

HIAWATHA VALLEY EAA CHAPTER 1518**RGK—Red Wing, MN Regional Airport***(Formerly the Hiawatha Valley Pilots Association - founded in 1973)***Our 51th 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.

This publication by EAA Chapter 1518, Inc. is for the use, education and occasional enjoyment of its members and others. No claim is made for the accuracy or applicability of information herein. Editorial content is the opinion of the contributor not necessarily the position of either EAA Chapter 1518 or the Experimental Aircraft Association.

Reader submissions and comments are strongly encouraged.

Comments from our Chapter President

-- Scott Stricker

Good Morning 1518,

Here we are at the end of January and the temps are headed back into the upper 30's and 40's in the long range forecast. It hard to believe that the weather is so mild. Hopefully, you have been able to enjoy the unseasonably warm weather and get out flying.

I would like to take a few minutes and share a story that recently happened to me and what could have and should have been done to prevent it. It revolves around complacency. We all know the risks that come with allowing complacency to enter our activities.

January is typically the time of year I do the condition inspection on the Glaisair. I prefer to do the condition inspections in the winter for a few reasons.

1. The weather typically isn't as conducive to flying. Rather than the plane being down during the prime flying season, it makes sense to me to do it when the skies are typically a little grey.
2. Not as much urgency to get it back flying due to weather and temps
3. Give me something to do on those cold winter days.

For the past few years, I have been using an A&P/IA out of the Crystal airport. Jamie came down that morning and I already had the plane disassembled to make the most use of his time. I was busy cleaning the airplane belly while he was inspecting things with his flashlight. After an hour or so it was time to do the compression check. I like to use the same gauge every year, if possible, to keep the numbers consistent. I am not real concerned with what the

Calendar .

- Next meeting at 4:30, February 10, 2024. This is the yearly "Social" at the fire hall.
- 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

(Continued on page 2)

Secretary/Treasurers

Comments

-- Dan Johnson

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

January 2024 Secretary/Treasurer Report

The new year is already here and it is time for dues again. The dues remain \$10 per year.

We are not having a meeting in January and I will be laid up most of January after having surgery on Jan 4th so the next time to pay dues in person will be the February meeting. If you want to pay by mail, you can send a check to:

Dan Johnson
741 Briarwood Drive
Red Wing, MN 55066.

Text me at 715-441-1790 if you want to know if your dues are paid.

Dan Johnson

EAA 1518 Secretary/Treasurer

Editor: Dan is recuperating at home from another surgery. He did not send me a report. Wish him well in his recovery.

"Courage is the price that
Life exacts for granting peace.
The soul that knows it not, knows no release
From little things:
Knows not the livid loneliness of fear,
Nor mountain heights where bitter joy can hear
The sound of wings."

Amelia Earhart, written circa 1928. Published in [Amelia, My Courageous Sister: Biography of Amelia Earhart, 1987.](#)

Editor: From URL: <https://www.aviationquotations.com/poetry.html>

numbers say, as long as they are consistent from year to year. The past few years we have been testing Jamie's set versus mine, but using mine as mine are normally 5psi higher. No harm in recording those!

We get set up to do the test and I am running the air and gauges; Jamie is holding the prop. The Glasair has a wood core and fiberglass capped prop. The prop is shorter than an average prop due to the low ground clearance of the Glasair. So, in turn it has more pitch built into it.

With the shorter prop, when the air is applied you really need to hang on as you don't have the leverage like on a Cessna 172 for example.

We get cylinders 1 and 2 done with results of 74 and 76 psi respectively. We move to cylinder 3 and get set up. As on the other 2 cylinders I announce "Air coming on" as I turn the air on. Jamie is holding the prop and rocks the prop a little to get it truly at TDC. I announce 80 PSI on the gauge and say "Air coming off".

Can anyone see where this is going? All of a sudden, I hear a dull thud. I see Jamie stumbling backwards with blood pouring out of his forehead. One of my worst fears just came true. The prop has come around and struck him in the head.

In the end, Jamie received 4 stitches at the ER in Red Wing. While we were waiting in the room for the stitches to be put in, he made this statement.

