

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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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 afternoon 1518!

Hope you have enjoyed the long-lasting fall. As we approach Thanksgiving it is sounding like the weather is finally going to cool down.

As a final reminder at the December 7th meeting, we will be electing new chapter leadership, please plan on attending and throwing your name in the ring. Even if you are not willing to run, we want everyone there to vote for those who choose to step up.

It has been an honor being involved with the chapter in a leadership role and I'm sure when life slows down again, ill offer my services again.

Until then I am going to continue to focus on getting the Bearhawk built, finishing up the last few details on the hangar, and finally spending the next 5 years wrapping up my professional career at Ecolab. Hopefully by then there will be a grandchild or two to bring around the airport and infect them with the wonderful Aviation Disease!

Thanks to all of you,

Scott Stricker



Calendar .

- **Note:** There is no meeting in January and July of each year.
- Next meeting at 9:30, December 7, 2024.
- 1st Saturday meetings at the terminal at 9:30 am except holidays.

Secretary/Treasurers Comments

-- Dan Johnson

Are Two Pilots needed in today's Airliners

-- Mark Weinreich

2024-12 Secretary/Treasurer Report

Secretary/Treasurer Report

- This month we made donations to both the Red Wing Area Food Shelf and the Pierce County Food Pantry.
- We contributed \$750 to each.
- I will be participating in a webinar on Dec 3rd about setting up our chapter as a tax-exempt corporation.
- In January we will reincorporate the chapter as a Tax exempt corporation and next year will have to fill a federal income tax return for the chapter
- Our current bank balance is \$4,438.90 accounting for \$1,500 that has not yet cleared the bank

UP COMING MEETINGS

We will 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



There is an urgent discussion underway with professional pilots, and in particular, through the Airline Pilots Association which is a strong voice for airline pilots in the US and Canada. With modern flight deck technology and an apparent shortage of qualified pilots, the discussion is about single pilot flight deck operation with ground based dispatch and tech-savvy remote pilots also involved with each scheduled flight. Makes sense to airline management. But does it go down okay with the customers, the passengers in the back? How are they about this?

Back in the day when we flew Fokker F-27s under FAR 121 rules, it certainly was necessary to have two pilots on the flight deck. The F-27 was capable, but it was of 1940s technology. The cabin pressurization controls were operated manually, the pneumatic system which operated the landing gear, steering and brakes, was always in need of attention as to system pressure. The auto-pilot system was decommissioned due to high maintenance cost. We hand flew this airplane in all weather conditions throughout the upper Midwest, and with instrument approach charts hung on a suction clip on the side window. It was real nice to have another pilot along!

Fifteen years later, and we are flying jet aircraft with modern avionics and flight control systems; auto-throttles even! Some now even capable of "auto-land." And my experience with these airplanes was truly great! Just block out on time, go to the correct runway and line-up, powerup, and push the auto-throttles button...down the runway, rotate, pitch up and with climb verified "gear-up, autopilot on." The other pilot pushed the button and we are on our way.

Now we were flying longer routes. Two to three hours. Keeping a check on the panel gauges of course, and making the cabin announcements. However it actually became a bit boring. I enjoyed seeing the airline hire more women pilots as they seemed to be better at con-

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(Continued from page 2) - Are Two Pilots needed in today's Airlines

versation and were always a nice addition to the flight deck ambiance. And they were sharp pilots. At the risk of being at odds with the present point of view of ALPA, the pilot's union, I can understand the position of single pilot operation in view of the fact that the technology is present and available to allow for such single pilot airline operations. Are we not cognizant of available technology and the financial metrics of the airline business which has always been very expensive, and particularly cost heavy in fuel and personnel outlays.

Years ago, two or three pilots (plus flight attendants) were needed to safely operate our airliners. Today with digital technology, aircraft can even operate without an on-board pilot. The military has been doing such for several years. It will be interesting to see how this issue plays out.



Embraer 110 Bandierante, 2 pilots, 17 passengers



Fokker F-27 1 flight attendant, 2 pilots, 48 passengers



Bae 146/AVRO 85, 4 jet engines now doing fire work

The AVRO 85, a fine and comfortable airplane but costs too much..? for passenger usage...

Cpt Mark

CIVIL AIR PATROL CADET EARNS PRESTIGIOUS AWARD

-- Capt. Brenda Carlstrom

On 22ND of August 2024 the Red Wing Civil Air Patrol held an Amelia Earhart Award ceremony at their hangar at the Red Wing Regional Airport in Bay City WI. Present from MN Wing Staff were Commander Colonel Jason Suby, Vice Commander Lieutenant Colonel Paul Prior and Command Non-Commissioned Officer Chief Master Sargent Jeff Rosenthal.

Cadet First Lieutenant Caroline Keller received her Amelia Earhart award and was promoted to Cadet Captain. The Amelia Earhart Award honors the late Amelia Earhart, aviatrix, advocate, and pioneer, who set many

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records for women aviators in aviation's infancy, and who was lost while attempting to be the first woman to circumnavigate the globe.

