

Red Wing EAA CHAPTER 1518

RGK—Red Wing, MN Regional Airport

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

Our 52th Year



Chapter Leaders

President
Jim Cushing
Cushing.Aviation@outlook.com

Vice President
Scott Stricker
Scott.stricker@ecolab.com

Secretary
Dan Johnson
DanJohnsonMRWI@gmail.com

Treasurer
Dan Johnson
DanJohnsonMRWI@gmail.com

Web Editor
Art Howard
alhowar@attglobal.net

Newsletter Editor
Art Howard
alhowar@attglobal.net

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.

This publication by EAA Chapter 1518, Inc. is for the use, education and occasional enjoyment of its members and others. No claim is made for the accuracy or applicability of information herein. Editorial content is the opinion of the contributor not necessarily the position of either EAA Chapter 1518 or the Experimental Aircraft Association.

Reader submissions and comments are strongly encouraged.

Comments from our Chapter President

-- Jim Cushing

Well, we are in to a New Year. The people have voted and there is a new President. It is a rare event that Presidencies are not consecutive terms. At the special meeting of our members on January 11th, I was elected President of our local Chapter 1518. I previously served as President several years ago.

For those that don't know me, let me introduce myself. My name is Jim Cushing. I am a founding member of our original organization, the Upper Hiawatha Pilots Association. It was a lot of words to print on our hats! Over the years, I have served in various positions, including President. A fixture at the Red Wing Regional Airport since I was a kid, my father was one of the founders of the original airport, the Nimon-Cushing Field in 1946.

I have had the opportunity to fly many aircraft from trail draggers to jets from our home field. Being a commercial airline pilot, corporate pilot, private pilot and flight instructor has brought me to many destinations. However, our beautiful landscapes and great flying organization has made for many good memories flying in Red Wing.

Many things have changed since my last term as President including becoming an EAA Chapter. The driving force to make that move was the Young Eagle program and giving young people their first airplane rides to share our joy of flight. Another benefit of being an EAA Chapter, we are connected to a multitude of resources to help us continue our good work as an organization.

At our January 11th meeting, we voted in favor of a proposal from Secretary/Treasurer Dan Johnson to streamline our organization name. We will now be "Red Wing EAA Chapter 1518". The decision to drop "Hiawatha" from the name will make it easier for new people to find us. I will have more on this change in upcoming issues of the newsletter.

Calendar .

- Annual February dinner at the Fire Hall, Red Wing Airport, 5 pm, Saturday, February 1, 2025. Our speaker is Art Howard with a presentation on his 2016 Alaskan trip with his airplane.
- 1st Saturday meetings at the terminal at 9:30 am except holidays.

(Continued on page 2)

Secretary/Treasurers Comments

-- Dan Johnson

February 2025 Secretaries Report

Several important items were handled at the January 11th chapter meeting that took place at the RGK Main Terminal.

There were 11 members present at the meeting and the following actions were taken

1. Our former “Hiawatha Valley EAA Chapter 1518” has been allowed to go dormant. That is, we are not renewing its registration with the Wisconsin Secretary of State.
2. We are forming a new corporation “Red Wing EAA Chapter 1518”. This will be registered with the Wisconsin Secretary of State as a nonprofit corporation.
3. A new set of by-laws was presented at the meeting and approved.

Our Officers

Jim Cushing has accepted the position of President for the next two years. Our officers are:

- Jim Cushing – President
- Scott Stricker – Vice President
- Dan Johnson – Secretary
- Dan Johnson – Treasurer
- Art Howard – Newsletter Editor
- Art Howard – Web Site Editor

The annual registration has been filled with EAA National Office and our registration fees and Chapter Liability Insurance premiums have been paid.

2025 Calendar

Attached is our calendar of events for the year. The events on this calendar will also be posted on the EAA National Calendar so we can attract new members from the area

February Dinner

We will be our annual February dinner at the Fire Hall on February 1st at 5:00 pm. Art Howard will be doing a presentation about his Flying trip to Alaska.

Ben will be cooking the main course and you are encouraged to bring a salad or desert to share. Donations will be accepted to help with the cost of the dinner.

Young Eagle Events

We have five young eagle events scheduled for the year. Phil Nyberg and Dan Johnson are sharing the role of Young Eagle Coordinators.

If you are a Young Eagle Pilot or Ground Volunteer make sure that your youth protection training and background check are up to date.

Airport Neighbor Day and the **fall hamburger social** have been combined on Tuesday September 9th. This will be in leu of the September meeting. We have a rain day for the Airport Neighbor Day on Wednesday September 10th. There is no rain day for the hamburger social.