"I probably shouldn't have come and done this today" I asked him why he said that. He then informed me that he had been sick the past few days and was still using some medicine that left him a little foggy.

He has done thousands of cylinders over the years, and for some reason today he let go before all of the pressure had been let out of the cylinder. Fortunately, the leading edge of the prop on the Glasair is not a sharp edge. Its more of a blunt, round leading edge. If this had been an aluminum prop the outcome could have been severely different.

Complacency affects us all. I was complacent in not

(Continued on page 3)

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

asking enough questions prior to beginning. We were complacent in not establishing a very detailed procedure on how this operation will take place. Jamie was complacent in thinking he has done thousands of these and never had an issue, so he wasn't in danger.

This was a very real event that took place in my hangar, it has forced me to rethink how these will be done in the future.

Please take a few minutes when you are taking part in an activity that poses the potential risk of harm.

Stay safe everyone,

Scott

All Good Things

-- Mark Weinreich

All Good Things don't have to end. Another year can well carry on! Welcome 2024

2023 saw us climbing out of the covid doldrums. Several new hangar projects, some new airplanes on the field, and some new aviation folks also! Our beautiful Red Wing Regional Airport is feeling better again. New fueling stations for 100LL and JetA. And the airport caretaker taking weekly calls from airplane owners wanting to come and base their aircraft here.

Even the weather has been smiling upon us; yes we are looking up again. Fifty years ago an Army instructor advised: There exists the old, and then there is revealed the new. There are the old dogs, and then there are the new dogs. It is wise to listen to the old dogs, but don't hesitate to occasionally run with the new dogs! For the future is in the new dog.

I continually am amazed at the capabilities and talents of the residents of our airport. Don't need to go to an Ivy League College, a PhD Think Tank, CalTech, or a military protocol conference. The common sense and grass roots ability is right here! Of course, some may have regard for such as I may have besmirched. Okay, sorry. We appreciate any and all enthusiasm!

A particular project of which I was involved was the restoration of a 1946 Taylorcraft. A complete clean-up of fuselage and wings, fabric repair, engine top-overhaul and test flight. Turned out great. There are now other projects here just waiting to experience the same type of attention and renaissance. Also kit projects underway which will be exciting; Scott's project for instance, now being built in his garage just north of the field. Also, a Glasair getting a tailwheel conversion, an Ercoupe with continuing work at refurbishment. Airplanes selling and buying; good deals with good folks and bad deals with some folks. General aviation they say...

But it is people doing things; of planning and looking forward again. It is a happy thing because when we look ahead, we are usually dreamers, and dreamers prefer good dreams. I for one think that we have a wonderful facility in the name of Red Wing Regional Airport. Yes, we close by know and perhaps appreciate it best. But the entire community benefits I think; not only now but surely in the near future as aviation advancements in eVTOL and autonomous drones evolve.



(Continued on page 4)

(Continued from page 3) - All Good Things

An exciting time is perhaps ahead for us here, and also our community nearby!



A Christmas ribbon on the door handle!



eVtol: Electric vertical takeoff and landing craft

Cpt Mark

Winter Flying Tips

-- FAASafety.gov

En Route

Weather

Weather conditions vary considerably in cold climates. In the more remote sections of the world weather reporting stations are generally few and far between and reliance must be placed on pilot reports. However, don't be lured into adverse weather by a good pilot report. Winter weather is often very changeable; one pilot may give a good report and five or ten minutes later VFR may not be possible. Remember, mountain flying and bad weather don't mix. Set personal limits and stick to them. Snow showers are, of course, quite prevalent in colder climates. When penetration is made of a snow shower, the pilot may suddenly find himself without visibility and in IFR conditions. Snow showers will often start with light snow and build. Another hazard which has claimed as its victims some very competent pilots is the "whiteout." This condition is one where within the pilot's visibility range there are no contrasting ground features. Obviously the smaller the visibility range the more chance there is of a whiteout; however, whiteout can occur in good visibility conditions. A whiteout condition calls for an immediate shift to instrument flight. The pilot should be prepared for this both from the standpoint of training and aircraft equipment.

