

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**

President

Scott Stricker

Scott.stricker@ecolab.com

Co-Vice Presidents

Denny Ahern

Dan Marrs

Secretary

Dan Johnson

DanJohnsonMRWI@gmail.com

Treasurer

Dan Johnson

DanJohnsonMRWI@gmail.com

Web Editor

Art Howard

alhowar@attglobal.net

Newsletter Editor

Art Howard

alhowar@attglobal.net

Technical Counselor

Open

Flight Advisor

Open

Young Eagles Chairperson

Dan Johnson

Eagle Flight Leader

Scott Stricker

Chapter Historian

Dennis Ahern

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 EAA 1518,

Hope everyone is doing well. I am currently sitting in Queens Creek Arizona enjoying a little nice weather. Well, not exactly. Its currently raining and windy here. Yesterday the forecast was for 50mph wind gusts to come in, and they did. While I am here enjoying the rain, KRGK is expecting over 20" of snow. I'm happy to take the rain.

On February 11th we had our Winter Social at the Ellsworth Firehall at the airport. It was a great turn out with great food. It was exciting to see everyone again. The food was plentiful with leftovers for all to take if they desired. If you weren't there, then you missed out on wonderful food and better company. Thank you for everyone who attended the Social, look forward to the summer BBQ's!

Before coming to Arizona, I got the chance to spend some time flying the Cub with skis on it. I have to admit, it's a ton of fun. I am hoping to get back to MN in time to enjoy the new snow currently falling up there. In about an hour I can have the skis back on. Lake Pepin is a great place to go enjoy the skis. I also went to Coon Lake in Wyoming, MN and landed at a friend's house. He had to get a picture of himself next to the plane in front of his house. He has lived there for 30 years, and this was a first for him. It's a cool way to get around in the winter.

Ben and I took an afternoon off work and went playing on the ice. Ben got to land on pavement, water and ice all in the span of an hour. Not too many places around the country where you can do that!

I departed KRGK last Sunday the 19th of February. It was a gorgeous day with temps in the mid 30's. My first fuel stop was at Lamar Colorado, KLAA. This has been my regular fuel stop when I head to Phoenix with the Glasair. After the fuel stop, I took off headed towards Santa Fe. When I travel long distances, I have the choice between IFR and VFR. I normally choose the poor mans IFR, VFR Flight following. Why may you ask? Well, the Glasair only

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Secretary Comments

-- Scott Stricker

Secretary's Comments:

Editor: Because of the social, there was no meeting in February.

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has a heading bug autopilot. Maintaining a set altitude can be a challenge as its very pitch sensitive. In order to maintain that altitude, I need to focus. My issue is I get distracted by looking out the window and watching the scenery go by. So, flight following it is for me weather allowing.

As I was approaching Santa Fe, NM, my plan always is to cross between Santa Fe and Albuquerque, then head to Show Low, Arizona and finally in to Chandler, Arizona. However, today was different. Albuquerque Center was abuzz with pilots asking for higher, lower, 10 and 20 degree course deviations. Well, this cant be good I thought. As I pulled my attention back into the airplane and looked at Foreflight, there is weather ahead. Icing in fact. So, I land at Santa Fe and enjoy the town for the night.

After a wonderful evening in Santa Fe, I was greeted with wonderful weather in the morning. I departed about 8:30am and headed west. I set the heading bug, climbed to 8500 feet and started to daydream out the windows. I had to keep climbing to stay above the broken clouds. Normally I can cruise at 8500 feet all the way, but not today. I quickly found myself at 11,500, going west! Boy the fuel flow sure can get low at those altitudes! It was 8.3 GPH, 2300 RPM and EGT was only 1300. Not to bad. I did have about a 40mph headwind, so ground speed was only 140 to 150 mph.

I noticed that my DG and compass were out of sync, so I reset my DG and went back to daydreaming. Then I noticed a short time later I wasn't on course anymore. I looked and the DG was out of sequence again. So, I

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Red Wing Civil Air Patrol Squadron

-- Capt. Brenda Carlstrom

March Updates from the West End of the Airport.

Hello from the Red Wing Civil Air Patrol Composite Squadron

February was a busy month for our squadron. We attended the Hudson Hot Air Affair Feb 4th and had two hot air balloon owners present a class on hot air balloon dynamics.

The squadron has also been training in Emergency Services and radio techniques. One of our cadets will be in a leadership position in an upcoming encampment. Minnesota Encampment is a week-long activity held each summer at Camp Ripley for our youth members (cadets). First-time Encampment students will be immersed in training, including drill and PT (physical training), leadership and aerospace class, and learning the chain of command that helps to make their home units run efficiently.

