wellbeing. Eating also keeps your metabolism up which helps you retain heat.

Rest: Make sure you're well-rested before flying. Your body needs energy to maintain its core temperature. Additionally, exhaustion and fatigue can exacerbate an already stressful situation.

Limit Direct Exposure: The less time you're exposed to the elements, the less likely you are to be severely impacted by them.

Make a List. Check it Twice.

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Now that you're properly bundled, you need to make sure your aircraft is ready to face the elements. In the winter, your preflight checklist is especially crucial and should be scrutinized with even more care than Santa double-checking his naughty list. Inspect your aircraft as though an examiner is observing you: check tire pressure (which tends to drop in cold weather), perform any needed snow/ice removal, and inspect the engine cowlings for any debris or small animals looking for a place to stay warm.

Pay special attention to the aircraft openings where snow can enter, freeze solid, and obstruct operation, especially if an aircraft is parked in an area of blowing snow. These openings should be free of snow and ice before flight. Inspect pitot tubes, heater intakes, carburetor intakes, anti-torque and elevator controls, and main wheel and tail wheel wells where snow can freeze around elevator and rudder controls.

Be sure to inspect your fuel vent before takeoff. A vent plugged by ice or snow can cause the engine to stop, the tank to collapse, and potentially other serious damages. Additionally, always double-check your anti- and de-icing equipment.

It's crucial to warm up your aircraft cabin and engine in cold weather, especially if it's not being stored in a hangar. Watch for potential fire hazards due to faulty heaters and/or cords and do not leave your airplane unattended during the preheating process. Be careful that the heat ducting is not blowing on flammable parts of the airplane such as upholstery, canvas engine covers, and flexible fuel, oil, and hydraulic lines. Ensure you always have a fire extinguisher at the ready during the preheating process. Be aware that if your aircraft is

stored in a hangar, frost may develop on it once it is brought out into the cold. Keep an eye out for this and be prepared to remove as necessary.

Precipitation Preparation

Proper flight planning is always important; however, it is particularly crucial when flying in winter weather. With the possibility of sudden weather changes, pilots must have a detailed understanding of weather conditions and forecasts along their flight route. Simply put — winter preflight planning should take longer than prepping to fly in warmer weather. Keep this in mind as the tendency to rush to avoid becoming cold could result in missing a critical item.



The cold air of winter often provides increased visibility, letting you see everything more clearly from further away. However, snow and ice can create hazardous conditions, so knowing the fastest or safest escape route is a critical part of the flight planning process. Be sure to utilize the numerous weather tools available to inform go/no-go decisions. Pay attention to the weather patterns most common in your local area and assess the trends for your destination several days ahead of time if you're flying cross-country.

Flight planning should include your destination as well as some contingency routes in case you encounter unexpected weather and need to change course. Mid-air, mid-ice storm is not the time to come up with a "plan B." The more you understand how the weather acts within your common flying zones, the better prepared you'll be for any issues that arise during flight.

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Equip for Elements

Winter flying is not like competing on a reality survival show, with an entire production team waiting in the wings in case something goes wrong. When you're waiting for aid in an unheated airplane on a cold, snowy night, you'll be wishing you had the option to "tap out" and be rushed off to safety and warmth.

Even the most cautious pilots experience emergencies, so always pack necessary survival equipment, including extra winter clothing, a fully charged phone, a flashlight with new batteries, high-energy food (like protein bars and nuts), and water. Additionally, consider equipping your plane with some survival gear for the worst-case scenario. Some states (like Alaska) require specific equipment to be carried on board, by law, applicable to the time of year. Be sure to check your local area before flying.

Your basic survival kit should consist of the 6 C's of survival.

Cutting Tool: A knife is a versatile, indispensable addition to any survival kit. A small and useful tool, a knife can be used for processing wood and as a flint and steel striker for fire.

Fire Starting (Combustion) Device: This can include stormproof matches, a simple lighter, or a ferro rod.

Cover: A lightweight, compact, and multi-purpose tarp, drop cloth, emergency blanket, or even a heavy-duty plastic trash bag. This cover can be used as a wind-breaker, sleeping bag, or ground covering. It can also be used to catch rain/snow for drinking water or to signal for rescue if it's reflective or brightly colored.

Container: An uncoated metal container can be used directly over a flame to purify water or to create a hot water bottle to aid in keeping you warm.

Cordage: A 7-strand paracord is very helpful for many things and very difficult to replicate in the wilderness.

Communication: A satellite phone, InReach, or Spot device. Having the ability to communicate your exact location via satellite when not in cell coverage significantly reduces the time necessary to facilitate a rescue.

Newsletter Editor

-- Art Howard

Brr! The balmy November days are over. Preheat is now important for your aircraft if you plan to fly and enjoy cold weather flying.

On the back page of this newsletter you will see a Certificate that was mailed to me by Guinness World Records. When I was at Venture North Aviation, LLC last winter, I achieved a record I was not looking for. I just wanted to get my Flight Instructor Ratings. I did a Google search last summer and saw that I was older than the last person to get that recognition. So there you have it, a freshly minted flight instructor who is an older person. Most Flight Instructor candidates are young people looking to get into a flying career with the airlines or corporate. A few of the Flight Instructor candidates actually want to make a career of being a flight instructor.

From my perspective, it is nice to work with pilot candidates that want to learn to fly or improve their flying. I am really enjoying my new part time work.

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Cold, Hard Facts

With so many variables to consider, from abrupt changes in weather to equipment maintenance, many general aviation pilots may decide to skip the wintertime adventure for something more mild (and warm), like binge-watching the latest season of *Survivor*. However, with the right preparation and precautions, wintertime can truly be a wonderland, offering some of the best air for flying.

Nicole Hartman is an FAA Safety Briefing associate editor. She is a technical writer-editor in the FAA's Flight Standards Service.

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we were stacking dirt the other day, we got a surprise visit from some guy in his fancy golf cart thinking he can go

anywhere. Well, Shawn Thorton, your little golf cart is not your Husky. It can't do it all. It was pretty enjoyable to watch Shawn pulling on the back of the cart to get it off the pile. Those Southwest drivers think they can do it all. Well after watching him struggle for a bit we helped him get it down. It was a great day to play in the dirt at the airport!

Merry Christmas to all of you and I wish you a great 2024.

Scott Stricker



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On another note, I just completed two flights for LifeLine Pilots. I was flying for Angel Flight, but they have an age restriction of 80 years old. LifeLine Pilots does not have an age restriction. I picked up the young boy, 10 years old, and his mom as the companion, on Sunday and flew them back home on Wednesday, just before Thanksgiving. The young lad had doctors appointments at the Mayo Clinic in Rochester.

I had strong headwinds on the way back with a slowest ground speed of 68 knots briefly! For awhile I saw the milage get shorter and the time in flight increasing to KRGK. At 0231 Zulu I saw winds from 267 at 42 knots! Fortunately, the winds closer to KRGK subsided. The important lesson here is to recheck your fuel consumption to insure you have enough to reach your destination with a reserve. Doing the calculations with the slowest ground speed indicated I would hav12 gallons left when

touching down at the Red Wing Regional Airport. Since the wind let up some, I touched down with 22 gallons remaining. A nice reserve for a night flight that was 4:15 hours!

I have not done a long night cross country in many years. Some short ones but nothing this long. There are sure a lot of lights on the ground in the modern world! It was a smooth night flight at 4,000 feet. The outbound flight to KMCI, Champaign/Urbana Illinois was 2:45 hours at 7,000 feet. Strong winds can be helpful or really a problem when messing with a slower ground-speed. It was nice to help someone with medical problems.

See you around the patch.

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