



MAY 2024  
Volume 2, Issue 8



# CAVU Chronicles

## EAA RAY AVIATION SCHOLARSHIP UPDATE

Because the blustery winds were some of the highest on record for the whole month of April (per MPR meteorologist Paul Hutner), it has been a challenge for Brandon to find suitable fair-weather days to accumulate dual time with Josh. He has, however, flown approximately six hours working on stalls, turns, and touch-n-go's. Brandon added, "I enjoy the touch-n-go's the most right now because it's really satisfying when you land smoothly on the center line." We share that feeling...especially when someone is watching!

After a two-month hiatus, I was anxious to get back in the cockpit, and waited for the right conditions. Finally...the ceilings and visibility were unlimited, BUT... winds were variable 270-320 at 9, gusting to 17. Ugh! But hey...nothing wrong with practicing a few crosswind take-off's and landings. I don't know what it is about preferring a crosswind from the left, so I chose runway 34. On my first landing, a gust caught me during my flare and I got to practice a go-around. Remember...there's no shame in executing these. I'm sure Josh will have you perform a few during your training.

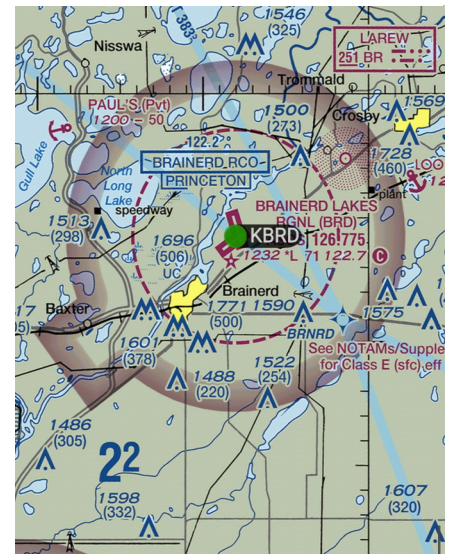
On my second approach, as I was lining up, I noticed there was a plane at the apron waiting to take off...and probably watching. I hope whoever he or she didn't think I was waving "hello" with my wings on purpose! Long story short, the remaining landings were respectable considering the conditions.

I'm glad I flew when I did. At the time of writing this section, Mother Nature has proven herself true to that adage about "April showers..." with four straight days of rain, winds and temperatures in the 40's. We know the frustration, Brandon...your colleagues are feeling the angst, as well.

## CHAPTER 1610 AVIATION SCHOLARSHIP UPDATE

Mike Petersen received four applications before the published deadline. Two of the candidates are seniors from Nisswa High School. Both have been accepted into post-secondary aviation-centered programs. The third is already attending a university program for training to become an A&P mechanic. And the fourth candidate is a senior graduating this Spring from Brainerd High School.

