

HIAWATHA VALLEY EAA CHAPTER 1518

RGK—Red Wing, MN Regional Airport

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

Our 52th Year



Chapter Leaders

President

Vice President

Scott Stricker

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Secretary

Dan Johnson

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Treasurer

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Technical Counselor

Open

Flight Advisor

Open

Young Eagles Co-Chairman

Dan Johnson

Phil Nyberg

Eagle Flight Leader

Scott Stricker

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

Calendar .

- Next meeting at 9:30, January 11, 2025.
- 1st Saturday meetings at the terminal at 9:30 am except holidays.

Editor: We need a new Chapter 1518 President. Please, someone step up and take over this important position.

Dan Johnson has an “Annual Planning “ meeting scheduled at 9:30 am, Saturday, January 11, 2024 at the KRGK Terminal Building.



Secretary/Treasurers Comments

-- Dan Johnson

January 2025 Secretaries Report

Election of Officers

At our December 7th chapter meeting we had our election of officers for the next two years. The following officers were elected.

- President – *This position is open*
- Vice President – Scott Stricker
- Secretary/Treasurer – Dan Johnson 715-441-1790
- Newsletter Editor – Art Howard
- Web Site Editor – Art Howard
- Young Eagles Co-chairmen
- Dan Johnson
- Phil Nyberg

Annual Planning Meeting

Our next meeting will be **Saturday Jan 11 at 9:30** at the KRGK Main Terminal Building. At this meeting we will plan our calendar of events for 2025. The secretary will, after the meeting, get these events listed on EAA's national calendar of events.

Some of the events we may entertain are fly-outs, Wings Seminars, Facility Tours, Young Eagle Rallies, Neighbor Days and Social Gatherings.

In the absence of a president, I will conduct the planning meeting.

2025 Young Eagles

We have our first Young Eagle Rally scheduled for May 17th. This will be a private rally for the Christ Lutheran School in Zumbrota. There will be up to 25 students from the 6th 7th and 8th grades.

We are improving our rallies by initiating the following

Using the New Chapter Event Registration Program. This is the new and improved program that is replacing the YE Day registration program that we have used for the last few years. There is going to be a Webinar that will help us use the new program.

We now have two Young Eagle Coordinators, Myself and Phil Nyberg. One will take care of the registration of Young Eagles and the other will handle the pilots and

flying procedures.

We are going to start using our YE Pattern Maps again. This is the flight patterns that the chapter created and were approved by the Young Eagle office.

We will be having a pilot's meeting before each rally at 9:00am. This will allow us to have a preflight briefing and address any issues or questions before we start flying.

National Short Field Take Off and Landing Competition

Scott presented a plan to host a Short Field Take Off and Landing Competition weekend. This is not an event that the chapter will sponsor but many of our members may participate in sponsoring. We are looking forward to hearing more as the event develops.

Editor: Scott has canceled this event: I have been in contact with the National STOL folks and have stated my intentions to pass on hosting the event. Originally the plan was to have the event on July 11th and 12th. Late last week they came back and stated that due to things on their end it would have to move to the 4th of July weekend.

Based on that, and the number of spectators and participants who have annual plans that weekend I don't feel there will be enough of either here to make the event worth putting on.

Search for a President

We are still looking for a president. If you know someone who is interested or if you are interested, let me know. The president will have lots of help running the chapter from Scott, Art and myself.

Chapter Annual Registration

I am filling the annual chapter registration paper work before the end of 2024. It would be nice if I could put a name in for the new president.

Treasures Report

Our current bank balance is \$4,438.09 and we have no outstanding bills except for our annual registration fee which is due before the end of the year.

Dan Johnson

Secretary/Treasurer

715-441-1790

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Titan T51 build project is progressing..

-- Mark Weinreich

Gary Lewandowski's Titan T51 is taking shape over in his new hangar here at KRGK. Along with Scott's Bear Hawk, Steve's 1953 PA-22 Tripacer restoration, Rex's Porterfield restoration, Brad's latest project and my doings, some good work will be happening over the cold winter months ahead. Mark E is spending more time down there in his hangar also, and so are a few others over on the east side.

hut turned Chapel at Ft. Richardson, Alaska, in the early 1970s.



Starboard wing attached to center

After many years working in oil exploration, first as a rig engineer, then as an operations supervisor, on to drill manager, Gary and crew searched for oil in the far reaches of even Siberia. He and Irene lived in Moscow, Russia, for some time and later in Germany mostly, for twenty years. They kept a mailbox in Houston Texas during all this time, but when the time came to plant a home flag for good, it was to be in Red Wing, Minnesota. A big part of this decision was due to their Wisconsin relatives, but also, they really liked our fine airport community here at KRGK!

Titan T51: 1800 lbs., 200 mph, P51 scale with a BMW V12 engine of 300 HP



Gary with a wing tank, and a big book.

Gary and his wife Irene decided on Red Wing after a life living "all over the world." Gary studied engineering, and then after Army service as an aviator flying the Cessna O-1 (Bird Dog,) the U-6 (Beaver,) the U-1 (Otter,) and the U-21 (King Air,) he went on to work for ESSO (the international arm of Exxon Oil) and later, Haliburton. But this was after he was married to Irene in a WWII Quon-set

Is My Aircraft Right for Flight?

The Importance of Preflight Prep

By Jennifer Caron

Editor's Note: This article originally appeared in the Jan/ Feb 2017 issue of FAA Safety Briefing and was updated for this issue.



