

# HIAWATHA VALLEY EAA CHAPTER 1518

RGK—Red Wing, MN Regional Airport

(Formerly the Hiawatha Valley Pilots Association - founded in 1973)

*Our 51th Year*



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Reader submissions and comments are strongly encouraged.

## Comments from our Chapter President

*-- Scott Stricker*

Good Morning 1518!

Well, we have officially entered into the fall season. As we all know fall is a time of change here in the great north. Saturday morning Jamie and I were coming across the Red Wing bridge back into Wisconsin. As I looked to the west, I saw the ponds were full of white birds. While I can't tell you what birds they are, I know they are birds we as pilots want to avoid.

As you fly the next couple of months, please be on the look out for birds in your flight path. With Red Wing airport being right on the Mississippi river, we are in a perfect spot to watch the migration.....from the ground!

Another change that is coming this fall, is we need to have officer elections this fall. I will be stepping down this fall as Chapter President. I have been the chapter president for the past 4 years, it has been an honor to be the face of the chapter, but its time for a remodel. I am a believer that it is good to have fresh blood come into roles to bring new ideas to the organiza-



## Calendar .

- **Note:** There is no meeting in January and July of each year.
- Next meeting at 9:30, October 5, 2024.
- 1<sup>st</sup> Saturday meetings at the terminal at 9:30 am except holidays.

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# Secretary/Treasurers Comments

-- Dan Johnson

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



## Treasurers Report for August

## 2024-10 Secretary/Treasurer Report

### DIARY PROMOTION COMMITTEE

The Pierce County Dairy Promotion Committee was a great help with our Pancake Breakfast as they provided the milk and chocolate milk for the breakfast for free. Thank You

They also rented two of our grills for their breakfast. That worked well for both groups and we look forward to doing it again next year

### UP COMING MEETINGS

We will be having a business meeting on Saturday October 5<sup>th</sup> at the main terminal. We will also be having election of officers at our December meeting on 12/7.

Our present officers have been in office for at least four years. Several officers have indicated that they want to step down.

*Dan*

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tion.

I am proud of what we have accomplished together the past 4 years. We have more chapter engagement that I can remember since joining about 7 years ago. We have had great flyins and flyouts to great destinations in the area. I am excited to see where we go in the future together.

Thank you for your support the last 4 years, and please consider volunteering to get involved with— the chapter leadership!

Thanks,

Scott Stricker

## Back in the Day

-- Mark Weinreich

In 1973, life seemed to be just about like a couple of mis-firing magnetos. On again, off again. I was then an officer in a transportation company and battalion attached to the 101st Airborne Division, Fort Campbell, Kentucky. Five lieutenants with much charge and responsibility. One 1st Lieutenant, and then four 2nd

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(Continued from page 2) - Back in the Day

Lieutenants. We were given orders even beyond our rank....

1st Lt John was company commander. I became company executive officer, XO. Also Lt Bob, Lt Sam, and Lt Phil. The CO had combat time in Nam; the rest of us did our jobs for now, still uneasy about deploying into SE Asia considering the quagmire of politics...But we did okay... Lt Bob was a Virginia Military Institute graduate; a soldier and southern gentleman indeed. Lt Phil was from Nebraska, son of a wheat farmer, practical and efficient. Lt Kelly was a polished athlete, basketball type, who charmed every girl who looked his way. I was the guy who was supposed to back up the commander. So we had it all..!

The military and I think, particularly, the Army went out of the way to promote family and togetherness. Even before it was in our face, we knew that every body is somebody and maybe the guy who saves your butt, or even back home who cares for your wife and family in a storm or emergency is a brother or sister. At our officer balls, we celebrated such.

When I first took my wife (then fiancée) to an officer's ball event, I found out that she was indeed most appreciated! In fact, I didn't myself get to dance with her till much later until after the company officers and even Colonel Piner had her 'round the floor. It was that night that Lt Bob told me that "if we ever hear of you mistreating this lady...then we will...." And so it was.

Looking just out the window here at home this evening, I see a neighbor walking a beautiful white dog up the street. The dog is happy, she looks happy, and our neighborhood is happy. Around here we look out for not only dogs and cats, but for folks and their concerns. I have never had a neighbor who talked about money; they talk about investments, career accomplishments and hobbies and collections of antiques. Vintage autos, airplanes, firearms, coins, and even people! Not at all uneasy about their success in life. They are happy to live out their lives well.

When we are put in charge of something important (like our life) then it is for us to take it up. Is this fact lost up-

on our society today, and most importantly, upon our young citizens. A magneto is the spark that makes an engine go. Without a good magneto, one is "all over the place." There is that poem about high flight...Yes, when your foot leaves the ground...

I have been in charge of many men and then also, aircraft over the years. It has been for me to evaluate, direct and encourage others to meet their potential and



the expectations of their peers. With articles such as "Flying the BettyJean" and many others, I hope to yell on to those aspiring to greater altitudes. There are many behind you, unknown, cheering you on. Go for it! You can do it!

Cpt Mark

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***Preflight certainty:  
The removal of all doubt***  
-- General Aviation News Staff

General Aviation News Staff: By PAUL BREVARD

A buddy of mine earned his way through college collecting the deceased and depositing them at a funeral home owned by his employer. It was a part-time gig with no upside to speak of, but it paid the bills.

After graduation, his sterling resume in hand, he finagled a berth with the Navy and managed to find a slot in naval aviator training.

