

Red Wing EAA CHAPTER 1518

RGK—Red Wing, MN Regional Airport

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

Our 52th 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

-- Jim Cushing

President's Corner April 2025

Hope everyone is having a good Spring. At the current rate we are probably only two blizzards away from Summer. It has been a crazy year for weather so far and luckily we haven't had as violent weather as other parts of the country.

As I write this, Rex Porter and myself are on Spring Break in Pennsylvania. Not the party fueled beach party type of Spring Break but rather an educational pilgrimage to Lycoming engine college in Williamsport. Just down the road from Lockhaven where many Piper aircraft were born. It is a week long training program put on by Lycoming college. The college has 100 students onsite working on a four year degree program and they will graduate as A&P mechanics. The class we are attending is much smaller. It consists of 15 aviation aficionados. Being 1000 miles from home, I thought we made quite a trip. As it turned out we were not going to win the furthest travel award. We spent classroom and shop hours with fellow mechanics from four continents. I learned that in the United States we are very fortunate to have such freedom in general aviation especially for VFR pleasure flying. A gentleman from England explained to us the complexity to just take his aircraft around the patch. Reservations, flight plans and fees are all part of having fun in his world.

Remember our meeting the first Saturday of the month. Hope to see you there.

Jim

President EAA 1518

Calendar .

- April 5 meeting, 9:30 at the terminal.
- 1st Saturday meetings at the terminal at 9:30 am except holidays.



Secretary/Treasurers Comments

-- Dan Johnson

Editor: Dan has been busy lately. I did not receive an update for the April Newsletter. Since I am traveling, I needed to get this one out. Sorry, Dan.

March 2025 Treasurer's Report

Our Bank Balance as of 2/23 is \$3,728.86

We have 12 members who have paid their dues for 2025 or longer. We have 50 Members who are not current.

Please make your check out to EAA Chapter 1518 and send you dues of \$10 a year to

Dan Johnson
751 Briarwood Court
Red Wing, MN 55066

You can also pay your dues at any meeting if that is more convenient.

If you don't know if you have paid, text me at 715-441-1790 and I will look up your record and text you back.

The dues are minimal but they are one way we know who are active members.

Dan

March 2025 Secretary's Report

The March 1st meeting will be a Chapter Board Meeting as well as a business meeting. The Board is made up of the President, Vice President, Secretary and Treasurer.

At the board meeting the officer's will be voting on a new corporate authorization Resolution that will authorize which officers will have access to the new corporation bank account information and who will have signature power on our checking account and debit card.

Dan Johnson
Secretary/Treasurer
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An Aircraft's Story

-- Mark Weinreich

An aircraft's story, as told in the records data file...

I received in the mail recently a heartfelt letter from a young man in Indiana who was searching for a particular Cessna 140 which his grandfather of 95 yrs old had told him about...N1999V.

He gave me a name which I looked up in the extensive data file which I have assembled on N1999V, S/N: 14210. I did find a maintenance log entry back in 1956 out of Lansing Michigan which seemed to match his inquiry. I made a copy of this and sent it out along with my perspective of this particular airplane's life over the years... For me, the history and people attached to an aircraft are what make such a "true collectible" item. N1999V, "Isabelle," who now resides here at KRGK, has a pedigree and the records to match. She has touched many people along the way since 1947. The most caring of all I think was a young woman named Deborah who evidently went on to become a United Airlines pilot after spending many hours in this Cessna 140 back in the 1980s. I noted the credit application, the re-finance, and felt the struggle which she must have endured.

I went through much the same in the 1980s; laid off my job as the company sold the corporate airplane and downsized, and then I and family struggled on a cash basis to get by. Drove a delivery truck for several months and did odd jobs for pay. My engineering degree and experience did not amount to much it seemed. But then the airlines started hiring again... So I applied and the rest was just one class and one airplane on to the next; a whirlwind of books and simulators and of flight checks. Looking back, when did I even have time to sleep!

It was though I connected to the others who were attached to this Cessna 140 and who also did strive to overcome the difficulties of the 1980s economic landscape and then readjust their focus. It was a time of "weeding out the lame" for sure.