What's that weird noise? I think to myself as I prepare for departure. I just finished my run-up, ready for take-off, and there it is again — that deep knocking sound — three times now — “knock, knock, knock.” But I just shut this airplane

down 30 minutes ago — quick stopover, I needed a break. Now I'm running late, so I skipped the preflight check completely. But I always do a full run-up on every start-up, so it should be good to go without a preflight check, right?

Don't leave anything to chance. In 2017, when this article was first published, 384 people died in 238 general aviation accidents. In 2022, 358 people died in 222 general aviation accidents. As you can see, the numbers have not changed much over the years. Power-plant system and component failure was the third most common event for fatal accidents, and maintenance errors were not to blame. Inadequate preflight preparation was cited as a contributing factor in many of these accidents.

“A” in PAVE

Preflight preparation of your aircraft is one of the most important steps you can take to ensure that your air-

craft is fit for flight. It is a critical function of the “A” in the personal minimums PAVE checklist of Pilot, Aircraft, EnVironment, and External Pressures. It is one of the tools pilots use to assess the risk of a flight by evaluating the presence of risk factors in each of these four areas.

The PAVE checklist works like any checklist you would use in your aircraft. You should expand its use to your flight planning as well and consider each line item carefully before making your final decision to fly.

To help with the “A” in PAVE, I've highlighted some simple steps you can take to evaluate your aircraft prior to takeoff.

Step 1 — Is it Airworthy? To be airworthy and safe to fly, the aircraft must meet two primary conditions. First, it must conform to a type design. Second, it must be in a condition for safe flight.

Type Design

An aircraft must conform to its type design, which includes not only its equipment but also *documented* compliance with all required maintenance inspections. The type certificate data sheet (TCDS) for the aircraft provides a formal description of the aircraft, engine, or propeller, along with limitations and information on items such as airspeed, weight, and performance limits.

Condition for Safe Flight

To be in a condition for safe flight, all required and installed equipment must be in good working condition. Any repairs and modifications must be correctly documented. Your aircraft needs an FAA Form 337 any time it has undergone a major repair or major alteration, as any changes to type design require approval through a supplemental type certificate (STC) that documents the FAA's approval of a product (aircraft, engine, or propeller) modification.

Additionally, your aircraft must meet the requirements of certain inspection cycles. You should be able to find aircraft maintenance log entries for completion of the annual or (if applicable) 100-hour inspection, which

(Continued on page 5)

(Continued from page 4) - Is My Aircraft Right for Flight?

includes verification of any applicable airworthiness directives and any required equipment checks (e.g., the VOR and altimeter/pitot-static system, the transponder, and the emergency locator transmitter (ELT) battery strength). If you are flying a rented aircraft, always remember to note when the next inspection is due. For instance, are you planning a six-hour flight on an aircraft that only has three more hours until its 100-hour inspection is due? Ensuring that flight duration will not exceed the next aircraft inspection is part of the pre-flight for rental aircraft.

After maintenance, check systems thoroughly, or ask qualified maintenance personnel to help re-inspect the aircraft to ensure all systems are a go.

Step 2 – Is it My Type? Know your experience level flying that particular aircraft type and your aircraft’s performance abilities and limitations.

Step 3 – Gas in the Tank? Know your fuel reserves.

Step 4 – Checklist Checked? Preflight checklists are your friends – use them! It is important for you, as a safety-minded pilot, to make use of a physical preflight checklist. Never work from memory. In this way, you can ensure that you do not skip or misevaluate the items you are checking. Always exit the aircraft and move around it methodically, avoiding interruptions and distractions during your external inspection.

Go one step beyond the official checklist items and develop an additional items checklist to be used in conjunction with the aircraft’s preflight checklist. Take a look at the FAA Safety Team’s (FAASTeam) advanced preflight pamphlet at bit.ly/3DF7xid (PDF) for guidance on developing an additional items checklist to add to your preflight arsenal.

Bring Your “A” Game

Another way to check your “A”ircraft, and to proactively assess risk for a given flight, is with a Flight Risk Assessment Tool (FRAT). A FRAT helps pilots make better go/no-go decisions by asking a series of questions that generally follow the PAVE checklist. There is an abundance of FRAT options to choose from, they are simple to use, and many are available as apps on your

Newsletter Editor

-- Art Howard

We had a nice snowfall for a winter wonderland of a white Christmas. As I work on this Newsletter, I see green grass in my back yard. What a difference a few degrees and rain make. We had approximately 0.87 inches of rain!

Hope everyone had a nice Christmas and Santa brought you good airplane parts, gas, and a desire to fly more and do it safely

We are going south for a few weeks in January. I signed up for a NAFI Summit, January 13–15, 2025, Daytona, Florida. After that we will visit relatives and friends before returning back home in late January.

See you around the patch.

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

smartphone or tablet. Check out “Introduction to Safety Risk Management” – the January 2023 Fly Safe GA Safety Enhancement Topic at bit.ly/47u0k1e.

Remember This

With safety in mind, following proper preflight procedures plays a critical role in ensuring the airworthiness of your aircraft prior to takeoff. The steps you take before your aircraft leaves the ground will pay huge dividends towards your piece of mind while in the air.

And that weird knocking sound we heard earlier? Well, that was just your aircraft reminding you to do a thorough preflight check. Fly safe!

Editor: The above article is from the November/December 2024 FAA Safety Briefing URL: <https://www.faa.gov/sites/faa.gov/files/NovDec2024.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/Youth Protection](http://EAA.org/YouthProtection).

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