In accordance with its importance within the Cadet Program, the Amelia Earhart Award is normally presented by a CAP Wing Commander (or higher) or a state or federal government elected official. Once a cadet earns the Earhart Award, he or she is promoted to the grade of Cadet Captain.

This structured Cadet Program is divided into sixteen segments, called achievements, involving study and performance in the five program areas. Upon completion of each achievement, the cadet earns increased responsibility, decorations, awards, eligibility for national and international special activities, and opportunities for both flight and academic scholarships. The second milestone of the Cadet Program is the Amelia Earhart Award, which is earned after the receipt of the General Billy Mitchell Award and the completion of the first eleven achievements of the Cadet Program. In addition, the cadet must pass a comprehensive 100-question examination covering aerospace topics, leadership theory and staff duties. To highlight the significance of this accomplishment, as of the 26 of June 2024, 21,301 cadets have earned this award since its inception in 1964. Only 6 percent of cadets nationwide receive this achievement.

Civil Air Patrol, the official Auxiliary of the United States Air Force, has three missions: Aerospace Education of the American people, Emergency Services, and the Cadet Program. The Cadet Program provides opportunities for the learning, maturing, accepting, and nurturing of leadership to over 26,000 young Americans from 12 to 20 years of age. With the advice and assistance from CAP Senior Members and the US Air Force, cadets are exposed to a structured program comprised of aerospace education, leadership, special activities, physical fitness, and moral and ethical values through group and individual activities.



Pictured are first row, Cadet Commander C/CMSgt Caleb Williamson, Red Wing Squadron Commander Capt. Brenda Carlstrom, MN Wing Command CMSgt Jeff Rosenthal

Back row MN Wing Commander Col Jason Suby, Outgoing Cadet Commander C/Capt. Caroline Keller, Major David Carlstrom, MN Wing Vice Commander Lt Col Paul Prior

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FAA stays controversial Moss Interpretation after industry backlash

-- General Aviation News

By General Aviation News Staff · November 20, 2024

The FAA [has issued a stay](#) of the "Moss Interpretation" of [14 CFR § 43.3\(d\)](#), following [significant opposition](#) from aviation industry leaders.

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Continued from page 4) - FAA stays controversial Moss Interpretation after industry backlash

This controversial legal interpretation, issued on Sept. 3, 2024, redefined supervision requirements for uncertificated mechanics, mandating the physical presence of certificated supervisors throughout all work — a move that critics argued was impractical and disruptive.

Industry Pushback

A coalition of 16 aviation organizations, including the Aircraft Owners and Pilots Association (AOPA), Experimental Aircraft Association (EAA), and the General Aviation Manufacturers Association (GAMA), led a unified effort to oppose the interpretation. They argued that the new mandate:

- **Harmed Workforce Development:** Training uncertificated mechanics would become unfeasible, stalling their path to obtaining A&P certification.
- **Disrupted Maintenance Practices:** It would eliminate owner-assisted annual inspections, a practice valued by aircraft owners for its educational and cost-saving benefits.
- **Economically Unsustainable:** Repair stations would face prohibitive costs in maintaining constant on-site supervision.

A separate effort, spearheaded by Savvy Aviation, included a [detailed letter](#) signed by industry professionals, asserting that the interpretation misread existing regulations and ignored established practices.

FAA's Stay

The FAA's stay provides temporary relief to repair stations, mechanics, and aircraft owners while the agency reviews the policy.

Industry groups have committed to working with the FAA to develop a more practical interpretation that balances safety with modern technological and workforce realities.

Editor: This article is from [General Aviation News](#).

Newsletter Editor

-- Art Howard

The fall weather this year has been very nice to folks who are flying. Sunny and warm days with an occasional windy day. What a nice fall!

However, it looks like that is changing. The forecast has rain which will turn to frozen stuff. I think they call that snow in the winter time! And then into the single digits. Wow, what a fast change.

This means that if you are going to fly, whether locally or on a cross country, you need to really understand the current and forecast weather. None of us wants to get caught in freezing rain, low visibility in VFR, or icing in the clouds (IFR). If you are doing your own weather briefing, make sure you understand what it is you are looking at. If in doubt, call FSS, (800) 432-4716. You can brief in Foreflight for icing conditions and at <https://www.1800wxbrief.com/Website/weatherGraphics?conus=0>.

1800wxbrief.com is a Flight Service website that is free. If you are a member of AOPA, you can use <https://aopa.org/weather/> for current weather and forecasts. Always obtain a weather briefing before each flight. That way you reduce the risk of in flight weather surprises. Your safety depends on it.

Another topic is to think about your proficiency. The FARs are just the minimums. You can increase your safety margin by participating in the Wings program. I recently completed a 3 hour flight with a CFII and now have a Wings Certificate of Proficiency at the Master Phase 8 level. There are three reasons I do this. Number one is to insure I am proficient in my flying. Number two is as an aging pilot, I am now 83 soon to be 84 years old, I want another CFI to observe my flying skills. And number three, I get a reduction in my annual insurance for my aircraft.

See you around the patch.

Thank you, members, for articles. 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/>

<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.

