

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

President's Corner

May 2025 by Jim Cushing

Well there are certainly signs of Spring in the air. The other day Miss Mitchell, the B-25 bomber, was doing take offs and landings at Red Wing. It seems each Spring the classic warbird shows up getting some exercise before the air show season. It is hard to resist looking up as you hear the rumble of the big radial engines filling the air with the classic sound.

Other signs that Spring maybe upon are the fire bombers taking advantage of Lake Pepin being ice free. Like Miss Mitchell, these aircraft fly down from the metro to utilize our less congested airspace in order to get pilots and equipment ready for delivery to firefighters around the globe. These fire fighting birds are impressive and massive when seen up close. They are basically turbine powered crop duster aircraft that are fitted with special amphibious floats. The retractable landing gear allows them to refuel and take off from regular airports. The floats have a special scoop that allows them to load hundreds of gallons of water in seconds while making a splash and go across a lake. When positioned over the fire target they open the hopper doors and all that water comes out in a big splash. So I wouldn't recommend cutting one of those guys off in the pattern by flying underneath. You may experience a wet downburst.

The birds have also figured out that flying season is back. The river and bluffs surrounding our airport provide a natural operations area for feathered aviators. Their traffic patterns are not standard like ours and many times fly as formation flights. This year the sky seems to be more populated with birds. However, it just might be my perspective from the right seat of the Cessna 150. I have previously been spoiled in the jet spending a bulk of my flight time above an altitude birds are required to use supplemental oxygen. Surprisingly, some supercharged birds have found their way into the flight levels.

Calendar .

- No May meeting at the terminal
- Flyout to Voyagers Village for Sunday Brunch on Sunday May 4th.
- 1st Saturday meetings at the terminal at 9:30 am except holidays.

(Continued on page 2)

Secretary/Treasurers Comments

-- Dan Johnson

May 2025 Secretary/Treasurer's Report

Treasurer's Report

Current Bank Balance is \$3,778.86

Secretary's Report

- Flyout to Voyagers Village for **Sunday Brunch on Sunday May 4th**
- We have reservations at 10AM and should leave RGK about 9AM
- There will not be a Saturday meeting Just the **SUNDAY** flyout.

Young Eagle Rally

- Our first Young Eagle Rally will be on **Saturday May 17**
- We will be flying about 15 Young Eagles from the Christ Lutheran School in Zumbrota
- I will be sending out notices from the Chapters web site

Dan Johnson

Secretary/Treasurer

715-441-1790

DanJohnsonMRWI@Gmail.Com

Memorial Day and Remembering

-- Mark Weinreich

Editor: Thanks, Mark, for remembering out veterans.

My army basic training in 1970 was rife with not only tough training, but also with snakes, bugs, and politics...! However, this period of my life is the one of the two most profound upon myself in going forward to "meet the world;" my marriage being also."

(Continued on page 3)

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

The highest midair with a bird that I remember was at eight thousand feet on a dark IFR night and between cloud layers. Poor guy must have gotten stuck between layers. He certainly made an impact on the Piper Arrow and got my attention.

It is not just airborne creatures that are busy in the Spring.

I just read about a United airlines jet that ingested a rabbit!

I am assuming it was on take off and not a flying rabbit.

I recall a nonstandard callout on departure from MSP in my airline days. Power is set , airspeed is a live, eighty knots...

Bunny on the runway, rotate. I don't think we hit him. If we had, the catering trucks would have picked him up.

So as we take to the air this Spring, remember we are not alone.

Fly safe.

Jim

President EAA 1518

(Continued from page 2) - Memorial Day and Remembering

Viewing the movie "Band of Brothers" recalls to me the expectations of another greater effort, another venue, even perhaps another growing of human spirit. For it occurred to me even when challenged the most, what do I really believe and what am I all about? I am a man and will I defend myself, my soul and my belief, and my fellows with me.. I will not be intimidated, I had said! The tough Captain who ran the guys up Carrahee Hill in Georgia, "three miles up, three miles down" perhaps had his own agenda as being the best training officer in the battalion. It became evident that his company was clearly the best when put to the acid test later in combat. I myself remember an E-8 Sergeant who seemed to pick on a few trainees like myself; we got an especially rough treatment and harassment. I had done okay on the obstacle course, training under fire, could climb ropes like a monkey...but he still sorted me out? The Company Captain spelled it out: Weinreich, you have done exceptionally well in all basic. However, you must also think of your fellows beside you who are not doing so well as you. Perhaps they were grooming me for a career officer position even then, who knows. But I realize that the Army has put much into psychology and for developing noted individual potential more than any other entity that I know of..? I took such Army protocols with me to my airline flying. And also with me into my life. And such learning has served me well. To this day, I salute Drill Sergeant Washington.

I remember drinking scotch at the Ft Campbell Kentucky O-Club with a red haired guy from Minnesota back in 1973. His unit was to deploy to Vietnam tomorrow. My unit was not yet deployed. He bought me a top shelf scotch after telling me to "forget that dead mouse bourbon slag you have over there! Let me introduce you to some culture, Lieutenant Weinreich." I learned later that after only two weeks in country, he was killed in action, a helicopter pilot. To this day, whenever I do enjoy a scotch on the rocks, I think of Anderson.

Why it is that some of us die, but others live on? I think it is because those of us left behind are to tell a good story, one of truth, sacrifice and care of your fellows. We are ordered such by those who can no longer do so. For my helicopter buddy, my cousins, and many others

lost, I stand by. I will never let them down, especially on Memorial Day. You have helped me, to be me. I yet get to fly on into the heavens above...I can only hope to see you there again someday.



Cpt Mark



FAA Withdraws Controversial Medical Denial Policy

-- General Aviation News

The FAA has withdrawn its proposed changes to the airman medical certification process.

