

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 Morning 1518!

Hope everyone's New Year is starting out great. It's been a little quite around the airport, besides the snow-plows running around the tarmac everyday or two it seems. Thank you to the plow operators at the airport trying to keep it as clean as possible. The freezing rain we got a couple of weeks ago sure didn't help things out on the taxiways. I'm sure most of you are dealing with the same things at home too. I know taxing the Glasair on the ice the other day was an interesting experience. Last winter I landed the Glasair up on Lake Mil Lacs and had better traction than I do on the taxiways right now. When you get out to go fly, please use caution around the airport until the sun has time to melt some of the ice.

I took the Glasair up to Crystal a few weeks back to get the condition inspection done. It was one of those clear, beautiful mornings. As I taxied out the tarmac looked shiny, I found that a bit odd. When I got in and fired it up, it started to move! I double checked to verify I had brake pressure, and I did. It sure didn't seem that slippery when I walked on it, but the small tires of the Glasair sure thought it was. I had to taxi down to 27, I do not think I have ever taxied that slow before. I kept thinking this is not a wise decision to be out here, but I had to get to that condition inspection I kept telling myself. As I got to the curve down by 27, I was really questioning my decisions this morning. The plane refused to follow my inputs. It kept going straight and I had little options. I pulled the mixture and shut her down. Once the thrust was gone, it turned easier while rolling to a stop. I fired up again and got to the hold short line. About that time, I get a call on the radio from Blue Airways stating they had just done a brake test on runway 9 and it was poor for 75% of the runway. The good news was it was pretty good down by 27. The sun was just coming out, and I knew it would quickly melt this thin layer, or so I hoped. I keyed the mic and let them know I was going to wait 5 minutes or so to let the sun do its thing. After a few minutes I lined up and slowly added

Calendar .

- No meeting on Saturday, February 4, 2023
- 1st Saturday meetings at the terminal at 9:30am except holidays
- Winter Social Saturday, February 11, 2023. Social hour starts at 4:30 pm.

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Secretary Comments

-- Scott Stricker

Secretary's Comments:

Editor: There was no meeting in January.

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the power in. Being light on fuel, single pilot and cool air the old girl jumped off the runway like we were in STOL competition!

As I flew to Crystal, I was worried about the landing conditions there. I contacted the guy I was meeting, and he said they were not experiencing any issues. Seems to have been a local issue here at RGK. Would it really have mattered if I waited an hour to depart? No, it would have been just fine. It worked out for me this time, but will it the next time? I took a few credits out of the good luck bin on this one.

The Winter Social is quickly approaching us on February 11th. This will be a great time to get together and see each other again after a few months of everyone hunkering down due to old man winter. Hopefully you are making plans to attend.

See you on the 11th!

Scott

The Little Airplane that could

-- Mark Weinreich

Embraer EMB-110 Bandeirante

- General purpose aircraft, civilian and military roles
- Designed in the 1960s per Brazilian military specs
- 2 pilots, 18 passengers, un-pressurized cabin

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Red Wing Civil Air Patrol Squadron

-- Capt. Brenda Carlstrom

NEWS FROM THE RED WING CIVIL AIR PATROL HANGAR

Aerospace theme of aviation is the thread that runs through all three CAP missions and CAP's affiliation with the Air Force underscores identity as an air-minded organization.

The Red Wing Civil Air Patrol has been busy planning upcoming events. We will be attending the Hudson Hot Air Affair on Sat Feb 4th 2023 and hope to experience the spectacle and excitement of the sport of hot air ballooning. We will also be visiting the Aliveo Military Museum on February 23rd.

There will be a Cadet Change of Command on Feb 9th. You are invited, just RSVP

brenda.carlstrom@charter.net if attending.

Last week, the squadron has had several youth and adults interested in joining their program. The cadets have been busy with obtaining their promotions especially in the Emergency Services program, while a few of the senior members have been keeping their pilot and drone skills current. Major David Carlstrom would be glad to present a drone program if anyone is interested.

Our pilot of the month is 1st Brendan Kelly. He has contributed significantly to the success of our Cadet, Operations and Emergency Programs. LT Kelly joined our squadron in 2006 as a cadet, went to college and transferred back to our squadron from the Westover Composite Squadron located at the Westover Air Reserve Base in Chicopee MA on January 6th 2022.

Brendan's goals are to fly for a major airline and has completed the following to achieve this: VFR pilot, VFR 6100, Instrument Pilot, Flight Release Training, Mission Scanner, Transport Mission Pilot, Flight Line Marshal. If needed he can teach an aerospace education class as his profession is a substitute teacher at the Red Wing High Schools.

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(Continued from page 2) - Red Wing Civil Air Patrol Squadron

He continues to improve his Emergency Services knowledge by participating and completing over 25 trainings. Lt Kelly is the senior member for the Cadet Program and is knowledgeable of CAP objectives for the program and enjoys partnering with cadet parents, is experienced in handling sensitive personnel issues, safeguarding CAP resources and protecting cadet's welfare. He develops relationships with community leaders, has moved from a peer relationship with cadet to a supervisor/instructor/mentor relationship.



[Capt. Brenda Carlstrom](#)

Commander

Red Wing Composite Squadron, NCR-MN-104

United States Air Force Auxiliary

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(Continued from page 2) - The Little Airplane that could

- Wingspan: 50 feet Gross weight: 13,007 lbs.
- Cruise speed: approx. 230 mph @ 6000 ft MSL
- Engines: Pratt & Whitney PT6A turboprop, 750 HP



Above is an EMB 110 Bandeirante which I flew in 1984 out of Waterloo, Iowa, for a FAR part 135 carrier. American Central served 8 states in the upper Midwest with connections into Chicago O'Hare airport and Kansas City, Missouri. This was my first airline flying job.

