

HIAWATHA VALLEY EAA CHAPTER 1518

RGK—Red Wing, MN Regional Airport

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

Our 49th 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

Happy Fall 1518,

Here we are in the middle of October, the leaves are starting to fall pretty quickly, and we are at about peak color. I hope you have had the opportunity to get out and enjoy the colors either in a car or preferably via an airplane! It is one of the things I really enjoy about flying. There is just something magical about running down the river looking at the beautiful bluffs in full color. I hear its quite popular with the ladies too!! Might be a great date idea guys!

Over the past few months there has been quite a bit of activity at the airport with new or updated hangars. There are currently 2 being built from scratch here on the west end. There is one being built on the east end and one recently completely resided to correct leaks.

It makes me glad to see the investment at our airport. It proves that the aviation market is strong, and people are wanting to invest in the Red Wing Airport. No one is going to spend these kinds of dollars if they are not serious about aviation. This level of commitment is what's needed in the General Aviation community to keep it going strong. Again, I am super happy to see the activity at our airport. If by chance you have not seen the new progress, please stop over and take a look!

With us entering the fall season, it can bring a reduced volume of flying as some are not able to preheat the engine as easily or may not have an adequate heater in the aircraft to stay warm while flying. While there are certainly benefits to warm weather flying in creature comforts, let's not forget the benefits of cold weather flying. Your engine will sure feel like it got a blast of youth back in it as it inhales this cool dense air. The prop will have more air to grab, and it will climb like you could only dream of in the heat of summer. The air is normally smooth and enjoyable. This makes it a great opportunity to take a friend flying that maybe you wouldn't in the summer as you are worried about take off performance. Its also a great opportunity to brush up on

(Continued on page 2)

Calendar .

- Next meeting is Saturday, November 5, 2022 at 9:30 am
- 1st Saturday meetings at the terminal at 9:30am except holidays

Secretary Comments

-- Mark Weinreich

Secretary's Comments:

Meeting of October 1st, 2022

8 members present;

Mark Weinreich presiding

Old Business:

\$500 donated to food banks; Red Wing, MN, and Ellsworth, WI.

Pancake breakfast profitable with 658 meals served.

Will have "Little Smokies" sausage next year if possible.

New Business:

Noted installation of new CAP sign at west entrance road

Discussed updating our airport signage for better directions to other locations on airport

Viewed the "Observation Area" and the sign on the access road concerning this

Discussed updating neighbor email addresses for better contact about "Neighborhood Day"

by Mark Weinreich

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

your short field take offs and landings with the increased performance.

Bottom line is the flying season doesn't have to end because the weather turns a little colder. Toss on another layer, plug the plane in for a few hours and get out there and enjoy it! I know I will be exercising the Glasair and Cub as frequently as possible this fall. I am also looking forward to seeing the snow come in this year. Why would I say that you may ask? Who in their right mind is wanting to get a lot of snow, they must be crazy you say. Well, that last part maybe hard to deny in my case, I have other reasons this year to look for-

When pilots have too much experience

-- Air Facts Journal

Editor From Air Facts Journal written by Mac McClellan.

URL: <https://airfactsjournal.com/2019/10/when-pilots-have-too-much-experience/>

OCTOBER 10, 2019

As pilots we spend our flying careers amassing hours of experience. Our skill and competence, and qualification for new ratings, and certainly for flying jobs, is largely based on our hours of logged experience. That makes sense. We humans become better in almost every endeavor with practice.

But when does a pilot have too much experience? In other words, when do the number of years logged since birth matter more than the number of hours in the log-book?

This question has assumed new importance to me because I just turned 70. A guy I fly with regularly in a corporate King Air 350i is 75. Together we have more than 102 years of flying experience. Is that too much? If not now, when will it be?

