



October 2022
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CAVU Chronicles

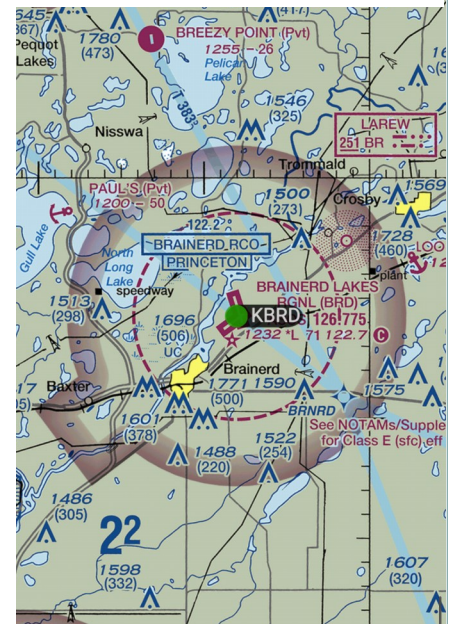
YOUNG EAGLES TAKE FLIGHT...FINALLY!



Yes, it was chilly. Yes, it was cloudy. And it was the **FOURTH** time this event was re-scheduled due to adverse weather conditions on prior dates. But none of this dampened the perseverance and spirits of 13 young enthusiasts who arrived bright and early Saturday morning, October 15, and experience their first flights from Brainerd Lakes Regional Airport (KBRD).

What is also noteworthy is this event enabled 5 of these Young Eagles to satisfy the final requirement to earn their Aviation Merit Badge with the Boy Scouts of America!

The Chapter members send a sincere 'thank-you' and kudos to Trudi Amundson for all the organizing, coordinating, communicating with families, and managing the administrative details. We also thank our volunteers Mike Petersen, Mark Bearss, Mark Crist, Joe and Michelle Lambert, Craig Rodamaker and Steve Selisker.



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YOUNG EAGLES EVENT, SATURDAY, OCTOBER 15.



“Enthusiasm was very high! Two of the young ladies now want to take flying lessons.”





Our Young Eagles Team,
Left-to-Right:

- Mark Bearss
- Craig Rodamaker
- Trudi Amundson
- Michelle Lambert
- Joe Lambert
- Steve Selisker
- Mark Crist, and
- Mike Petersen
(behind the camera)





INTRODUCING! NEW SOCIAL MEDIA PRESENCE

Work is underway to expand the use of our social media presence and promote EAA Chapter 1610 in the local aviation community as well as to the general public. The over-arching objective is to make it easier to “find us”. Why?? This will enable readers to learn who we are...what is the EAA?...what is Chapter 1610? Right now, the only way to find us on the Internet is enter a search string that includes EAA and Chapter 1610. Anyone not familiar with this organization would not know these keywords. Developing new avenues will help guide them.

Here’s an example of why this relevant. Last week I had 3 chance encounters with individuals who saw my hat which displays an airplane logo and my N-number. The question “Are you a pilot?” started the conversation. I quickly learned all 3 were aviation enthusiasts but due to one reason or another, thought flying was out of their reach. I asked each individual, “Are you familiar with EAA?” One gentleman did. In fact, he regularly attends the Oshkosh AirVenture, but did not know there was such a thing as a local EAA Chapter. The other 2 gentlemen have never heard about EAA. And then, when I said “It stands for the Experimental Aircraft Association”, that drew additional puzzled looks. It appears there may be a stigma with what or who is the EAA.

So, explaining who we are on social media will help re-define pre-existing perceptions. The 3 gentlemen I spoke with made the assumption an EAA Chapter membership was for pilots. I explained our members are all fundamentally aviation enthusiasts which includes pilots, non-pilots, A&P Mechanics, kit-builders, students and more.

Re-defining perceptions will help market our many offerings that are educational, social and charitable and promote expanding our membership.

Stay tuned for more.

“The key to having an active chapter is promoting, inviting, and welcoming everyone from newcomers to lifetime members, connecting people with others who have common interests and making assignments so everyone feels needed and valued.”