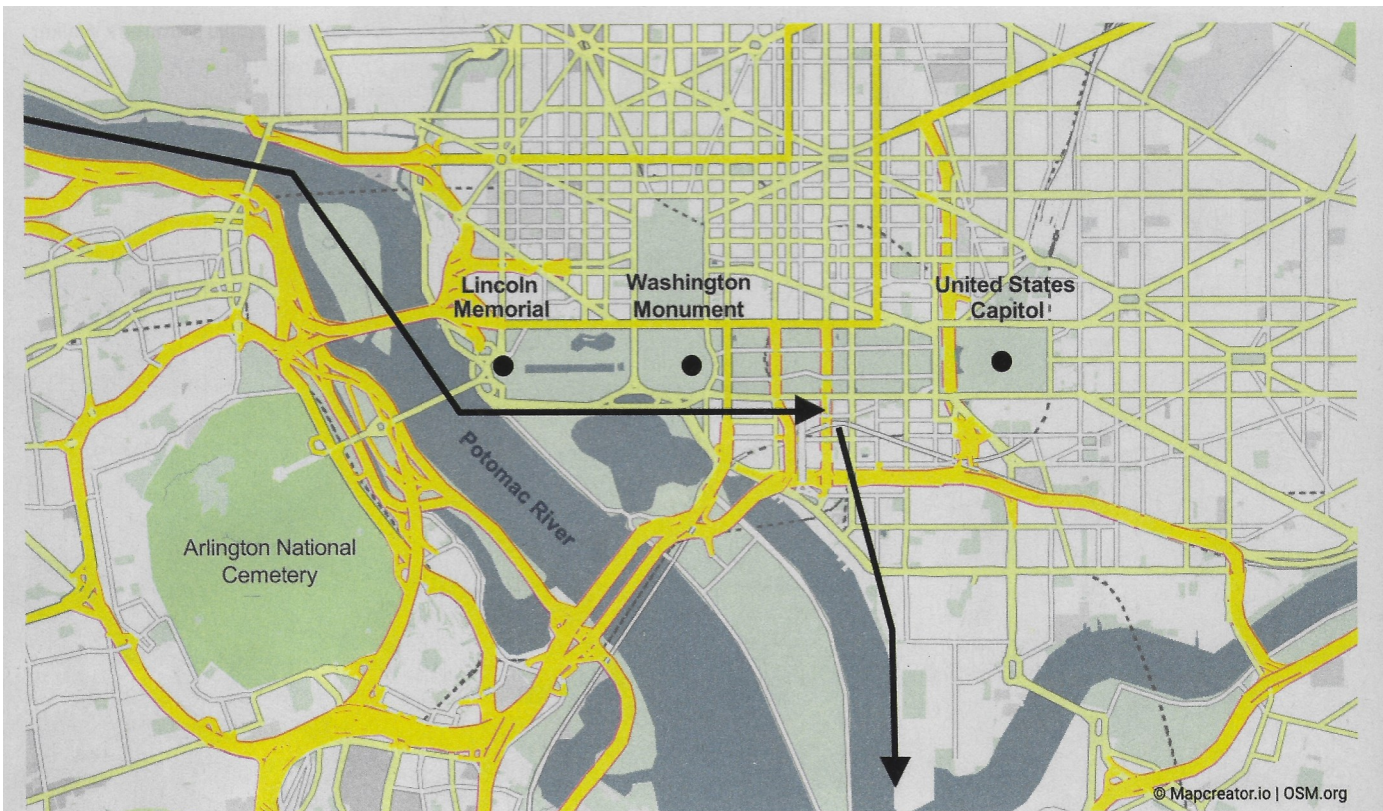
After reviewing the candidates' resumes, the scholarship committee will be announcing the results in May.



## In this issue:

- EAA Ray Aviation Scholarship Update
- Chapter 1610 Aviation Scholarship Update
- AOPA Fly-Over Celebration
- Books in Review
- Aviation History in Brainerd
- Events of Interest
- Longster Update
- Neighbors in the News
- Young Eagles
- Mark Your Calendar

Please join us at 10:30 a.m. after the regularly-scheduled chapter meeting on May 11th to watch the live feed of this historic event on the KBRD airport terminal TV displays.



## Celebrating general aviation

A spectacular commemoration in the skies over D.C.

BY JULIE SUMMERS WALKER

**AN ARRAY OF AIRCRAFT** representing virtually every chapter of general aviation's storied history will be on display over the National Mall in Washington, D.C., during a spectacular commemoration of the numerous contributions the GA industry provides to our nation. The celebration will coincide with AOPA's eighty-fifth anniversary in May 2024.

The May 11 flyover will begin at Frederick Municipal Airport (FDK), home of AOPA. The takeoff sequence of aircraft begins at 11:30 a.m. from Frederick; the flyover in D.C. is from noon until 1 p.m. The event will be livestreamed on AOPA's YouTube channel (@flywithaopa), and AOPA is encouraging watch parties at your local airport (see "Plan a Watch Party," p. 30).