The FAA and its rules are silent on maximum pilot age except for pilots who fly for scheduled airlines. That
(Continued on page 3)

ward to the snow this year. Part of the Cub package was a set of skis for winter flying! I have always thought it would be great to able to drop in on some lakes while friends are sitting in an ice shack and say hi. Might even stop in on some random ice houses and offer a ride this year. That would give them quite a fish story, wouldn't it? What a better way to introduce someone to general aviation!

See you in the pattern,

Scott

(Continued from page 2) - When pilots have too much experience

maximum age is 65, up five years from the age 60 maximum that held for decades. There are rumors – perhaps circulated by old pilots like me – that the FAA is considering another maximum airline pilot age increase to 70, but I know of nothing even resembling the beginnings of new rule making.

For the rest of us, whether we fly for business under FAR 91, for hire under FAR 135 on demand, or for personal reasons, the FAA offers not even a suggestion of a maximum age. The requirements to obtain the appropriate medical certificate remain the same no matter our age, so that’s no guidance. And the medical standards for even professional pilots are not overly sensitive to the normal ravages of age that eventually affect all of us.

The reality is that insurance underwriters have been the enforcers of what I would call more realistic pilot standards. It’s the insurance companies that set requirements for total time, or time in type, for example, to qualify for specific coverage. And the underwriters are the ones, not the FAA, who send most pilots back for recurrent training that the FARs don’t demand.

But, so far, aviation underwriters haven’t taken a solid, much less a consistent, position on the question of how old is too old for a pilot. Word around the airport is that after age 70 it may become more expensive to buy insurance for pilots flying for personal reasons, or that high limits on liability may be unavailable beyond that age. But those are just rumors, impossible to confirm.

Several years ago the head of an insurer that covers many personal airplanes told me a story. His company had insured an 80-year-old pilot who owned and flew a cabin-class piston twin. That pilot crashed, killing himself and his three elderly passengers.

As you can imagine, the accident kicked up a lot of dust that Gramps had finished off himself and three of his equally elderly lady friends. The parent company of the aviation insurer went crazy demanding to know why a pilot of that age had been underwritten. The answer was that the aviation underwriters had no data that showed older pilots posed any additional risk. All of the



Airline pilots have no choice but to retire at 65; should general aviation pilots have an age limit too?

company’s data showed an 80-year old had an accident at the same rate as younger pilots with equal pilot experience and training.

The aviation insurer battled its parent who demanded that it stop insuring older pilots. Finally, a truce was reached with the aviation arm agreeing to charge a significant premium increase to pilots older than 70, even

(Continued on page 4)

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

(Continued from page 3) - When pilots have too much experience

though it had no supporting risk data that warranted the higher premium.

The bottom line is that data ranking the risk of pilots by age doesn't exist. When the FAA was considering increasing the airline pilot maximum age from 60 to 65 before the rule changed in 2007, there were a number of safety studies conducted. The studies concluded there was nothing to support a difference in safety between a 60- and 65-year old pilot. The studies examined the accident records of pilots older than 60 who flew sophisticated non-airline airplanes. They also subjected 65-year old pilots to simulator tests, and cognitive and reaction tests. The results were the same. No difference between a 60 and 65-year old pilot could be confirmed.

But the studies didn't extend to pilots older than 65 because that was the maximum age being considered. So pilots like me, who are 70 and older, have absolutely no data to consider when trying to decide how old is too old. And neither do their passengers, employers or underwriters.

A pilot I know who is well past 70 has decided to up his simulator-based recurrent training from once a year to every eight months in the hope that will uncover any age-related loss of flying skill. Makes sense, I think.

But then I consider my late parents and the rules they drove under in Illinois, where they lived. Illinois has the most stringent requirements in the nation for older drivers, including taking a full driving test at every license renewal after age 75. Once an Illinois driver hits 81, they must take the driving test every two years, and then every year at age 87. In other words, Illinois was administering what we would call a checkride to elderly drivers to attempt to measure their performance behind the wheel.

