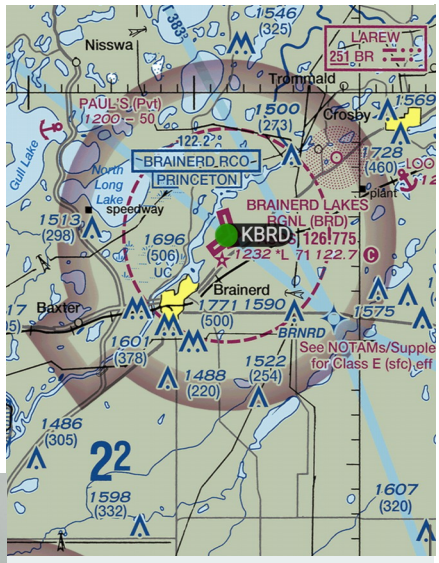
February 2023
Volume 1, Issue 5

CAVU Chronicles

OUR HOLIDAY GATHERING ON JANUARY 14

Despite being the middle of January, Minnesota winter did not rear hinder our ability to gather on the evening of the holiday party. It was actually kinda “nice” outside! But it was even nicer inside Wings Airport Café where Mark and his staff prepared a wonderful menu for us.

THANK YOU to all who attended. We hope you enjoyed the meal and the time catching up and sharing stories with your friends and fellow aviation enthusiasts. We will do this again.



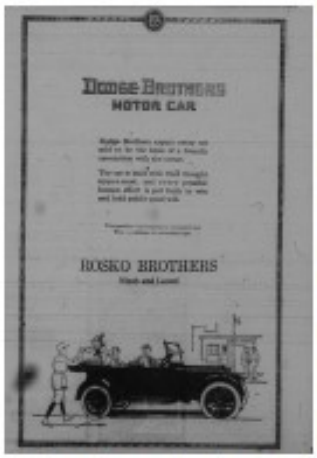
In this issue:

THE ROSKO BROTHERS - THE WRIGHT BROTHERS OF BRAINERD?

By Mike Petersen

It may be an exaggeration to compare the Wright Brothers to our local Brothers Rosko. While the Wright Brothers were pacesetters on a worldwide scale, our local brothers had a similar impact on their local community.

The story of the first airport in Brainerd, Rosko field starts with the brothers Rosko, Henry and Peter. Born in Brainerd of German immigrant parents Joseph and Eva, they grew up on the farm just southeast of town. But farming just was not in the cards for the brothers future. Fortunately the brothers were to possess a fascination with anything mechanical, and as they grew older they developed a mechanical aptitude to match. In addition, they seemed to be able to forsee the "next big thing" when it had to do with mechanical devices. By 1913 they owned a thriving automobile repair and welding business at 9th and Laurel which evolved into a dealership selling Dodge automobiles,and International Harvester Trucks and Tractors. They are largely credited with many "firsts" in the Brainerd area - First car in 1906, first balloon tires sold in town, first steam- shovel and even inventing an attachment for a Dodge automobile to power the movement of ice blocks cut from Rice Lake up the incline to the loading dock. Henry once blew open the safe at the Skage Drug store (of course with the permission of the store ownership.)



Rosko Brothers Dodge Circa 1920

The Brothers Rosko owned arguably the first airplane, a hydroplane in the area. While we do not have any record suggesting that either brother became a pilot, Henry is quoted as "enjoying the sensation of flying, finding it smoother than many of the roads he drives on".

The brothers had in their employ a young, adventurous mechanic by the name of Bo Rappel. A self taught and self proclaimed pilot, he was tasked with flying the hydroplane. On an early July day in 1920, Bo was flying the hydroplane low over Nokay lake with Henry and Peter watching from the shore. Unable to control the flimsy craft in the wind, Bo caught a wing and plummeted into the lake, severely damaging the aircraft. Bo commented to the Dispatch that when he went underwater "he thought his flying days and others were over!" The Roskos rowed out to recover the wreckage and brought it to shore, stating that "In the meantime Rappel will confine his flying to driving a Dodge."