The flyover will consist of 15 different "chapters" telling the story of GA in America starting in the Golden Age and continuing to the present day. Two dozen groups of aircraft will fly the 88-mile round trip from FDK, down the Potomac River. The formation will be led by AOPA President Mark Baker in his historic Beechcraft Staggerwing. He will be followed by storied aircraft such as a Waco UPF-7, North American Navion, Douglas DC-3, Spartan Executive, Hatz biplane, and Beech Starship, as well as numerous modern-day aircraft such as the Robinson R44, Carbon Cub, and Icon A5. In all, more than 60 aircraft are scheduled to be featured, flown by some of the most accomplished pilots in the United States. The Titan

The DC Flyover will launch from Frederick Municipal Airport (FDK), proceed down the Potomac River, and up the National Mall toward the Capitol.

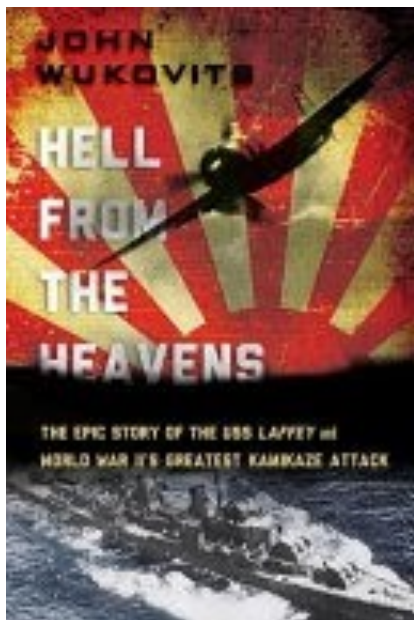
Aerobatic Team (formerly AeroShell) will conclude the flyover. Ronald Reagan Washington National Airport (DCA) will be closed for 60 minutes; FDK will close for two hours. AOPA has the support of Congress and the participation of 10 government agencies.

This special event will take place over one of Washington, D.C.'s most restricted flight zones, P-56, something that's never been done with GA aircraft. Spectators on the ground and online will watch the aircraft fly above the Lincoln Memorial, down Independence Avenue, and past the Washington Monument. Observing and commentating on the flyover from the rooftop of the National Museum of American History will be AOPA's Thomas B. Haines and former CNN correspondent Miles O'Brien. ■ [julie.walker@aopa.org](mailto:julie.walker@aopa.org)

► [aopa.org/community/2024/dc-flyover](https://aopa.org/community/2024/dc-flyover)

While in St. Simons Island, Georgia, I discovered two independent book stores and subsequently, helped stimulate the local economy. The following non-fiction book titles combine aviation and WWII history.

**Hell from the Heavens:** The epic true story of the crew and the ship the *USS LAFFEY* and World War II's greatest kamikaze attack. By John Wukovits.

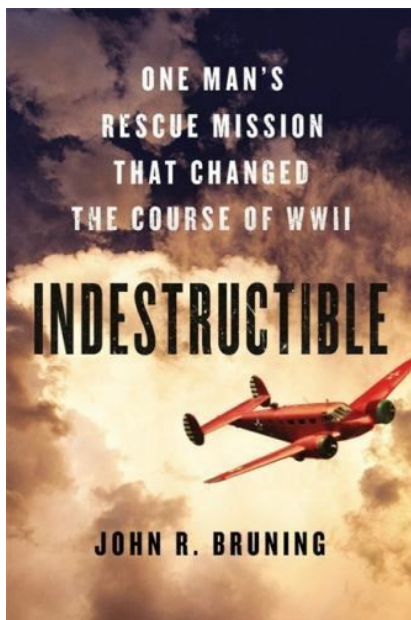


On April 16, 1945, the crewmen of the *USS Laffey* were battle hardened and prepared. They had engaged in combat off the Normandy coast in June 1944. They had been involved in three prior assaults of enemy positions in the Pacific—at Leyte and Lingayen in the Philippines and at Iwo Jima. They had seen kamikazes purposefully crash into other destroyers and cruisers in their unit and had seen firsthand the bloody results of those crazed tactics. But nothing could have prepared the crew for this moment—an eighty-minute ordeal in which the single small destroyer was targeted by no fewer than twenty-two Japanese suicide aircraft.