My parents both made it to 93, in good health until near the end. And both had driver's licenses, having passed the required road test every year before the end. But to ride in a car with them those last 10 years or so of their life was terrifying. The last time I agreed to do that with my dad he made a left turn in front of an oncoming car so close that I could see the other

driver hadn't shaved that morning.

So if older drivers in Illinois can get past a driving test that is intended to stress teenagers, can a checkride in an airplane detect pilot skills lost to age? Probably not.

How old is too old is the question that becomes more crucial to pilots every day because too few younger people are coming in the bottom to replace us oldsters. The average age of active pilots increases every day. And the pilot shortage – finally for real this time – means that we older pilots remain in demand because, well, there aren't enough younger pilots with the necessary credentials to replace us.

I ask myself often if I have lost a step to age. But I don't know the answer. At some age I, and all of us, will, but can we know when? I still touch down on the centerline in the appropriate zone from the threshold. I fly IFR all of the time so my performance is constantly monitored and recorded. And I have even mastered – I think – a new suite of integrated avionics. Adapting to new technology and operating systems is reportedly harder for old folks, so maybe that counts for something.

It's a truism that we all age at different rates, and that we need luck to avoid disease that can rob us of capabilities. And so far I've had that luck. Maybe my question will be answered when I just get tired of flying and have had enough. That hasn't happened yet, but showing up at the airport at 6 for another 7 o'clock takeoff in the coming winter darkness may do the deed before an AME tells me it's time to hang it up.

[Mac McClellan](#)

When people ask Mac McClellan what he does for a living, he replies, "I fly airplanes and write about them. And I'm one of the most fortunate people in the world to have been able to make a career of doing what I love." Mac has been a pilot for more than 45 years, an aviation writer for more than 40 and has been lucky enough to get to fly just about every type of personal and business airplane in production from the 1970s onward. He was on the Flying Magazine staff for 35 years and editor-in-chief for 20 of those years. He has

(Continued on page 5)

Newsletter Editor

-- Art Howard

We have had our first days of frost! Nature is telling us that the days are getting cooler. The trees are losing their leaves.

Hope you got out to fly this fall season and look at some of the color. We flew to Brainard Lakes Regional



(Continued from page 4) - When pilots have too much experience

private pilot privileges in single-engine airplanes, commercial pilot in helicopters and ATP in airplanes with more than one engine. He holds several business jet type ratings and has logged more than 10,000 hours. His first airplane was a Cessna 140 and for the past 27 years he has owned a Baron 58 flying it more than 5,000 hours to cover the aviation industry. And now he is a part-time corporate pilot flying a King Air 350.

EAA Chapter 1518 Dues

-- Dan Johnson

Fellow EAA Chapter 1518 Members

Just a friendly reminder that not all have paid their dues.

To become an active member of chapter 1518 the following is required:

1. You are a member of EAA and have paid your dues to the national organization.
2. You have paid your Chapter Dues of \$10 per year.

Contact Dan Johnson or Art Howard and they can look up if you are current on your local and national dues.

If you need to pay chapter dues give them to Dan or Art and we will update the records.

Editor: You can also mail your dues to:

Dan Johnson
751 Briarwood Dr
Red Wing MN 55066

Airport (KBRD) for breakfast on Wednesday, October 5 at the Wings Airport Café right on the airport. You just park outside and walk into the terminal building to the restaurant. There were a lot of locals at the restaurant.

After a nice breakfast we were airborne again with our next stop at Longville Municipal Airport (KXVG) where we topped off with \$4.65 100LL. It must have been old fuel at that price but burned well in the Cherokee. We continued our flight toward Bemidji flying at 2,500 feet to enjoy the colorful fall foliage.

The pictures shown on this page and the next were taken on the west shore of Leech Lake. This area is covered in smaller lakes and swamp land and higher ground with hardwood trees. The color was at its peak! It was a fall flight that has great memories.

(Continued on page 6)

(Continued from page 5) - News Letter Editor

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).



I need more articles from the membership. Please send your articles and pictures to alhowar@attglobal.net.

See you around the patch.

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.