The brothers, undaunted by their first aviation mis-adventure, were, as it was called in those days, "Air Minded". Believing that aviation was the "next Big Thing" they set aside 160 acres from the farm for an airfield. For several years it was nothing more than another field with little or no identification as an airfield. Some aircraft that came to Brainerd would use Rosko and others would land on the Gruenhagen farm east of town along Oak Street. During those early days of Barnstorming, any flat field without rocks could be considered a suitable airport. Somewhere during the years between 1920 and 1927 the Rosko Brothers bought a Waco 10 Biplane, perhaps the first plane actually owned and hangared in Brainerd. Also during those years were dozens of editorials expounding the need for an airport in Brainerd. People everywhere were enthralled by this new aviation thing, and Brainerd was lagging behind other communities in developing a suitable airport to bring this new commerce to the city. Charles Lindbergs 1927 solo crossing of the Atlantic only excited the talk of an airport. Now civic leaders could begin to not only understand the excitement of aviation, but also the potential commerce it could bring to the city. This was far from lost on the Rosko Brothers. In August of 1928, work began in earnest to improve the airfield for the increased use that could be expected. In addition to grading, and rolling the three runways, the first of two hangars would be built, a small office building, and a windsock erected, at a cost to the Rosko Brothers of nearly $10,000. By May of 1929 the Brainerd City council undertook fact finding to determine the best site to construct the Brainerd municipal airport. The enterprising Roskos offered to sell the entire airport to the city for $20,000. As government bodies often do, the city council failed to take any action on the airport, saying only that they would discuss it with Crow Wing County officials, and the Roskos continued to be the owners of the first airport in Brainerd.In 1929, Rosko field was surveyed for inclusion for the 1929 Airway Bulletin. The Airway Bulletin was a book containing individual sheets showing location of the city and the airport, landmarks for navigation, and the layout of the grass "runways". The November 1929 Airway Bulletin showed three runways, north/south at 1330 ft long, east west at 1,950 feet , and southwest/northeast at 2,200 ft. Finally Rosko Airport was on the map! Watch in the coming months for stories of the largest events in Brainerd history at Rosko field.


Dispatch October 27, 1927


WORK ON AIRPORT GETS UNDERWAY

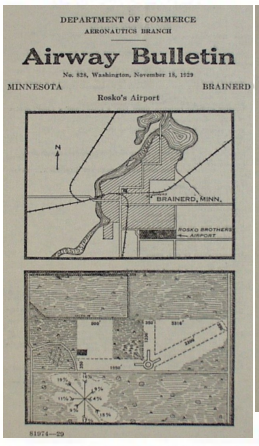
To Plow, Disc and Roll 160 Acre Field for Aviation

WILL BUILD HANGAR

One Station and Telephone Booth Will be Part of the Equipment

With 80 acres already plowed on the Rosko field east of 12th street prospects for an airport for Brainerd looked considerably brighter today.

Dispatch August 8, 1928


DEPARTMENT OF COMMERCE
AERONAUTICS BRANCH

Airway Bulletin

No. 834, Washington, November 15, 1929

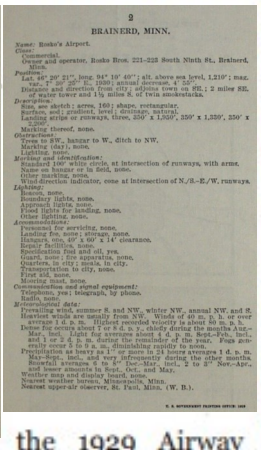
MINNESOTA BRAINERD

Rosko's Airport

BRAINERD, MINN.

ROSKO BROTHERS AIRPORT

81974—29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BRAINERD, MINN.