(Continued on page 3)

(Continued from page 2) - *An Aircraft's Story*

Whether it be vintage aircraft or vintage automobiles; historical records and accuracy to original design and appearance are worth something. Good records are an important component of the total value. Don't go home without them!

Cpt Mark

A Guide in the Dark

-- FAA

Much as we might enjoy flying at night, we're clearly not built for it. We're visual creatures and more specifically we're daytime visual creatures. That's not to say we can't operate at night, we're just at a disadvantage when compared to other creatures that are better equipped for the task. Because of this, there are some additional concepts and ideas we need to be familiar with before we venture off into the night. This magazine issue is a good place to start, but one of my favorite FAA resources, the *Airplane Flying Handbook* (AFH), is a wonderful place to make sure you're covering all your bases. Specifically, Chapter 11 covers the ins and outs of night operations from a variety of angles.

The Eyes Have It

The first area of focus, no pun intended, is the eyes. Aviation is a visually intense activity, and darkness plays an outsized role in night flying, so understanding how your eyes work is important. One example of how anatomy makes a difference in the night environment is in the composition and arrangement of the structures in the retina. The retina is essentially the "sensor" portion of the eye that receives the light coming in from the world and translates that into a signal to the brain. The retina contains two different kinds of photo-sensitive cells that help you see in color during high light conditions (cones) and greyscale in darker conditions (rods). The cones are concentrated in the center of the eye while the rods are in the surrounding area. This leads to a shift from the center of your field of view



towards the peripheral as light conditions decrease. And that's just one small piece of information about night vision that could be critical to your night flying. You'll find more in the AFH.

Illusions, Airplanes, Lights, and More

The AFH also provides a quick refresher on things

like the visual illusions you are likely to encounter at night. You can find a more detailed and entertaining explanation in our feature "Your Senses in The Shadows" in this issue. The same is true of the regulatory requirements for pilots and aircraft ("Vampire Rules" article in this issue) for a quick brush-up, but the AFH is a good reference for more detail.

An area we have less coverage on in this issue is airport and navaid lighting. Airport lighting is critical for night operations to replace the visual references that are missing at night. While airports may have different lighting arrangements depending on their size and scope of operations, knowing the differences can be helpful in identifying the correct airport and runway. You'll find that in the AFH too.

Step by Step

Last but not least, Chapter 11 of the AFH concludes with a step-by-step guide to night flying broken down by phase of flight. It discusses tips relevant to each phase, like a thorough review of weather information as part of preflight planning since the dark conditions will make it harder to avoid clouds if you're flying VFR. Another good tip regarding takeoff is to increase your scan of the altimeter and vertical speed indicator at night to compensate for the reduced visual references. During the day it's easy to see that you're climbing, but at night it can be less clear, especially if the departure path is over water or open ground without lit structures.

Whether you're a student pilot just starting out, a rusty

(Continued on page 4)

(Continued from page 3) - A Guide in the Dark

pilot getting back into the game, or an experienced active pilot, the AFH offers an excellent base to work from. However, it's by no means an exhaustive resource on night operations. As the articles in this issue prove, there is certainly more to say than just what appears in this relatively brief chapter. However, while the chapter's brevity offers its own advantage for a quick refresher, be sure to seek out other resources. Whether they are other FAA handbooks, online courses, or trade press articles they can allow you to expand your nighttime knowledge.

James Williams is FAA Safety Briefing's associate editor and photo editor. He is also a pilot and ground instructor.

Editor: The above article is from the January/February FAA Safety Briefing magazine URL: <https://www.faa.gov/newsroom/safety-briefing/januaryfebruary-2025-faa-safety-briefing>.

Training flight causes another plane to go-around

-- General Aviation News

By General Aviation News Staff · March 27, 2025

This is an excerpt from a report made to the [Aviation Safety Reporting System](#). The narrative is written by the pilot, rather than FAA or NTSB officials. To maintain anonymity, many details, such as aircraft model or airport, are often scrubbed from the reports.

I made a bad judgment call and did not assess a situation as well as I could, which led to pattern traffic having to execute a go-around while we were taking off.