Dan Johnson
Secretary/Treasurer
715-441-1790
DanJohnsonMRWI@Gmail.Com

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

We plan to make 2025 an exciting aviation focused year. I am at the airport most days. Be sure to stop in to say hello and offer any ideas for our organization. I look forward to working with all of you as we make more aviation memories this year!

Stay warm, Jim



Contrails

-- Jim Cushing

On January 3rd, we lost one of our local aviators, Richard "Dick" Jacobs. He took his last flight west after eighty seven years on or above this planet.

For those of you that did not know Dick, he has been active at the Red Wing Airport for over forty years. Always with a smile and a kind word. You may have seen him in his 1973 Skyhawk or a CAP bird. He became a regular at our airport while he was an active pilot for Northwest Airlines. Dick was always one to have a story about his aviation career and experiences. So many of his tales involved flying heavy jets on international flights. The stories he didn't share as openly were from his decorated military career flying as a Marine pilot in the Vietnam era.

Dick was an active person around the airport. For many years, you could see Dick flipping pancakes at our annual breakfast but his most recent activities were with the Civil Air Patrol. Dick enjoyed mentoring young cadets both locally and in Florida.

His son Fred keeps the tradition going as a Delta pilot and introducing Dick's grandsons to aviation in the family Skyhawk.

Landing in the snow...

-- Mark Weinreich

Back in the 1980s and flying the Fokker F27 into such places as International Falls Minnesota, Houghton/Hancock Michigan, Marquette Michigan, Erie Pennsylvania, and Buffalo New York; not to forget Bismark North Dakota and Pierre South Dakota to the west...and then on up into Canada to Winnipeg, Ottawa, and Thunder Bay...we saw a lot of snow.

Winter flying for F27 pilots was about finding the runway in blowing snow and then staying on it until done landing. Second, was keeping watch on the pneumatic

pressure gauges in the system which operated the landing gear, steering and wheel brakes. Cold air molecules are hard to keep put at pressure.. Third, was not getting fooled while slowing in the flare to landing...

Captain Fred got fooled one blustery winter night up in Marquette while landing to the east with winds from approximately 040 at 20 kts. "Looking OK on the approach with runway lights in sight at 400 feet..slowing for the flare and then..touchdown and into the south side snowbank..! F27s stand tall on the gear so no runway lights busted, but now the right main gear was mired in a three foot snowbank. Cpt Fred says "shut the \$\$\$ down and we will walk in to the terminal.." and they did, three crew and forty passengers.

This came up at the "crash house" a few days later and Fred was asked "interrogated" about it. "Well guys, all was fine until breakout and then while slowing for the flare, the snow started to move side ways...? thinking we were drifting off to the side..I adjusted...damn those bright landing lights..should have asked for lights out...we landed right of center and the right gear found a snowbank." The guys all clapped.."hey Fred, you have found a way to reduce costs; you got them there, just land and let them walk on in to the terminal from now on!" Fred got over it.

We all learned about the illusions which come from using landing lights in blinding snow or rain. Most of us old guys switched off the landing lights once we heard "runway in sight.." We really appreciated the airport maintenance guys who kept up with replacing the "light bulbs" on the runway lights. We were so many times happy to see them come into view on a cold and snowy night approach. The terminal was then a shelter for the night; a flight again done well.

A certain bond developed among us back then; we talked it out and were better for it. And our company was better for it. Mesaba Airlines; never a fatal passenger crash. I was there.

Cpt Mark

Your Call Answered

-- FAA

By Dr. Susan Northrup, FAA Federal Air Surgeon

Many of you know that we maintain a call center in Oklahoma City at the Civil Aeromedical Institute (CAMI) and staff the regional flight surgeons' offices to answer questions. For this issue, I thought I would review the most common questions these offices receive and perhaps save you a phone call.

Why is my medical review taking so long?

This has multiple components. First, the number of applications increased 18% between 2017 and 2023. Second, the complexity of cases has also increased with a much greater percentage requiring review and special issuance by the FAA prior to approval. Third, the FAA is aggressively hiring new controllers. Some of the same personnel who review cases from pilots also review the medical applications of controller candidates. To be blunt, our staffing levels have remained relatively level while the workload has increased dramatically. However, we are taking steps to improve this. For several years, we have worked very hard to identify which conditions we could delegate decision authority to an aviation medical examiner (AME). As I discussed in the last issue, this has already reduced the wait for some conditions. In addition, we recently received approval to hire more personnel, both physicians and administrative assistants, so much-needed help is on the way. The first individuals are already hired and are now in training. However, it takes a few months, at a minimum, for someone to be fully trained even with an aviation medicine background.