Name: Rosko's Airport.
Class:
Commercial.
Owner and operator, Rosko Bros. 221-225 South Ninth St., Brainerd, Minn.
Position:
Lat. 46° 20' 21", long. 94° 10' 40"; alt. above sea level, 1,210'; mag. var. 1° 30' E., 1930; annual decrease, 4' 00".
Distance and direction from city: adjoins town on SE.; 2 miles SE. of water tower and 1½ miles S. of twin smokestacks.
Landing area:
Size, see sketch; acres, 160; shape, rectangular.
Surface, sod; gradient, level; drainage, natural.
Landing strips or runways, three, 350' x 1,950', 350' x 1,330', 350' x
Marking thereof, none.
Obstructions:
Trees to SW., hangar to W., ditch to NW.
Marking (day), none.
Lighting, none.
Markings and identification:
Name of airport, in circle, at intersection of runways, with arms.
Name on hangar or in field, none.
Other marking, none.
Wind-direction indicator, cone at intersection of N./S.-E./W. runways.
Lighting:
Beacon, none.
Boundary lights, none.
Obstruction lights, none.
Flood lights for landing, none.
Other lighting, none.
Accommodations:
Personnel for servicing, none.
Supplies: Gasoline, none.
Hangars, two, 40' x 60' x 14' overarson.
Repair facilities, none.
Specification fuel and oil, yes.
Guard, none; fire apparatus, none.
Quarters, in city; meals, in city.
Transportation to city, none.
Field fee, none.
Meeting hour, none.
Communication and signal equipment:
Telephone, yes; telegraph, by phone.
Radio, none.
Meteorological data:
Prevailing wind, summer S. and NW., winter NW., annual NW. and S.
Heaviest winds are usually from NW. Winds of 60 m. p. h. or over average 1 d. p. a. Highest recorded velocity is about 80 m. p. h.
Dense fog occurs about 7 or 8 d. p. y., chiefly during the months Aug.–May, incl. Light fog averages about 4 d. p. m. Sept.–Feb., incl., and 1 or 2 d. p. m. during the remainder of the year. Fogs are usually of short duration, rarely lasting more than 2 hours.
Precipitation as heavy as 1.7" or more in 24 hours averages 1 d. p. m. May–Sept., incl., and very infrequently during the other months. Snowfall averages 6 to 8" Dec.–Mar., incl., 2 to 3" Nov.-Apr., and lesser amounts in Sept., Oct., and May.
Weather map and display board, none.
Nearest weather bureau, Minneapolis, Minn.
Nearest upper-air observr, St. Paul, Minn. (W. B.).

U. S. DEPARTMENT OF COMMERCE


Waco Model 10

DEPARTMENT OF COMMERCE

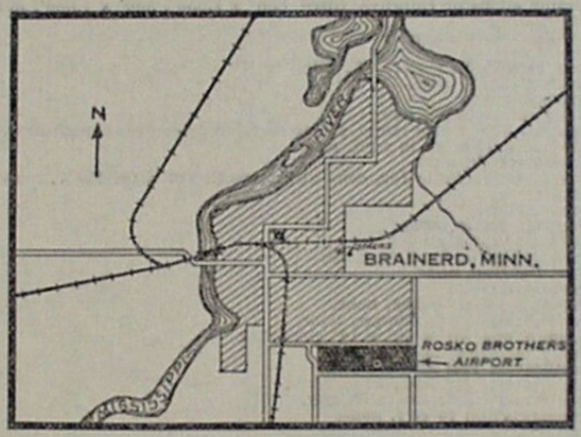
AERONAUTICS BRANCH

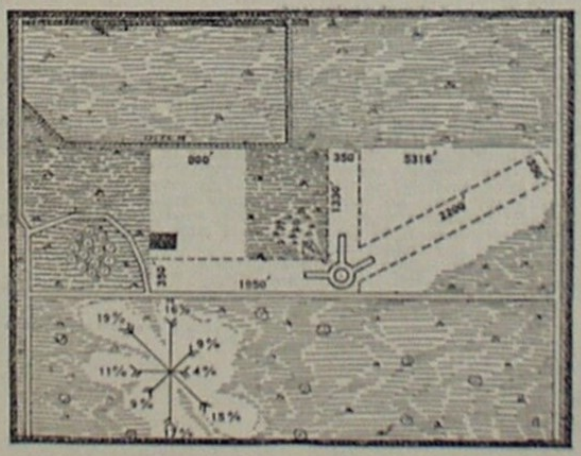
Airway Bulletin

No. 828, Washington, November 18, 1929

MINNESOTA BRAINERD

Rosko's Airport





81974—29

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BRAINERD, MINN.

