

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 June 2025

Unfortunately, we are batting at 50 percent success rate this year with our flying events. Our Hamburger Social event has been cancelled due to concerns of weather for our fly in guests.

Even though the weather has been a hindrance for our local events, our first group Fly Out was a success with 14 members joining the caravan of 7 planes. The weather cooperated for our brunch trip in early May to Voyager Village Airstrip. As expected, the wind and bumps increased a bit for the ride home in near summer like flying conditions. It brought to mind a memorable trip from my past. It was on a Mother's Day some three decades ago.

The mission of the day was to take my mother and my new bride to Voyager Village for a Mother's Day buffet brunch. The flight north went quickly because I noted the ground speed was exceptionally fast thanks to the nice warm southerly winds aloft. Then after an exceptionally large dining experience it was time to return home. The challenge of the day became apparent to all of us by the time we got to an altitude just above the tall tree tops. We realized Mother Nature had taken the day off and left the atmosphere on spin cycle. There were no storms or bad clouds but very windy unstable air.

Changing altitudes and headings gave no relief to the bad ride. There was constant rolling which was banking the plane from side to side and massive pot holes that lasted the whole flight. My mother was sitting in the back of the Skyhawk just looking at the scenery. She commented that for such a warm, sunny day there were no boats on the lakes. As the trip progressed, it was apparent that there were no boats on the lake because of all the white caps on the lakes. Only an idiot would be out boating on a rough lake that day.

Calendar .

- Next meeting, 9:30 am, Saturday, June 7, at the terminal
- 1st Saturday meetings at the terminal at 9:30 am except holidays.

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Secretary/Treasurers Comments

-- Dan Johnson

June 2025 Secretary/Treasurer's Report

49th Annual Fly-in/Drive-in Breakfast

This year our Breakfast will be on Sunday August 3rd

Our next meeting on Saturday June 7th will be our planning meeting for the breakfast. Somehow I had put two meetings down as planning meetings and we don't need that much planning. We need to find some fun activity to do at the July meeting.

I have sent out an interactive checklist for the breakfast to the officers of the chapter. We will discuss the check list at the meeting and as officers' complete items on the check list they can update the list on line.

I have submitted the PUPP (Private Use of Public Property) form on line with the city of Red Wing. I have also submitted a request for the Certificate of Insurance from EAA to submit to the city.

I have submitted publicity of our breakfast to the event Calendars at EAA, MN/DOT Aviation and Wisconsin DOT/Aviation web sites.

Hamburger Fly-in Social

On Tuesday June 3rd we will host a fly-in hamburger social. It will be held in Scott's hanger. **Editor: Cancelled!**

Young Eagle Rallies

Our first Young Eagle Rally on Saturday May 17 was cancelled due to weather. The forecast low ceilings were even lower than forecast at just 1200 feet on Saturday morning with strong wind and gusts.

Our next rally is scheduled for June 21st.

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

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The turbulent ride didn't bother my mother though because she had logged many hours flying with my father. He would take her up in his Stearman biplane while practicing aerobatics for his air show acts. Now, my new bride on the other hand, was wondering if that "in sickness & in health" clause was binding, but luckily for me, no burp bags were harmed on the flight.

As we were bouncing along, we spotted one lone boat going across a lake and I watched the boat as it headed into dock. Noting the cabin it was heading towards, I realized it was my brother heading towards his cabin. He told me later, while he was tying up his boat, he was looking up thinking, "look at that idiot flying in this wind"!

Life is all about building memories. Be sure to watch future newsletters for our next chapter adventure. We would love for you to join us.

Fly safe.

Jim

President EAA 1518

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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.

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

Taildraggers.com launches

-- General Aviation News

Taildraggers.com, a new online platform exclusively dedicated to tailwheel aircraft, has officially launched.

Created by pilot Kevin Laufer, the site offers a destination for taildragger pilots and enthusiasts to buy, sell, and connect.

Laufer is no stranger to aviation or tech.

A corporate pilot with 25 years of professional flying and website development experience, he's spent decades blending two passions: Flying and building websites.

"I got my tailwheel endorsement in a Piper Cub at age 17, and that really set the course for my flying career," says Laufer. "At 18, I bought a Piper Clipper and towed banners at the Jersey Shore in Super Cubs throughout college. I still own that same Clipper today, alongside a Cessna 185 Skywagon."

"This project is about more than just buying and selling tailwheel aircraft," he continues. "It's about sharing a part of aviation I deeply respect. Tailwheel flying is one of the purest forms of flight — steeped in history, raw, unforgiving, and incredibly rewarding."

"Flying a tailwheel aircraft, especially in challenging conditions, demands precision, humility, and a unique connection between pilot, machine, and environment," he adds. "What I've always admired most is the camaraderie among tailwheel pilots. It's a tight-knit community, and I'm proud to be part of it."

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A Family Affair

Laufer built the new website with his son Michael, a private pilot and aviation safety student at the University of North Dakota.

“This site is a family affair,” Laufer explains. “It’s been a way for us to stay close and work on something meaningful together.”

While Laufer brings decades of flying experience and deep roots in the taildragger community, his son runs the site’s social media and digital outreach.

“He complements me perfectly,” Laufer jokes. “Even though I’m tech-savvy when it comes to web development, I’m still a round-dial analog guy at heart — I still write everything down on paper. He’s the one who keeps us visible online and connects us with the next generation of tailwheel pilots.”