From EAA Chapter 23, Salt Lake City, Utah



“The number one reason to join a chapter is for the camaraderie. Whether you are new to aviation or have had your heads in the clouds for ages, being a part of a chapter provides new people to talk to and learn from. As we all know, a pilot’s certificate is a license to keep learning, and there is no better place to learn than in a group setting of people with different backgrounds and experiences that a chapter provides.”

From EAA Chapter 1093, Midland, Michigan



“Our chapter offers something for everyone with an interest in aviation. We schedule fly-outs to other airports, and seats are offered to members who do not have their own aircraft to whet their aviation appetite. Some individuals might leave aviation if they do not have a support group like an EAA chapter such as ours.”

From EAA Chapter 846, Wadsworth, Ohio

THE HENDERSON LONGSTER

MORE ON THIS STORY

“Throughout the early 1900s, small communities of young airplane enthusiasts coalesced around a nuclei of designers and personalities scattered across the state of Oregon.

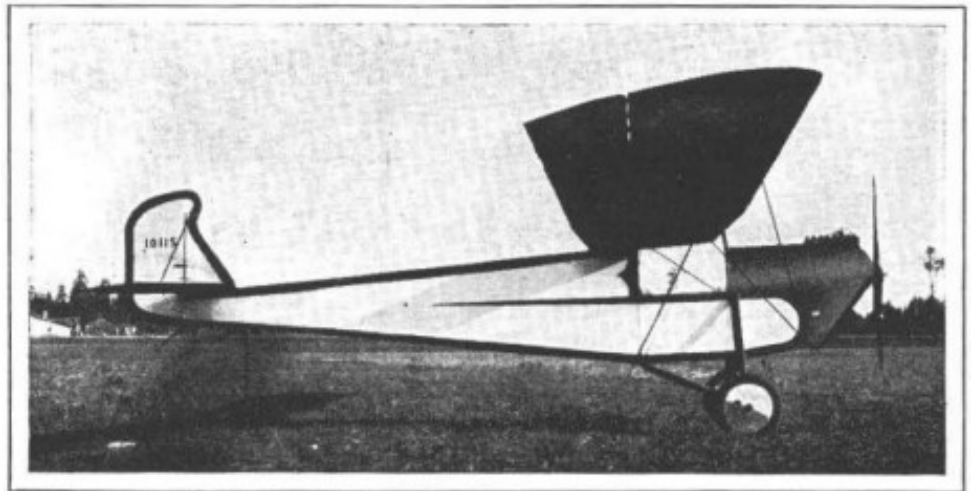
One little group operated, tenuously, from the Rose City race-track on the eastern edge of Portland. Twenty miles west, near the tiny town of Cornelius, a cadre gathered around designer Les Long, who would later be called the father of homebuilding.

Other groups formed about a hundred miles south, in Eugene and Springfield, Oregon. There was even a gathering in remote Klamath Falls, east of the Cascade Mountains. But the real heart of grassroots aviation in Oregon began to beat just west of Portland, in the hayfields of Beaverton.”

[An excerpt from “The Resistance” by Ken Scott, published May 2007 in Air & Space Magazine.]

It was on June 1, 2022, when a small team from Chapter 1610 gathered at Paul Noskowiak’s garage to assess the current status of a homebuilt airplane modeled after the original Henderson Longster. The objective was to resurrect it and become a “showpiece” suspended from the ceiling of the passenger terminal at the Brainerd Lakes Regional Airport.