Name: Rosko's Airport.
Class:
Commercial.
Owner and operator, Rosko Bros. 221–223 South Ninth St., Brainerd, Minn.
Position:
Lat. 46° 20′ 21″, long. 94° 10′ 40″; alt. above sea level, 1,210′; mag. var., 7° 30′ 25″ E., 1930; annual decrease, 4′ 55″.
Distance and direction from city; adjoins town on SE.; 2 miles SE. of water tower and 1½ miles S. of twin smokestacks.
Description:
Size, see sketch; acres, 160; shape, rectangular.
Surface, sod; gradient, level; drainage, natural.
Landing strips or runways, three, 350′ x 1,950′, 350′ x 1,330′, 350′ x 2,200′.
Marking thereof, none.
Obstructions:
Trees to SW., hangar to W., ditch to NW.
Marking (day), none.
Lighting, none.
Marking and identification:
Standard 100′ white circle, at intersection of runways, with arms.
Name on hangar or in field, none.
Other marking, none.
Wind-direction indicator, cone at intersection of N./S.–E./W. runways.
Lighting:
Beacon, none.
Boundary lights, none.
Approach lights, none.
Flood lights for landing, none.
Other lighting, none.
Accommodations:
Personnel for servicing, none.
Landing fee, none; storage, none.
Hangars, one, 40′ x 60′ x 14′ clearance.
Repair facilities, none.
Specification fuel and oil, yes.
Guard, none; fire apparatus, none.
Quarters, in city; meals, in city.
Transportation to city, none.
First aid, none.
Mooring mast, none.
Communication and signal equipment:
Telephone, yes; telegraph, by phone.
Radio, none.
Meteorological data:
Prevailing wind, summer S. and NW., winter NW., annual NW. and S. Heaviest winds are usually from NW. Winds of 40 m. p. h. or over average 1 d. p. m. Highest recorded velocity is about 80 m. p. h.
Dense fog occurs about 7 or 8 d. p. y., chiefly during the months Aug.–Mar., incl. Light fog averages about 4 d. p. m. Sept.–Feb., incl., and 1 or 2 d. p. m. during the remainder of the year. Fogs generally occur 5 to 9 a. m., diminishing rapidly to noon.
Precipitation as heavy as 1″ or more in 24 hours averages 1 d. p. m. May–Sept., incl., and very infrequently during the other months. Snowfall averages 6 to 8″ Dec.–Mar., incl., 2 to 3″ Nov.–Apr., and lesser amounts in Sept., Oct., and May.
Weather map and display board, none.
Nearest weather bureau, Minneapolis, Minn.
Nearest upper-air observer, St. Paul, Minn. (W. B.).

U. S. GOVERNMENT PRINTING OFFICE: 1929

NOTE LACK OF SERVICES AND PREVAILING WIND INFORMATION

AN ICING ADVENTURE

By Trudi Amundson

My late husband and I used to have a log home on the Mississippi River in Bemidji, MN. We lived in the Twin Cities, and I belonged to Twin Cities Cloud 7 flying club. I often flew up on weekends in one of the club planes beating the 4-hour drive in 1.5 hours. October 30, 2005, found me stuck at Bemidji Aviation unable to get back home. Low ceilings and visibility grounded me for 5 hours. Finally, the ceilings lifted to 700' and visibility was 5 miles. My personal minimums were good with this so I did an exhaustive weather briefing knowing I would be punching through the clouds. My concern was icing but there was nothing in the forecast and no PIREPs. The temperatures on the ground and at altitude were good, so I launched.