The changes, initially scheduled to go into effect in January 2025, would have replaced the longstanding practice of deferring incomplete medical applications to immediate denials of the medicals.

If enacted, the new policy would have “significantly increased complexity for many pilots,” according to officials with the Aircraft Owners and Pilots Association (AOPA).

The FAA delayed implementation of the new policy twice after AOPA, in partnership with other aviation industry organizations, voiced strong concerns about its unintended consequences.

In response, the FAA held a listening session on April 23, 2025, during which Acting FAA Administrator Chris Rocheleau said the proposal would not be implemented.

Instead, the FAA agreed to work with aviation advocacy groups on a pilot medical education campaign to help applicants prepare for medical exams and reduce delays.

As a result, the organizations have released a [comprehensive medical checklist](#) to give pilots guidance on what is needed when submitting a medical application.

Currently, the FAA receives more than 450,000 medical applications annually, 50,000 of which fall under Special Issuance categories.

FAA officials said during the April 23 meeting that half of all applications — 225,000 — experience delays, often because they lack the necessary documentation, which can add up to eight weeks to the process.

In addition, during the same meeting, Federal Air Surgeon Dr. Susan Northrup and Deputy Federal Air Surgeon Dr. Brett Wyrick announced a series of forthcom-

ing reforms aimed at making the medical certification process more timely, consistent, and transparent, while also reducing delays for applicants.

First, updates to the FAA MedXPress system, the platform used to submit medical information, are in development and will provide clearer instructions for pilots before entering medical information, according to FAA officials.

Additional future improvements will allow pilots and Aviation Medical Examiners (AMEs) to upload and track cases more efficiently, agency officials said.

Second, as part of the pilot medical education campaign, the FAA is working to develop simple instructions and FAQs for various medical conditions to help pilots better understand what documentation the agency will need before they apply for a medical certificate.

Northrup also mentioned, in response to a participant's question, that the FAA may consider exploring the expansion of the Conditions AMEs Can Issue (CACI) protocols, which enable AMEs to issue medical certificates for applicants with certain medical conditions.

Lastly, Northrup committed to reducing the wait times for pilots with deferred Special Issuance cases from an average of 155 days to 90 days over the next three years, AOPA officials said.

“We wholeheartedly support the FAA’s decision to move away from the medical denial letter policy and instead work with AOPA and others to help educate and provide much needed medical exam guidance to new and existing pilots,” said AOPA President and CEO Darren Pleasance. “Dr. Northrup and her team are working to reduce delays in the FAA’s medical system and improve clarity and transparency in the application process — changes which are long overdue and which we very much support. Clear and detailed guidance on what medical documentation is required up front will help in reducing that burden.”

AOPA officials added they are participating in an aerospace medical working group, which Congress mandated as part of the FAA Reauthorization Act of 2024, focused on broader improvements to the medical certifi-

(Continued on page 5)

(Continued from page 4) - FFA Withdraws Controversial Medical Denial Policy

cation process and addressing mental health issues among pilots.

For more information: [FAA.gov](https://www.faa.gov), [AOPA.org](https://www.aopa.org)

Editor: The above is from General Aviation News, URL: <https://generalaviationnews.com/2025/04/25/faa-withdraws-controversial-medical-denial-policy/>

Newsletter Editor

-- Art Howard

Nice to see the spring weather. Much better than the cold days of winter. However, spring weather is much windier than summer weather, so be careful of the Red Wing Airport crosswinds. Up your proficiency before attempting a stronger crosswind takeoff or landing. If you are a little rusty, find your favorite flight instructor and get some crosswind dual.

I enjoyed my recent long cross country flight to Sun n Fun, Lakeland, Florida. I stopped at my daughters in Tennessee to let fronts and icing conditions get removed from my cross country flights. This put me into Lakeland one day earlier than I usually arrive. When leaving, I only got as far as Perry-Foley airport, Perry, Florida and run against the front that was in the central USA for about a week, causing major flooding in Kentucky. I went to check out the crew car to go to a motel, but it was already checked out. Multiple pilots had flown from Sun n Fun and stopped! The airport van was full going to a Holiday Inn, but it worked for me. We all had stories to tell over dinner.

The next day the front had passed and we all left for our destinations. I stopped in Tennessee again to see my daughter and wait for better weather to return to Minnesota.

Of course, flying always has its way of giving pilots new challenges. I had my first experience with clear icing. I had filed for 6,000 feet but ATC put me at 8,000 feet. I was in the clouds and the outside temperature was 6

degrees Celsius, so I was not expecting icing. Suddenly, clear ice was forming on my aircraft, which was not forecast! It was supercooled large droplets (SLD) icing! Ice formed on the front of the wing and on the upper surface of the wing. I immediately called ATC and requested a lower altitude, where I knew there was warmer air, and told them I was experiencing clear icing. By the time I got the clearance to fly lower, the windscreen was completely covered with ice as well as the surface to the wings back about half way! It certainly built fast to 1/2 inch on the temperature probe.

Getting to a lower warmer altitude the ice started to melt off. Pieces on the wing would start to slide and then leave the aircraft. The same was happening to the windscreen. I had the defrost air on but it took a while before the ice left the windscreen.

In over 50 years of flying with a lot of it in IFR conditions, this was a first for me. SLD icing is not nice and happens quick. Just read some NTSB reports of much bigger aircraft than my little Cherokee about aircraft that have left the flight levels and crashed because they did not see the SLD icing in time.

Skyberry has a nice article, URL: <https://skybrary.aero/articles/supercooled-water-droplets>. It gives some of the detailed technical information on clear icing.

I have included a picture of my aircraft and tent site at Sun n Fun where I camped in the Antique/Classic area. 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://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.