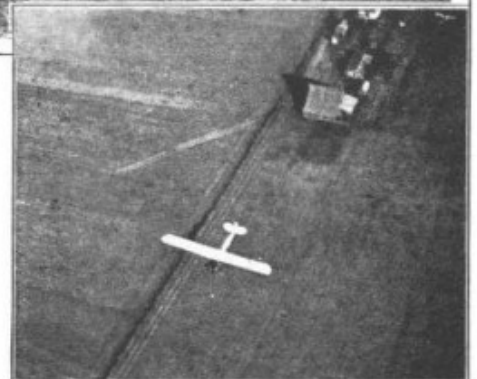
For those of you unfamiliar with the history of this airplane, it was a one-passenger monoplane introduced in 1931. The images below are from an article by Les Long of Cornelius Oregon, one of the original designers. See <http://plans-for-everything.com/downloads/aircraft/>



Driggs, Aeronca and many others use the familiar triangular fuselage aft of the wing. Long has adapted it again in this latest version of what he believes a good lightplane should be, and the beautiful result is apparent in this photo. Note the sweet lines, the apparently rugged undercarriage, and balanced rudder.



The Driggs, the Aeronca, the Heath and others which have a lot of flying time behind them are all of practically the same proportions. The Henderson Longster bears close resemblance in appearance and good flying qualities.



Here’s the Henderson Longster snapped on a cross country hop in Oregon. This picture was snapped from a Waco OX5, which has about the same flying speed as the Longster. Oregon is good flying country, to judge from the looks of the terrain.

ORIGINAL AIRCRAFT SPECS:

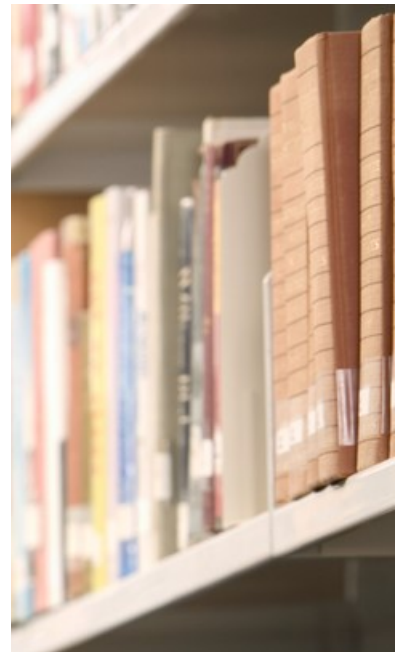
Span.....30 ft.
 Length.....8 ft. 6 in.
 High Speed.....75 mph
 Landing Speed.....25 mph
 Takeoff Run.....200 ft.
 Empty Weight.....325 lbs.
 Weight Fully Loaded.....575 lbs.
 Powerplant.....4 cyl. 30 hp

WHY IS CHAPTER 1610 CHOOSING TO REBUILD A LONGSTER?

As you know, the foundation of the EAA began with individual aviation enthusiasts, like those described in the article by Ken Scott, building and restoring recreational aircraft. Here's a little background information about one of those aviators, Leslie Long, the designer of the Longster.

“Les is described as **“the father of aircraft homebuilding.”** He designed and built a series of simple and affordable airplanes, selling the blueprints and instructions internationally. His breakthrough low wing ‘Wimpy’ design is recognizable throughout the sport planes flying today. He hand carved propellers under federal license and marketed them across the country. Les also manufactured the ‘Harlequin’ aircraft engine, a design of his own.”

[From the Oregon Aviation Historical Society]



EAA CHAPTER 1610 LONGSTER PROJECT: STATUS REPORT

To prepare for this project, members from our chapter attended workshops to hone their skills on applying fabric to airframe materials. As you may know, the Longster fuselage is constructed of steel tube and the framework of the wings is wood. The knowledge they acquired became the basis for moving forward with this project.

Members actually attended two separate training & practice sessions. The first was held at Craig McDonald's shop in Baxter, MN. It was there when the Longster's tail feathers and rudder were covered. (See photos upper right and Pg. 7).

The second workshop was held June 4 & 5 in Marcel's hanger at the Aitkin (KAIT) Airport. (See photos lower right and Pg. 7). Attendees were Rollie Noordmans, Roger Macy, Forest Rothwell, Ron Seiling, Becky Putzke, Marcel Kobberdahl, Joe Lambert, Jon Lee, Adam Lee, and Amy & Adam Kainulain.

On August 4th, Chapter volunteers met at Paul Noskowiak's shop in Baxter to begin work on the actual airframe.