Nothing happened out of the ordinary as I flew through the clouds. No Icing was evident and soon I was on top of the layer. But, there was a layer above me that was not forecasted and I was nestled in between them. It was actually beautiful with a cloud deck below me. Forward visibility was really good and the layer above me was also quite beautiful. All of a sudden POW!! NO WARNING and I was surrounded by clouds and picking up ice faster than I could breathe. Yikes……this was not good. Now, normal instinct is to go back down and get out of the freezing temperature, but I no longer knew how thick it was before I could reach warmer temperatures. I could see light above me so I pushed in the throttle and made a decision to climb.

I flew the plane climbing at about 400' per minute and I think I went up about a 1000 '. I contacted ATC and told them what I was doing, and they cleared me with an altitude block. I do not really know how long long it took me to get on top. I do know that it seemed forever, and I picked up about a ½ inch of rime ice before I broke out. I stabilized 54589, a C172, and was flying along at 90 kts. ATC called and asked how I was doing. I said OK…I was still carrying ice (it was not melting) but the plane was flying just fine, and I was calm and breathing! They asked if I wanted to descend and land in Brainerd. I chose not to do this. The plane was stable, and the air was really smooth, and I knew from the weather briefing that Flying Cloud was severe clear. I continued on to FCM; just flying slower than normal.

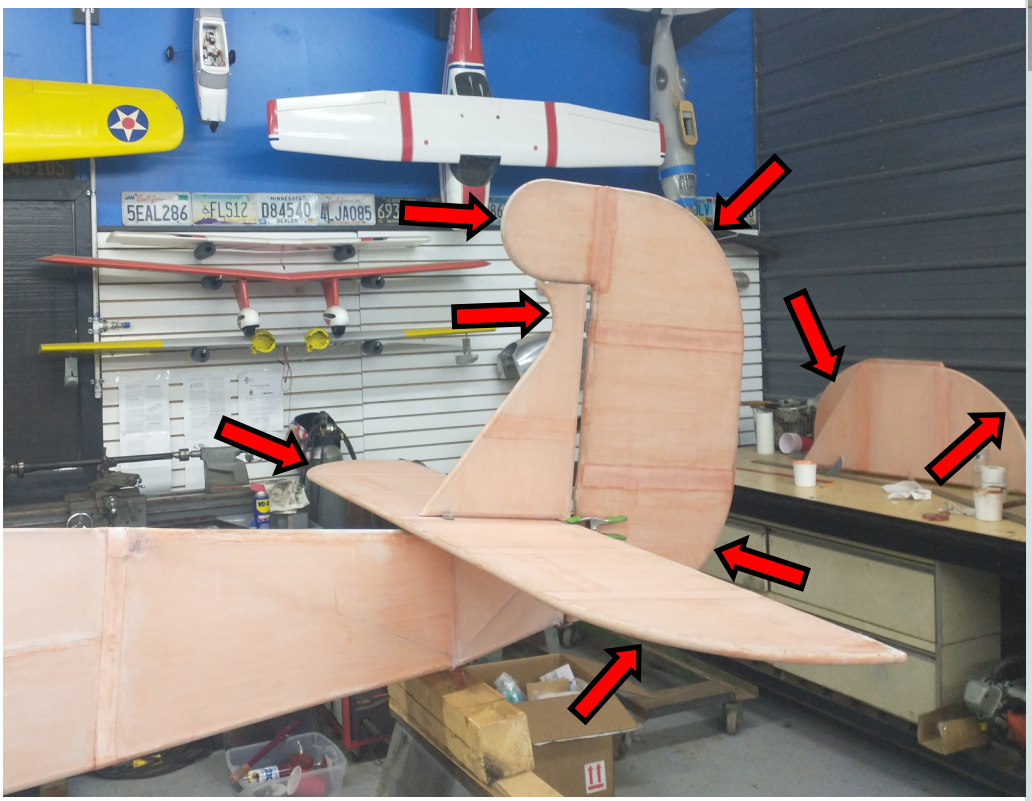
Eventually, the windscreen cleared but the ice remained on the wings. As I got closer to FCM upon initial descent, the ice began to break off and my airspeed went from 90 to 110kts. My heart skipped a beat on final approach to FCM. My landing was uneventful, and I taxied back to the hangar. There was absolutely zero evidence there had ever been ice on N54589.