By the time this unprecedented attack on the *Laffey* was finished, thirty-two sailors lay dead, more than seventy were wounded, and the ship was grievously damaged. Although she lay shrouded in smoke and fire for hours, the *Laffey* somehow survived, and the gutted American warship limped from Okinawa's shores for home.

The US Navy described the kamikaze attack in the *Laffey* as one of the greatest sea epics of the war. She was eventually refurbished in 1982 and is currently placed as a floating museum alongside the carrier *USS Yorktown* at the Patriots Point Naval & Maritime Museum in Charleston, South Carolina.

**Indestructible:** The true story of one man's rescue mission that changed the course of WWII. By John R. Bruning



Paul Irving “Pappy” Gunn was carrying out a top-secret mission in MacArthur's air force when the Japanese seized his family stationed in the Philippines. Without his beloved wife to guide him and desperate to find his way to her and their four children, Pappy carried out rescue missions with an almost suicidal desperation, refusing to give up even after he was shot down twice and forced to withdraw to Australia.

Over the course of his three-year quest to find his family, as the U.S. Army Air Force suffered crushing defeats by the Japanese in the Pacific, Pappy became the renegade who turned the tide of the war, robbing supply dumps, modifying B-25 bombers, and inventing new weapons to deliver more destruction than anything yet seen in the air. When his modified planes were finally unleashed on the Japanese, the Allies scored one of the most decisive victories of WWII.

Following Pappy through the blistering skies of the Pacific and his family as they attempt to make a life for themselves in one of the war's most notorious prison camps, *Indestructible* traces one man's relentless journey to free the people he loved and the aerial revolution he sparked that continues to resonate across America's modern battlefields.

## AVIATION HISTORY IN THE BRAINERD LAKES AREA

Brainerd Dispatch Headline September 5, 1946

### HANGAR HOME UNIQUE, COLD

Literally “up in the air” and looking down on airplanes, a young Brainerd couple and their baby have solved the housing problem for three months - but like many others today are searching for winter quarters. One of the most unique methods of solving the housing shortage in this vicinity is the employed by A.E. “Andy” Anderson, his wife Notnia, and their little baby, Kathy Lee, now five months old. Since the last of May they have been living in a little room, 8x10 feet, perched high among the girders in the Crow Wing Aviation company hangar at the Thirteenth street airport. Looking down on as many as eight airplanes in the 60 x 60 feet frame hangar, they existed in the uninsulated room into which they crowded a bedroom suite, kitchen cabinet, portable closet, high chair, bassinet, and two-burner electric plate. Andy has been trying to interest people in a low cost housing project-people with little money that is. So far, there’s been no success. He made arrangements to buy a pre-fabricated house to be put on a small lot-but the FHA in Minneapolis turned down his loan application with the statement that he hadn’t been established in business long enough. Co-owner of the Crow Wing Aviation company, Andy left the service last October after serving as a naval patrol bomber pilot. He came to Brainerd in February to establish his present business and his wife with their two- months-old baby, joined him in the little room above the airplanes last May. The nights have become chilly and the young couple with their baby, symbolical of the many returning veterans seeking houses, shiver their way up a long flight of stairs each evening to the little room unheated, which they may have to call home through the coming winter blasts.

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#### POSTSCRIPT:

The hangar that this story references is now Shipman Auto parts on 13th street. If you drive out on 13th street if is clear that Shipman’s was once a hangar. Originally Rosko field was very close to this location and in later years before Brainerd Lakes Regional airport was opened, it was used for extensive flight training, the reason Andy Anderson was there. If you were fortunate enough to be able to go to the back of the Shipman building, what was the old hangar is full of racks of auto parts. Going to the back of the building and looking up you will see that the little room is still there. It used to be accessible from a stairway on the back of the building, however the family removed it in the 60’s because the did not want the kids playing back there. At that time they boarded up the outside and only entry to the “little room” from the outside. The Shipman family insists that the room has been sealed up since and they have no idea what, if anything, is inside of the room.