What can I do to speed up the process?

Quite a bit, actually. First, ensure that the information you send us is exactly what we request. For example, if it's requested, you must send the actual physician's progress notes. This may be different than what you can pull up in your chart or the after-visit summary you receive. This also applies to requests for specific tests. While sometimes we can accept a substitute test, you

should always ask rather than assume. Ask your AME to upload the records electronically when feasible (there are currently size limitations that we are seeking to increase). If you do send hard copies, mail them in a single mailing. Please do not send duplicate copies; duplicates slow the process down. Regardless, please ensure that all the records are legible. Make sure that you have disclosed all conditions and that these are addressed appropriately. Unfortunately, it is not uncommon for someone to neglect to mention a condition even though it is listed in the problem list or by another treating physician. You may want to review the problem lists off our medical records with your AME to see if any of those conditions require documentation for the FAA. We are required to ask about these additional conditions.

How long does it take the FAA to review records?

This depends on the condition. Factors include the complexity of the underlying condition(s), the specific condition(s), if an outside consultant review is needed, and if during the review we discover additional conditions that must be addressed. Some conditions are clearly dis-qualifying and we can render a decision quickly. The goal for us though is to find a pathway to "yes" and issue a certificate when it is safe to do so. Remember, obtaining the correct documentation is often the most time-consuming part of medical certification, so be sure to include everything requested.

Can the call center staff tell me where I am in the queue?

No, we do not maintain a dashboard that shows this information. However, they can tell you if we have received your information and if we have everything that we requested. If an extension is needed to complete the evaluation, they can grant this as well. This extension does not extend the duration of the medical certificate though. This is governed by [14 CFR section 61.23](#). Call center staff can also assist the airman with a request for a recent authorization letter or information request letter; sometimes these are lost in the mail. For duplicate certificates, the airman can obtain the need-form at bit.ly/3N3FA72

(Continued on page 5)

(Continued from page 4) - Your Call Answered

Can I come there and drop off my paperwork or talk to the reviewer or doctor?

No, FAA facilities are secure, and physical access is limited. Your documents can be uploaded electronically by your AME, mailed by USPS, or sent via FedEx, UPS, or USPS priority. The addresses are located on the FAA medical website at bit.ly/4gttnGt.

One final suggestion: the AME Guide has a wealth of information that you might find useful even though the AMEs are the primary audience. We update it regularly, and it is now over 800 pages long. We have an integral search engine, but you can also use your favorite online search engine. You can find the guide at faa.gov/ame_guide



Dr. Susan Northrup received a bachelor's degree in chemistry, a medical degree from The Ohio State University, and a master's degree in public health from the University of Texas. She is double board-certified by the American Board of Preventive Medicine in Aerospace Medicine and Occupational Medicine. She is a retired U.S. Air Force colonel and a former regional medical director for Delta Air Lines. She is also an active private pilot.

Editor The above article is from FAA Safety Briefing URL: [Your Call Answered. Aeromedical Advisory: a checkup on all... | by FAA Safety Briefing Magazine | Cleared for Takeoff | Medium](#)

Newsletter Editor

-- Art Howard

Since we were going south to Florida, I signed up for a NAFI Summit, at Embry Riddle Aeronautical University. This was held January 13–15, 2025 in Daytona Beach, Florida. What a nice campus! The class rooms were in the student center.

The first speaker was Dr. Susan Northrup. She is really focused on improving the medical process at the FAA. I was impressed. I included an article from the November FAA Safety Briefing magazine written by Dr. Susan Northrup. Her picture is on this page and yes, she is a pilot.

All the speakers were very knowledgeable in the information they presented regarding flight instruction. This was well worth attending.

We are currently still in Florida visiting relatives and friends. We expected warmer weather, but we are seeing highs in the lower 50's F in the Fort Myers area along with gray skies and rain. This coming Saturday, the forecast is for 39 F for the low temperature. We are being accused of bringing Minnesota weather to Florida!

I called Park Rapids Aviation today, Thursday, January 23, and they have started masking my Piper PA 28-160 in preparation for removing the paint. Hopefully I will get the plane back in late February with a brand new paint job. They tell me that they will be sending pictures of the progress. Hopefully, I will see some pictures the last week of January.

I look forward to presenting my slide show on the time I flew N5438W to Alaska. There are a lot of good pictures of the flowers, mountains, glaciers, and other things we observed during this flying and camping trip to Alaska and back in 2016. See you at the EAA Chapter 1518, February 1 for a dinner meeting at the Red Wing Airport Fire Hall at 5 p.m.

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.