What I learned that day was always to expect the unexpected. Just because the forecast and lack of PIREPs did not indicate icing conditions does not necessarily mean it isn't there. I also remained calm through the entire experience and feel that in this scenario, climbing was a better choice (because I could see light above) than going down back through the cloud deck. AND Royce Nelligan, who taught me to always fly the plane…fly the plane…fly the plane…was absolutely right! 

PLEASE ATTEND a Wings-certified presentation on "Take-offs and Landings" by Trudi Amundson. This will be held during our February 11th meeting in the Airport Conference Room. Refreshments will be available.

EAA CHAPTER 1610 LONGSTER PROJECT: STATUS REPORT

In January, the crew continued applying fabric and reinforcement tape around the engine cowling. Attention was then turned to applying reinforcement tape to the curved edges of the tail structures. This requires using a special bias-woven tape so when it is stretched over the curved frame, the edges do not "pucker". As you can see from the photo below, the tail pieces have quite a few of these areas. Fortunately, Joe Lambert, Rollie Noordmans and Dick Piepgras have prior knowledge on the how-to "tips & tricks."



For those who wish to help with this project, we meet at Paul's the first and third Thursdays of every month, starting at 6:00 pm. Paul's 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.

Wondering what a completed Henderson Longster looks like?

This photo of a 1930 Long Longster III (N10115) was taken at the Western Antique & Automobile Museum (WAAAM) in Hood River, Oregon by Terry Fletcher. (Photo ID: AC775058)

https://www.waaamuseum.org/

Summary of Chapter 1610 Board Meeting

The first quarterly board meeting for FY 2023 was held Saturday, January 5 in the conference room of the KBRD terminal building. Attending were Mark Crist, Trudi Amundson, Mike Petersen and Mark Bearss.

Our objective was to develop a strategy that incorporates (1) improving communications, (2) conducting continuing educational programs, (3) growing the membership, (4) community stewardship and (5) social activities.

While these objectives encompass "WHAT" the board would like to prioritize in 2023, it does not specify the "HOW". This is where we rely on the input and the involvement of the membership.

Regarding improving communications, we need to hear from you whether the channels we currently employ meet your expectations, or if we need to find alternate methods. As you may know, we currently provide the Chapter website, a Facebook page, a monthly Newsletter, and email.

Based on the success of the FAASTeam Safety Seminar we held in December, we encourage suggestions for inviting continuing education speakers for 2023. Again, this is where recommendations and volunteers from members will help coordinate this endeavor.

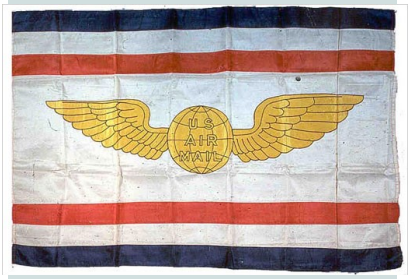
The board set a goal to add at least six new members to our roster. We would like to hear from you to determine (1) is this goal achievable, and, if "yes", then (2) how do we go about recruiting new members to join chapter 1610.

The Young Eagle Program and the Tree of Hope are two ways Chapter 1610 promotes community stewardship. While continuing these in 2023, it was proposed the chapter (1) submit an application for another Ray Foundation Scholarship, and (2) establish its own scholarship program. If there are other community service programs you would like us to become involved in, your input is greatly appreciated.

The last endeavor, organizing social activities, is what lends to perpetuating our camaraderie as aviation enthusiasts. We already have events planned for 2023. Mike Petersen will be sponsoring his Hanger 60 Potluck Party again July 19th. Another Chapter 1610-sponsored Poker Run is on the calendar for September 9th. Again, we need suggestions and support from our membership.