**EVENTS OF INTEREST ON THE UPCOMING CALENDAR.**

**MAY 04, 2024: BREEZY POINT 9TH ANNUAL AVIATION DAY**

10 a.m. - 2p.m.

8MN3 - Breezy Point Airport, 30360 Airport Rd Breezy Point MN 56472

Pilots & Friend Social

Aircraft Static Display (no airshow), EMS Vehicles, Firetrucks, Helicopter Classic Car Show

Free Lunch - Brats and Hotdogs

Free Ice Cream Treats

For more information, contact Cliff Muller 218-838-3434

[www.breezypointairport.com](http://www.breezypointairport.com)



**MAY 11, 2024: The 85th Anniversary of the AOPA Celebration of General Aviation Washington DC Fly-Over**

Begins at 11:00 a.m. following the regularly-scheduled chapter 1610 meeting. Viewing in the KBRD Airport Terminal Conference Room.

See Page 2 of this newsletter for details.

**May 24 and May 25, 2024  
SECOND ANNUAL MEMORIAL WEEKEND BRAT-FEST**

Friday & Saturday, 10 a.m. to 4 p.m.

Crosslake Ace Hardware, Crosslake, MN

Sponsored by Brainerd Lakes Area EAA Chapter 1610



Take a break from the seasonal prepping of your cabins & boats with a fresh-grilled brat or hotdog sourced by Reed's Market Meat Department. Or, just stop by because you are hungry. Just like last year, these are THE BEST! brats you will ever taste! Proceeds will be used to promote continuing education for high school graduates and post-secondary students pursuing a career in an aviation-related field.



**June 1, 2024  
Young Eagles Flights at KBRD**

8 a.m. to 1 p.m.

EAA Chapter 1610 will be piloting almost 70 Young Eagles for rides around the skies of Brainerd, weather and winds permitting. Please contact Trudi Amundson if you have any questions about the schedule.

**JUNE 15, 2024: PINE RIVER AIRPORT OPEN HOUSE, FLY-IN AND FOOD TRUCK VENUE**

8 a.m.—2 p.m. The airport commission, with support from EAA Chapter 1610, will be hosting the KPWC Open House. Food truck vendors will be on site selling a variety of breakfast & lunch items from their menu and ice cream. Come out and bring your families to enjoy the food, see the planes, helicopter, meet local pilots and learn about the proposed expansion plans for the airport. Food Truck Vendors will be Bobcat's Lunchbox and Vangstad's Creamery.



## EAA CHAPTER 1610 LONGSTER PROJECT: STATUS REPORT

The project continues in two locations. At Paul's shop, details with the fuselage are being attended to as we get closer to the applying the first coats of UV protectant and primer in a paint booth. Components, like the instrument panel and the gasoline tank are being fabricated.

The port-side wing on the sawhorses in my garage still needs the following:

- Application of 2" fabric tapes to the surface showing in the photo.
- Application of 3" fabric tape to trailing edge and outer edge.
- Application of 6" fabric tape to the leading edge.
- Finish ironing of all the edges of these fabric tapes and patches at 200-275 Deg. F.

Once these steps have been completed, both wing surfaces need to be cleaned & de-greased with denatured alcohol and then washed with water. After it has thoroughly dried, the next step is to seal the fabric weave with a 3:1 diluted solution of EcoBond.

According to the manual, "Allow the EcoBond to dry for approx. 30-60 minutes. Once its sealed and dry, EcoFill should be applied as soon as practical to prevent dust and dirt build-up."

It is at this point...applying EcoBond, then the Eco-Fill...when we will likely need to set aside a Saturday to get both steps completed on both wings all at one time.

I want to thank Rollie for his perseverance in tracking down procedural details for finishing the fabric surfaces. In addition to referencing the Stewart Systems Procedures Manual, Rollie has also been researching their blog and directly communicating with Marty at Stewart Systems on the finer details of the coating steps.