The wooden wings required some additional bracing + epoxy, and sanding.

On the fuselage, the landing gear, cables, pulleys, and other non-essential hardware were disassembled and removed. Rough corners and welds were ground smooth so covering could begin. (See photos Pg. 8).

For those who wish to volunteer, we meet at Paul's the first and third Thursdays of every month, starting at 6:00 pm. Paul shop is very spacious and well-equipped to accommodate this endeavor. Please feel free to join us for the camaraderie and educational opportunity to learn new skills.



FABRICATION WORKSHOP AT CRAIG MCDONALD'S



FABRICATION WORKSHOP AT AITKIN AIRPORT



EAA CHAPTER 1610 LONGSTER PROJECT



Work underway to prep the fuselage, flip the frame on its “back” and lay the first section of fabric.



“The man who moves a mountain begins by carrying away small stones.”

Confucius



At the time of writing this newsletter, the entire fuselage has been covered and shrunk. The next steps include applying reinforcement ‘tape’ to all fabric joints, sealing the fabric, coating with a UV protectant, and then painting. Wing covering will begin once a new roll of fabric arrives.

Thanks and kudos to our Chapter volunteers :

Paul Noskowiak

Roger Macy

Joe Lambert

Mark Bearss

Bill Ebert

Rollie Noordmans

Brandon Ebert

PILOTS TREE OF HOPE

This is an **aviation-based charity program** that started in 1990 by Dr. Ray and Celeste Shefland. They noticed that many children, because of their illness, ended up spending their holidays in hospitals.

"Some of them are dealing with a major terminal illness; some will be recovering from surgery or an accident. Many of them are far from home and missing their families and friends."

Each year, this all-volunteer program collects toys for these children so they can be distributed to hospitals across Minnesota.

This event has happened every year since 1990, giving children all over the state of Minnesota a little ray of hope in the midst of a difficult situation.

Please join in supporting this charity program.

SANTA NEEDS OUR HELP!

For more than 30 years, Tree of Hope has been delivering gifts to hospitalized children in Minnesota and western Wisconsin. Load-up your winged (or wheeled) sleigh with goodies and help us put a smile on a child's face for another holiday season!

When:

- o Saturday, December 3rd, 2022, 8AM-12PM
- o St Cloud Regional Airport, Hangar H

Ways to help:

- o Unwrapped toy donation, from infant to age 18 (biggest need infant & teen)
- o Financial donation, used to purchase toys
- o Sponsorship, which covers all administrative costs



For more information about our mission and donate, visit HolidayTreesofHope.org or scan the QR code

Tree of Hope is a registered 501(c)(3)



For questions and additional details, contact Trudi Amundson at trudiamundson@yahoo.com

Don't forget...

Join us on Facebook™ at...

#EAA 1610, or...

"EAA Chapter 1610".

Fiscal Year 2023 Membership dues are due before December 31, 2022.

Individual: \$25.00

Couple: \$40.00

CLOSING REMARKS

The next chapter meeting will be held Saturday, November 12th starting at 9:00 AM. The location is TBD but will be soon announced by Mike Petersen.

During this meeting, elections will be held for Vice President, Secretary and Treasurer. If you are interested in having your name on a ballot for one of these positions, please contact Mark Crist at ssgmarkcr@yahoo.com.

For suggestions of future topics in the Newsletter, please contact Mark Bearss either by

- ◆ email to mgbearss@gmail.com
- ◆ Text to 952-818-9986

The name of this inaugural Newsletter issue, **CAVU Chronicles** ("CAVU" being Ceilings and Visibility Unlimited) is something I came up with on the spur of the moment.

I would like to propose that if members would like to submit their suggestions for a different name, please send these in to me during the next couple of months. All the proposed names will be posted at the holiday party. During this event, everyone will have the opportunity to submit "weighted" votes on what they feel are the top three choices. A 1st choice is weighted 5 points; a 2nd choice is weighted 3 points; and a 3rd choice is weighted 1 point. The entry with the most points becomes the new name.

Thanks!! Mark Bearss