ON THE *'LIGHTAIR'* SIDE: 😂

Official Badge for the US Post Office Airmail Pilots



US Post Office Airmail Flag

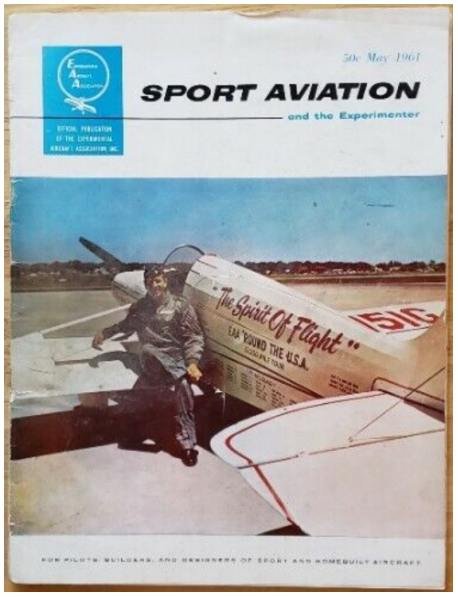
The US Post Office established the first airmail route in 1918 between New York City and Washington, D.C. with a stop in Philadelphia using only U.S. government-owned and operated airplanes. Lt. George Boyle, who only recently graduated from flight school , was chosen by the USPS for the inaugural flight originating out of Washington, D.C. This photo shows Army Major Reuben H. Fleet helping prepare the flight by attaching an aerial map to Lt. Boyle's leg. With 124 pounds of mail on board, the first stop on his route would be the half-way point; Philadelphia. The flight did not go well. The plane failed to start because of an empty fuel tank. After he finally lifted off, he flew in the wrong direction. He attempted to "safely" land his Curtiss JN-4H "Jenny" in a freshly-plowed field in Maryland and ask a farmer for directions. Because of damage to the plane, Boyle...and the mail... returned back to Washington, D.C. in a TRUCK!!

Then...

February 1925: Congress passes the Air Mail Act (also known as the Kelly Act) permitting the government to hire **private air carriers** to deliver the mail.

February, 1934: President Franklin D. Roosevelt issues an executive order canceling all existing airmail contracts with private carriers because of fraud and collusion. The United States Army Air Corp (AAC) is designated to take over airmail operations. Unfortunately, this leads to several deaths of AAC pilots. The Air Mail Act of 1934 becomes enacted and restores open bidding of air routes to commercial airlines.

February 1953: The first issue of the official EAA newsletter—*The Experimenter*—is published. The newsletter is originally written, typed and mimeographed in Paul and Audrey Poberezny's basement and eventually evolves into *Sport Aviation*, the EAA's flagship publication.



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.

MARK YOUR CALENDAR

Here is what Chapter 1610 has scheduled (so far) for 2023:

February 11: Regular Meeting and Presentation by Trudi Amundson on TAKE-OFF'S & LANDINGS

March 11: Regular Meeting

April 8: Regular Meeting and Presentation on THE FUTURE of ELECTRIC AIRCRAFT

May 6: BREEZY POINT FLY-IN

May 13: Regular Meeting and BRAT TASTING PARTY, Hanger 25.

May 20: YOUNG EAGLES FLIGHTS

May 27: BRAT STAND FUNDRAISER at Crosslake Ace Hardware

May 28: BRAT STAND FUNDRAISER at Crosslake Ace Hardware

June 3: EAGLES FLIGHTS

June 10: Regular Meeting and CPR/AED REFRESHER TRAINING

July 19: HANGER 60 PARTY

September 9: POKER RUN

CLOSING REMARKS

Don'r forget….We will be holding our regularly-scheduled meeting Saturday morning, February 11th starting at 9:00 am in the Meeting Room across from the airport departure lounge. Trudi Amundson will conduct a WINGS-certified presentation on "**Take-Offs and Landings**."

We all know that a "good" landing is one from which you can walk away. A "GREAT' landing is one after which you can use the plane again.

Refreshments will be available.

I am still 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
- Text to 952-818-9986

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

- The new email address is eaachapter1610@gmail.com
- The new phone number is (320) 232-5122