We have several events planned for the month of March. A tour of Alveo Military Museum in downtown Red Wing, a Cadet orientated activity Lock-in in St Cloud and be prepared for the flooding call out that might come. Two senior members want to become qualified to teach First Aid courses and when qualified, we will offer a qualified First Aid class.

Senior Member of the month of March is Capt Brenda Carlstrom-Commander of the Red Wing Squadron. Brenda joined Civil Air Patrol in 2007 as the Fundraising and Activities Officers. While her husband is busy with the aviation side of Civil Air Patrol, she also got interested in Public Affairs and Recruitment. Her resume includes FEMA and Emergency Services classes. Over the years she has attended cadet lock-ins, flight academies, and region staff training college. She was also involved in countless parades, fairs and pancake breakfasts to recruit new members. Capt Carlstrom says "I enjoy seeing senior and cadet members im-

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

prove their leadership abilities, volunteerism, and aerospace skills through Civil Air Patrol.”

1. The squadron has a flower fundraiser going on until April 6th. The profits pay for the fees incurred by the youth attending events across the country. [Easy to order](#): Go to www.gertensfundraising.com and enter the Store ID Code **348** and ‘Click ID to Continue’. The site will be open from 2/13/2023-4/6/2023.
2. Delivery of the flowers is Thursday May 4th. Your CAP member can deliver them to you or you can pick them up between 3pm-5pm and 6 pm-9pm. at the Red Wing Airport CAP Hangar W245 State Hwy 35, Bay City, WI. If you can’t pick your flowers up on that date, let me know .
3. Thank you for ordering and making this a successful fundraiser. If you have any questions, please contact brenda.carlstrom@charter.net 651-280-7284.

Sincerely,



Capt Brenda Carlstrom
 Commander
 Red Wing Composite Squadron, NCR-MN-104
 United States Air Force Auxiliary
 Email: brenda.carlstrom@charter.net
 Cell phone 651-280-7284



(Continued from page 2) - Comments from our Chapter President

reset it again. This time, I used what little brains I have left and thought, this seems weird, it normally does not do that. I decided to watch it a little more closely. I’d set it to 240 degrees, and it very slowly went back to about 200 degrees. That also takes my auto pilot heading bug with it....Houston we have a problem. I notified center that my vacuum pump was failing or had failed.

I landed at St. Johns air park about 50 miles ahead. Made a few calls to make sure I was safe to continue from a mechanical standpoint. Didn’t want to hurt the engine if the pump really failed badly. Fortunately the Glasair has a pretty good mix of avionics in it and the only thing I was missing was auto pilot. Back to hand flying her.

I landed in Chandler, Arizona shortly there after and secured a new vacuum pump. Then the rains moved in, and I am waiting to install it for my return trip home this weekend. Its always an adventure coming to the dessert southwest. I’ve done the trip 5 times now I think and only one time has it been free of any weather events.

Stay Safe, Fly often.

Scott



Flying on skis gives one an opportunity to enjoy all this snow we have this winter. This is Scott’s friend at Coon Lake, Wyoming, MN.



Pictures of EAA Chapter 1518 members enjoying the February get-together. Looks like Scott Stricker got out and enjoyed some nice winter flying with some of his planes!



Newsletter Editor

-- Art Howard

Jean and I are back in Minnesota just in time for the latest 11 inch snowfall. It seems like everyone else is tired of winter, but since we just came back from Florida, the snow was nice!

I have been out to the Red Wing airport several times to clear snow from the entrance door and the big hangar door. Did some touch and goes and four takeoffs and landing to a full stop for night currency. Another flight was to do some ground reference maneuvers, It has been many years since I did eights on pylons and S-turns. I completed with a performance maneuver lazy eight. Just a little rusty? I would say so. The week of February 27 through March 3 at Venture North will fix that.

On the way back to the airport, I checked AWOS on 119.25 with a reported wind of 230 at 6 knots. Somehow that was incorrect as I had a 20 degree crab while descending to land on Runway 27 and had almost full left ailerons on touch down on the center line. A gust had come from somewhere! It was gusty and bumpy when I was doing the ground reference maneuvers and the performance maneuver Northeast of the airport. Apparently that was beginning to happen at the airport also. Even with the temporary strong crosswind, the touchdown was smooth. Nice!

It was nice to get back into flying again after the trip to Florida. Stay tuned for more information after I complete my training at Venture North LLC in Cloquet, Minnesota.

These winter flying events are still on the calendar.

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)

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

EAA Chapter 1518 Treasure

-- Dan Johnson

Fellow EAA Chapter 1518 Members

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

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

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