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(Continued from page 3) - Preflight Certainty: Removal of all Doubt

Many years later and Vietnam behind him, he joined the airlines and began another career, all the while courting a blushing beauty and building a life around flying and family. His accomplishments adorn a wall dedicated to, and in honor of, the Distinguished Flying Cross occupying the center of the display.

After a long stretch with the majors and kids grown and gone, he timed out, sulked his way into retirement, and wedged a motorhome into a shared space with his aging Beech Baron.

I met him on a hot, muggy ramp in Florida where he rushed up puffing "Hey! Can I borrow a volt/ohm meter and a crowbar?"

Well, of course. Never get in the way of a man on a mission, I always say.

He's an interesting guy and wonderful pilot. A true natural, if there is such a thing.

But what truly sets him apart from the rest of us mortal aviators is his clinical aversion to doubt. He preflights an airplane with a routine worthy of Dustin Hoffman's character in the 1988 movie "Rain Man."

In the movie, Hoffman's character, Raymond, is an autistic savant with superb recall who adheres to strict routines.

FAR 91.103 (a)(b)(1)(2) states, in part, "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight."

It goes on to detail the necessity of familiarizing yourself with runway lengths, performance expectations, winds, and so on. Another section spells out pilot in command obligations

to airworthiness and overall safety of each flight for which the PIC is designated.

For general aviation's Rain Man, this begins days — sometimes weeks — before a flight, as he fidgets and squirrels his way through routes, weather, alternates, terminal procedures, more weather, TFRs, arrival and departure routes, approach plates, frequencies, and more. All this before he ever leaves the house.

Then, there's the airplane. A plain-Jane short-body workhorse as standard as the day it left Wichita with few bells or whistles and simplicity beyond measure. Start it, it runs. Point it, it flies. Land it, it parks.

But for all its simple lines and honest behavior, Rain Man attacks the beast like it's trying to kill him.

Clutching tools and implements meant to tweak and twist and pick and jab, he begins his preflight with ferocious intensity. Start at the nose, around to the right, under the wing, back to the tail...and on it goes. Same routine. Every time. No talking, no distractions, and — whatever you do — do not interrupt.

If someone is contracted to work on the beast, Rain Man hovers over the attending personnel. Skulking through and around holes and panels, he'll look where you look. Feel what you feel.

If satisfied, he'll move on to the next thing. If not, he'll huff and fret and get red in the face until critical mass is reached. Then he'll stew, arms crossed, until clarity is achieved and consensus is made. It may be a beast, but it's his beast.

When the trauma is over, the attending physician is expected to ride the first flight after the airplane is deemed airworthy. This is not optional.

And that preflight begins with a

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(Continued from page 4) - Preflight Certainty: Removal of all Doubt

level of scrutiny usually reserved for the IRS.

Properly maintained airplanes, flown regularly and within published parameters, will generally be very predictable in the air and in the hangar. This predictability, over a period of time, will influence and induce a bias in the level of certainty about airworthiness without the diligence and discipline required to ensure its validity. It's a normal reaction to a good, honest airplane.

And it contributes to — and is partner in — a preflight abbreviated by complacency. Rain Man hates it. He knows it exists but he's unwilling to accept doubt as part of the flight. If uncertainty exists, doubt follows, and neither are welcome.

[Advisory Circular 60-22](#), dated Dec. 13, 1991, is titled Aeronautical Decision Making. It provides tools for pilots to use in everyday decision-making efforts.

One such example is found in Chapter 5, Risk Management. It is the concept of The Decide Model.

Grammatical oddity aside, it is a continuous loop in thought of six critical elements in decision making intended to ensure the human condition is protected from human nature. And it works.

The elements are:

1. Detect: The decision maker detects the fact that change has occurred.
2. Estimate: The decision maker estimates the need to counter or react to the change.
3. Choose: The decision maker chooses a desirable outcome (in terms of success) for the flight.
4. Identify: The decision maker identifies actions which could successfully control the change.
5. Do: The decision maker takes the necessary action.
6. Evaluate: The decision maker evaluates the affect of his action(s) countering the change.

This guidance is intended to address risk management and cockpit safety, but it can apply to pilots at every skill and experience level. Yes, it's dated a bit and some of the language is obsolete, but it gets the point across.

## Newsletter Editor

-- Art Howard

Weather has certainly been nice for flying so far this fall. There are still a few flight breakfasts left. Enjoy!

See you around the patch.

Thank you, members, for articles. Please send your articles and pictures to [alhowar@attglobal.net](mailto:alhowar@attglobal.net).

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I don't know if Rain Man ever referenced this AC. Probably not. Pilots that stow pencils in one particular side panel and pens in another don't get that way by contemplation. They're born with it.

The first time I flew with him, I witnessed his preflight routine with some fascination. He was very thorough.

When he reached the tail, I decided to help and removed the nose chocks and placed them under the left wing at the tie-down rope. Just a way of contributing to the duty.



Chocks for a general aviation airplane. (Photo courtesy ASA)

As he moved his way up the right wing toward the engine, he glanced at the nose gear, eyeballing my removal of the chocks. The stop was abrupt and brought me up short.

Irritated, he retrieved the chocks, put them in place under the nosewheel, and began the preflight sequence all over again.

Never, ever get in the way of a man on a mission, I always say.



# 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](mailto:alhowar@attglobal.net)

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(Continued from page 5) - Preflight Certainty: Removal of all Doubt

**Editor:** The above article is from General Aviation News, URL: <https://generalaviationnews.com/2024/07/22/preflight-certainty-the-removal-of-all-doubt/>

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**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/Youth Protection](https://EAA.org/YouthProtection).

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

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