On Thursday, May 2, Mike Petersen and I will be making a presentation to the Airport Commission. Most of them joined the commission well after the chapter started the Longster restoration project. So, it is likely they are unfamiliar with the overall plan. The objective of our meeting is two-fold. The first is to give them an overview of the EAA, Chapter 1610, and what we do. The second is to educate them about the Longster and bring them up to date on the project.



## MORE ABOUT THE LONGSTER

Mike Petersen shared these images from a file he had back when the Longster was first “discovered” suspended in a building in Albany, MN owned by the Stearns County Pioneer Club (SCPC). As you may know, Paul “Hootis” Noskowiak is a board member.

This top photo shows how it was found.

With the right equipment, tools, ladders, and an antique tractor fender, the wings were removed while it was suspended enabling the fuselage to be lowered to the ground.

The SCPC donated the airplane to Chapter 1610 “for restoration and/or static display.”

You know the rest of the story.

## ANNOUNCING

A group text-messaging system has been set up for those of you who want to participate in either a FLY-OUT or be a passenger when a member is going flying.

Currently on the list are:

Craig, Trudi, Joe, Rollie, Rod, Woody, Dave, and Mark B.

To get added, simply text me (Mark B.) at 952-818-9986.

This is simply an ad-hoc way of contacting interested members if/when you are entertaining the opportunity of either flying to a destination or simply practice take-off's and landings.



## IN OTHER NEWS FROM THE BRAINERD LAKES AREA

The Aeronca Chief restoration project at Aitkin is making great headway. Joe Lambert shared the following photos, which are good representations of the stages in the project we anticipate with the Longster.

The top photo shows what the fuselage looks like after having the fabric weave sealed with the diluted EcoBond.

Following that, the surface received the first of three cross-coats of the white EcoFill. This not only provides ultraviolet light protection, it also gives an excellent base for finish coat colors.

Nicely done!!!







## YOUNG EAGLES FLIGHTS JUNE FIRST 68 HAVE SIGNED UP!!



Just a reminder to those who are Young Eagles pilots and Ground volunteers:

- You must be a current EAA member, and
- You must have completed EAA's Youth Protection Training and background check within the past three years.
- Any questions...visit [YoungEagles.org](http://YoungEagles.org).



EAA Chapter 1610 will have almost 70 registered and very enthusiastic Young Eagles lining up for airplane rides at KBRD on Saturday, June 1st beginning at 8:00.

We have 7 aircraft ready to take these young aviators to the skies. Piloting will be Trudi, Mark B & Mark C, Jon Lee, Walt, Craig, and Howard.

With all the people attending, the spotlight will be on our hard-working ground crew tasked with coordinating the sign-in process and crowd control. Our sincere thanks goes out to Dick Piegras, Brandon Eberts, Roger Macy, Michelle & Joe Lambert, Corinne Roberts, Jane Haubrich and Mike Petersen.

Trudi has asked that everyone be on site by 7:00 am.

See you there!!

## MARK YOUR CALENDAR

### DID YOU KNOW...?

An easy and convenient way to keep up-to-date on scheduled Chapter 1610 meetings, events, and other aviation-related programs is our Website.

First, open your web browser and type in **#eaa 1610**.

Once you open the website, select the tab **Event Calendar**.

The rest is easy.

Any highlights below in **RED** means something has been added or rescheduled for Chapter 1610 meetings and events.

**May 4: Breezy Point Fly-In & Young Eagles Promotion**

**May 11: Regular Chapter Meeting**

**May 11: Watch the live feed of the AOPA Celebration Fly-Over following the meeting.**

**May 24 & 25: Memorial Weekend Brat and Hot-dog Sale, Crosslake Ace Hardware**

**June 1: Young Eagles Flights, KBRD**

**June 8: Regular Chapter Meeting**

**June 15: Pine River Open House**



## ON THE 'LIGHTAIR' SIDE



I am always interested in hearing your suggestions for future topics in the Newsletter. I also encourage budding authors to submit content.

Please contact Mark Bearss

◆ email to

[mgbearss@gmail.com](mailto:mgbearss@gmail.com)

◆ Text to 952-818-9986

And finally, the contact information for Chapter 1610 has changed.