Carburetor Ice

Three categories of carburetor ice are:

Impact ice - Formed by impact of moist air at temperatures between 15 and 32 degrees F on airscoops, throttle plates, heat valves, etc. Usually forms when visible moisture such as rain, snow, sleet, or clouds are present. Most rapid accumulation can be anticipated at 25 degrees F.

Fuel ice - Forms at and downstream of the point where fuel is introduced, and occurs when the moisture content of the air freezes as a result of the cooling caused by vaporization. It generally occurs between 40 and 80 degrees F, but may

(Continued from page 4) - *The Pure Aviator*

occur at even higher temperatures. It can occur whenever the relative humidity is more than 50 percent.

Throttle ice - Forms at or near a partly closed throttle valve. The water vapor in the induction air condenses and freezes due to the venturi effect cooling as the air passes the throttle valve. Since the temperature drop is usually around 5 degrees F, the best temperatures for forming throttle ice would be 32 to 37 degrees F although a combination of fuel and throttle ice could occur at higher ambient temperatures.

In general, carburetor ice will form in temperatures between 32 and 50 degrees F when the relative humidity is 50 percent or more. If visible moisture is present, it will form at temperatures between 15 and 32 degrees F. A carburetor air temperature (CAT) gauge is extremely helpful to keep the temperatures within the carburetor in the proper range. Partial carburetor heat is not recommended if a CAT gauge is not installed. Partial throttle (cruise or letdown) is the most critical time for carburetor ice. The recommended practice is to apply carburetor heat before reducing power and to use partial power during letdown to prevent icing and overcooling the engine.

To prevent carb ice:

- Use carb heat ground check
- Use heat in the icing range
- Use heat on approach and descent

Warning signs of carb ice include:

- Loss of rpm (fixed pitch)
- Drop in manifold pressure (constant speed); rough running

Pilot response to warning signs should be:

- Apply full carb heat immediately (may run rough initially for short time while ice melts)

In the chart below, the curves encompass conditions known to be favorable for carburetor icing. The severity of this problem varies with different types, but these

Newsletter Editor

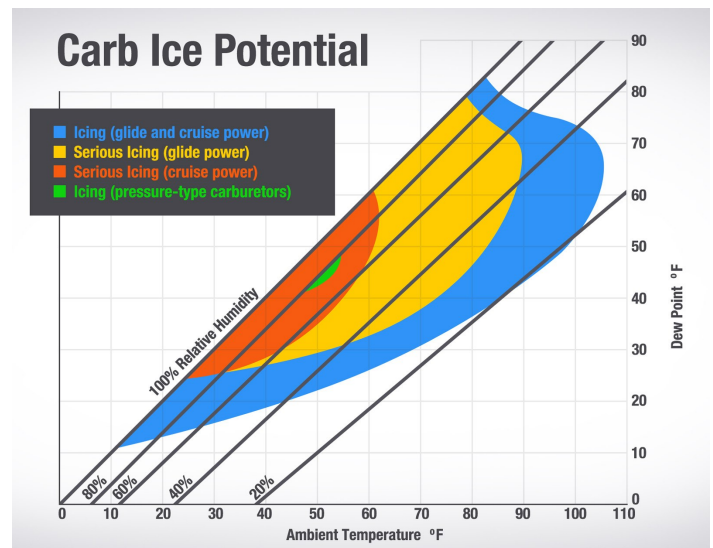
-- Art Howard

Greetings to all EAA Chapter 1518 members. Your Newsletter Editor is working on this newsletter in Indiantown, Florida. We arrived here on Sunday, January 14, 2024. On Monday, Samana, a Challenger 35 foot ketch, was moved from storage to the Indiantown Marina work yard. The days have been long in getting the sailboat ready for launch on Monday, February 5. Then there are some sea trials before getting underway. There will be more information in the next newsletter.

See you around the patch.

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

curves are a guide for the typical light aircraft. Light icing over a prolonged period may become serious. When you receive a weather briefing, note the temperature and dewpoint and consult this chart.



Editor: The full article is available at URL: <https://www.faa.gov/files/events/GL/GL09/2018/GL0985130/P-8740-24.pdf>

The icing chart above is from [Bold Method](#). I could not copy the icing chart from the FAA pdf.

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/>

<https://www.socialflight.com/search.php>

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