Our plan: We were conducting a complex/high performance training flight in the retractable gear aircraft. Our briefed plan was to takeoff out of Harvey for an eastbound departure and maneuver east of Lake Ste-

vens for complex/high performance training before conducting full stop taxi backs for landing practice.

What happened: We were holding short of 15L and noticed traffic from our perspective abeam the numbers in the right hand downwind. This seemed like plenty of time to depart in front of traffic as this seemed like a routine pattern.

Me and the student made our takeoff call while pulling out onto 15L. As we were pulling out onto 15L, I noticed that the traffic started a short approach and this started to look more like a power-off 180. Traffic called base turn and shortly after final as we were lined up on 15L.

We applied takeoff power because at the time it seemed like the safer option to get things moving and clear the runway for the landing traffic rather than sit there being a hazard.

After takeoff a few things happened that added a lot of confusion to this scenario.

Traffic on final said something along the lines of "we're sidestepping to the left of the runway." We never heard the standard phraseology words "going around," which led to us having to physically look outside trying to confirm if traffic was going around.

Our GPS screen with the ADS-B dimmed automatically to the lowest brightness value literally right after take-off. We had limited visibility on the traffic because they were in our blind spot and we were in theirs...high wing vs low wing.

Jefferson County radio calls were going on at the same time, which made the cockpit noisy and hard to tell who was saying what.

The issue we caused: We caused a very hazardous situation. We were taking off while an airplane is going around. Same flight path. Not good.

What reactive actions did we take: I assumed the airplane did go around and was sidestepping to the left so I took flight controls and at a safe altitude changed our plans. Instead of turning left into the conflicting traffic we decided to depart right hand to the northwest away from traffic on the go-around.

(Continued on page 5)

(Continued from page 4) - Training flight causes another plane to go-around

Instructed the student to make a radio call communicating that we were doing so and that we have go-around traffic in sight.

Reflection: We had a long debrief after our lesson about communication. This would not have happened if we anticipated a short approach and communicated based off of that knowledge. We would not have lined up on the runway. Up until we were on the runway I perceived a routine pattern until I started getting the picture behind us that they are closer than I was picturing/anticipating.

The radio was very busy during this situation and people were stepping on each other. I heard that someone was sidestepping to the left and I concluded that must have been the traffic on final doing a go-around.

Like previously stated the ADS-B display dimmed to zero after takeoff. I wanted us to be as predictable as we can so we just kept climbing straight out and kept calm.

After I took flight controls, I saw the airplane off our left and we were on diverging flight paths.

Primary Problem: Human Factors

ACN: [2167830](#)

When you click on the link it will take you to the ASRS Online Database. Click on Report Number and put the ACN in the search box, then click Search. On that page, click on "view only the 1 most recent report."

Editor: This article is from General Aviation News, URL: <https://generalaviationnews.com/2025/03/27/training-flight-causes-another-plane-to-go-around/>



In the hangar at Park Rapids Aviation.

Newsletter Editor

-- Art Howard

I am writing this Newsletter at my daughter's home in Cleveland, Tennessee. Why? I am on my way to the airshow called Sun n Fun in Lakeland, Florida. Over the years, I have traveled by motorhome, van, car, and airplane. I have lost count but it is over 30 years of volunteering in the homebuilt section doing statistics. Fun to meet up with folks I have volunteered with over the years. Unfortunately, some have gone West by now. Seems that is becoming more common as I get older.

Another milestone in my flying adventures. I picked up my aircraft, N5438W from Park Rapids Aviation on Thursday, March 6. It looks like a new aircraft with a very new quality paint job. I have enclosed several pictures in this newsletter. A few of you have already spotted this aircraft flying to and from Red Wing Regional airport. Is the first time in years that I can look out of the cockpit in flight and see a wing that is pure white with no peeling paint! I am flying a new aircraft!

See you around the patch.

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



Plugged in at Detroit Lakes Airport.



The proud owner of the newly painted N5438W, Art Howard. This is a 1962 PA 28-160.

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://wisconsin.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.