Perhaps the stock market is somewhat disappointing as of late; but the Embraer Company soldiers on with my investment of many years of interest in this aircraft builder. The EMB 110 is still operating in several remote areas of the world and is demonstrating the rugged utility of its design, just as I remember it so back in the day with flights into Pierre and Aberdeen South Dakota and other cold and windy destinations. Yes it was sometimes cold, but it was reliable!

The "Bandit" as it came to be called by us, was Embraer's first airliner which provided the initiative for successive designs such as the EMB 120 Brazilia, the ERJ series 135, 140, and 145 (of which over 1,200 units have been produced) and then the E-Jet series (170/175 and 190/195 of which nearly 1600 aircraft have been built) which have become very popular in the under 150 seat airline market fleet. It may be that Boeing missed out on a proposed merger by canceling such

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(Continued from page 3) - *The Little Airplane that could*

in 2020? My stock in the company seems to think so...

There are very many jet powered aircraft flying around the world today and operating in and out of large and costly airport environments; what of the smaller markets and remote service areas? Embraer of Brazil may well harken back to its roots and offer efficient and capable turboprop and electric VTOL aircraft for service in tomorrow's environment. We shall see.



Bandeirante flight deck with steam gauges and a weather radar display screen (Wikipedia photo)

I flew turboprops for 14 years, an aerial adventure akin to off- roading and bush flying; sometimes very challenging, but exciting..

And then I flew jets for almost 15 years; comfortable, but often boring!

December 2022

by Mark Weinreich

Flying with Skis

-- Rob Stapleton

Editor: For the complete article, please see General Aviation News: <https://generalaviationnews.com/2021/01/10/flying-with-skis/>

By Rob Stapleton · January 10, 2021 ·

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Have you ever wondered what it's like to fly with skis?

Flying with skis presents its own set of challenges, according to Steve Williams, an Alaskan DPE, ATP, IA, and A&P whose company, [Acme Cub Training](#), specializes in modifications for the Piper Super Cub PA-18 and other Cub models. He's also a flight instructor who teaches flying on Bushwheels, floats, and skis.

Who better to ask about the safest way to fly with skis?

"Ski flying is some of the most forgiving flying if the snow is good and the light is right," he said. "It is very difficult to ground loop an aircraft on skis. The plane just slides sideways."



Steve Williams landing in deep snow on the very top of the Knik Glacier overlooking the Prince William Sound. (All Photos by Rob Stapleton Jr.)

Alaska's early aviation pioneers developed skis for aircraft in the 1920s and perfected them up into the 1940s. Many of those developments are still being used on general aviation aircraft today.

Many are Alaska legends — Carl Ben Eielson, Harold (Thrill-em, Spill-em, no Kill-em) Gillam, and Bob Reeve — who designed and built their own skis for a variety of aircraft, including Stearman, Fairchild, Hamilton, Stinson, Travelair, and the Ford Tri-motor.

Reeve of Reeve Aleutian Airways is said to have made skis for his Fairchild 71 from a metal sign from a lodge in Northway Alaska after it burned down.

Editor: Thanks to General Aviation News. In Alaska, things are done differently. Do not try in the lower 48!

Newsletter Editor

-- Art Howard

Jean and I left Minnesota on Wednesday, January 11, 2023. We arrived in Florida on Saturday, January 14, after visiting my daughter in Tennessee. Sunday, January 22, we arrived in Indiantown, Florida and our boat was launched on Monday.

Unfortunately, someone messed with the power distribution and switched the neutral with the hot wire for 120 volts and my boat shut down all electrical. It monitors for the correct polarity, which is very important if you are at a dock in salt water! The result was the battery maintainer was off and the dehumidifier was off. We are now cleaning a lot of mold from every thing in the living area of the boat. Certainly has set us back on enjoying the warmer weather here. The good side is we have not shoveled any snow since arriving in Indiantown!

On the aviation side, I scheduled CFI Spin Training and flew in an Extra EA-300. We were at a 1,000 feet on take-off by the time we reached the end of the runway! It was certainly an interesting flight. By the time I passed the spin test, I was ready to land. I am just not used to flying in an aerobatic aircraft! We pulled three plus G's and one negative G at various times during the flight. The negative occurred when the instructor went inverted in level flight to check the tightness of our harness. We also wore parachutes. Another memorable flight in my aviation journey!

I will miss the Winter Social, Saturday, February 11, 2023. We will be back in Minnesota the week of February 20. Winter will still be on going, but probably not as cold anymore.

There will still be winter flying events. I know of two:

1. ICEPORT 2023 Fly-in Brunch (Mille Lacs Lake, MN). March 4th, 2023
10:00 a.m. - 3:00 p.m. (Snow Day Backup Date 3/5/2023)
2. 2. Ski Plane and Wheels Fly-in, March 18, 2023
10 a.m. to 2 p.m.
Aitkin Airport (KAIT)

EAA Chapter 1518 Treasure

-- Dan Johnson

Fellow EAA Chapter 1518 Members

Here I sit in my office looking out at the ice cycles hanging off the roof (just a week after we roof raked the roof) and wondering is winter ever going to be over.

Well January is just about over and soon we will be back at the airport enjoying the thrill of flying and being with likeminded aviation addicts.

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

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 and 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

The Chapter is in good financial condition with a check-book balance of about \$3,700.

I am looking forward to seeing you at the February dinner.

Dan Johnson – EAA 1518 Treasurer

You can find additional details on the Minnesota Department of Transportation web site:

<https://www.dot.state.mn.us/aero/events/flyins-and-events.html>

Fly safe and fly often.

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.