Reviving the Tailwheel Pilots Association

Taildraggers.com is also home to the newly relaunched Tailwheel Pilots Association, a community-based group dedicated to promoting tailwheel flying.

Laufer originally founded the group more than 20 years ago but lacked the technical tools to sustain it at the time. Now, with a new platform and stronger infrastructure, the group is back, offering opportunities for tailwheel pilots to share stories, advice, and camaraderie.

Jets Are for Kids

Taildraggers.com carries the tagline “Jets Are for Kids” — an homage to Laufer’s former banner tow boss in Cape May, N.J., an old-school World War II pilot who used to say it to all the young banner pilots chasing jet dreams.

“It always stuck with me and made me smile,” Laufer says. “It’s a fun reminder that tailwheel flying is a unique skill, a passion, and, in my opinion, an art form that deserves its own space. Ironically, most of us did end up flying jets — but I never forgot my tailwheel roots.”

For more information: [Taildraggers.com](https://taildraggers.com)

Editor: The above article is from General Aviation News
URL: <https://generalaviationnews.com/2025/05/04/taildraggers-com-launches/>

BUILDING THE RIGHT TEAM

Approximately seven years ago, my predecessor, Dr. Mike Berry, penned an article discussing the FAA medical certification team. While excellent, it’s time for an update.

As Berry explained, medical certification is a process that involves more than simply receiving a sheet of paper. Pilots benefit most by building a partnership with an Aviation Medical Examiner (AME) that will serve them better in the long run over the course of multiple medicals and their career. This is especially important if you have underlying medical conditions.

Medical certification involves at least three team members: You, your AME, and the FAA. Your AME is often your liaison between the FAA and medical specialists in the community when additional evaluations are necessary. Therefore, your AME can be critical to how smoothly your medical certification goes.

AMEs, like any large group of professionals, have different strengths and weaknesses. Many AMEs practice another specialty and perform FAA medical examinations as a “labor of love” typically because they enjoy aviation and interacting with pilots. Many are pilots and aircraft owners themselves. In fact, we draw many of our medical consultants (cardiology, ophthalmology, pulmonology, etc.) from these AMEs. However, if you have any significant medical issues, it is best to have a short discussion with the AME before beginning the examination to ensure that you and the AME will be a good fit. For individuals with multiple medical conditions or high-risk conditions such as cardiac, neurology, or drug and alcohol issues, it isn’t unusual to spend significant time preparing an airman’s application and supporting documents to ensure smooth passage with the

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FAA. Not all AMEs can expend that much effort on FAA exams; believe it or not, the high office overhead for many sub-specialists can easily consume the basic fee they charge you.

Another thing to consider is that we review and update our policy on an ongoing basis. If you have medical issues that complicate your certification, an AME may not be as up to date in the latest FAA policy which is outside their specialty area. Thus, your medical certificate could be deferred or denied unnecessarily. On the other hand, the AME might be very interested in helping you with a problem in their specialty area. Communication with your AME early in the certification process is critical.

Unfortunately, it's not uncommon to see cases in which the AME unnecessarily deferred issuance of the medical to the FAA. We also see cases where the AME could have been more helpful with obtaining the correct medical documentation. This can mean delays for you and more work for the FAA. So what can you do?

If you are in generally good health without a significant medical history, any AME should be able to issue a medical. We recommend that you consider building a relationship with an AME who is familiar with current FAA policy, willing to spend the time necessary, and can provide you with the best possible certification experience. Various aviation organizations often have individual AMEs whom they recommend. Your fellow aviators can also be an excellent resource for a recommendation. Additionally, your regional flight surgeon (RFS) can be very helpful. RFSs know which AMEs in your local area have expertise for specific conditions. Even if you don't currently have a problem, it can be good to work with someone who may be able to help you avoid problems with certification (bit.ly/RFS_POC).

Both the Aerospace Medical Certification Division (AMCD) in Oklahoma City and the RFS can also help if your medical certificate is deferred. Both have added new physicians, and sometimes they can review and provide a disposition to your case while you are in the office. This saves time for you and can allow the FAA to be more efficient in working your case and coming to a

Newsletter Editor

-- Art Howard

Airplanes are fun to fly, but sometimes maintenance issues can pop up that are entirely unexpected, with no warning. I had one of those just before the annual last month! A flat tire on the right main.

We were hoping to fly to the Chapter event at Voyager Village. It did not happen because of the flat. Scott Stricker flagged down Mark Weinrich as he was taxiing away from his hangar. Mark, being the gracious individual he is, offered to take us in his airplane. It had been years since I had flown into a Bonanza. What a nice airplane!

Mark even gave me a used tube, which we put into the tire that was flat. This allowed me to fly to the annual. Two new tires and tubes were installed during the annual. All is well again!

The summer flying season is here. Take a look at the next page, click on one of the websites, and find a flight breakfast to fly to. Just watch the weather. Our Chapter event, The Flying Hamburger Social, was canceled because of the Tuesday weather event..

See you around the patch.

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

certification decision. Helpful hint: To account for any unexpected issues, build some time in your schedule to wait in the AME's office while they try to contact the FAA. Make sure that you bring all the necessary medical documentation with you as well.

I hope that these tips can help you have a better experience during your next exam

Editor: The above article is from FAA Safety Briefing magazine, URL: <https://www.faa.gov/sites/faa.gov/files/MayJun2025.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://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.

