



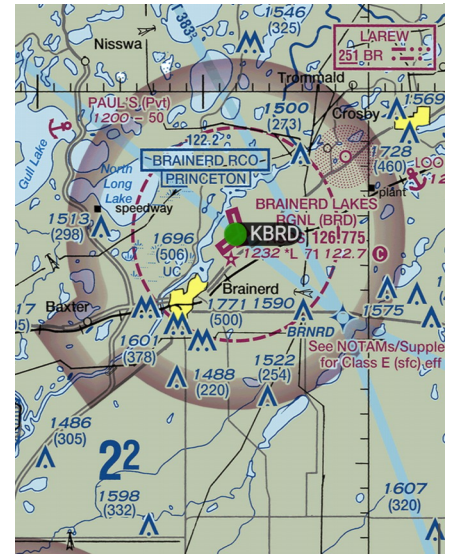
August 2023
Volume 1, Issue 11



CAVU Chronicles

PINE RIVER AIRPORT OPEN HOUSE

Immediately following the monthly meeting on July 8th, a number of chapter volunteers rendezvoused at KPWC to support the airport open house, which was part of Pine River Sesquicentennial Celebration activities. Again, Mother Nature provided beautiful weather.



In this issue:

- Pine River Open House
- Hanger 60 Brat-fest
- Brainerd Aviation History
- Longster Update
- Aviation Events in August
- Mark Your Calendar
- Closing Remarks

While this was not booked as a fly-in, there were a few who did take advantage of the CAVU conditions and arrived by air. We used this opportunity to introduce Chapter 1610 to inquisitive visitors, sign up more Young Eagles for the September 16th flights, and meet other aviation enthusiasts from around that community.

A couple of thank-yous are in order. One to Becky Putzke for arranging our participation in the event. The second to Dave 'DJ' Koenig. He was very accommodating helping us set up our space when we arrived.



MORE ON PINE RIVER, CONTINUED FROM PAGE 1.

We did get one new sign-up for the Young Eagles event planned for September at Breezy Point. And there was additional enthusiasm from a couple of other aspiring Future Young Eagles!!



Thanks also need to be extended to our volunteers Mike Petersen, Rod Osterloh, Craig Rodamaker, Howard McCollister, Becky Putzke, Ron Sieling, and Mark Bearss.

HANGER 60 BRAT FEST AND GOLF CART RACES.

It turned out to be another well-attended and successful event at Hanger 60 on Wednesday July 19th sponsored by Mike Petersen. There were 50+ party-goers and tons of great food. The weather turned out to be really nice.





For the 'blind-driver and obstacle-course navigator' competition, Team Adam and Amy Kainulainen won by only 3 seconds ahead of the second-place team.



This history story is being contributed by Mike Petersen. Because of the breadth of content and the number of photographs, it will appear in consecutive issues of CAVU Chronicles as a “multi-part series.”

The Brainerd Cougar F9-F6

It was the late 70's and the Brainerd - Crow Wing County Airport (as it was named then) apparently needed some beautification. The current airport manager, John Riedl Sr. and the airport commission set about a plan to procure a surplus jet airplane to adorn the entrance of the airport.

In November of 1980 the Navy made conditional gift of a Grumman F9-F6 Cougar jet to the airport. The conditions were that it was to be picked up as is, where is, and that the aircraft be properly maintained for display.

This is where the story begins. As printed in the Summer and Fall issues 2011 of the airport newsletter “Short Final” the story of the journey of this aircraft to Brainerd unfolds.



The Cougar Comes to Brainerd (part one)

(Editors note: For nearly 30 years the F9F6 Cougar display aircraft has stood vigil at the entrance to the Brainerd Lakes Regional Airport. Now that the aircraft will be undergoing restoration it seems fitting to revisit the story of the airplane's original journey to Brainerd and the man responsible for it.)

One day in the fall of 1980 the phone rang at Dick Dean's towing and salvage company. On the other end was John Riedl Sr. the airport manager at that time. He had procured an F9F6 Cougar jet from the Navy for a display aircraft at the airport and knowing that Dick had earned a reputation for unusual engineering and recovery feats, he wanted to know if Dick would go out to the East Coast and pick it up. Unsure of being able to take the time away from his business he decided to pray about it and ultimately was moved to take on the challenge. He was motivated with the desire to be a part of creating a memorial to those who served to defend our freedom, a freedom he held most dear.

He contacted a Navy mechanic named Jim in Virginia Beach, Virginia to get the dimensions and specifications of the airplane. Jim gave him the dimensions of the craft (which turned out to be wrong) and agreed to remove the wings so the airplane would be ready to go when Dick arrived. Some weeks later Jim called back to say that due to the age of the airplane and some corrosion, that it simply was not possible to remove the wings, and as a result there was no sense in coming to Virginia Beach. Undeterred, Dick persevered and asked Jim "If I come will you help me?" Jim agreed saying that somehow he believed that Dick really would get the wings off.

On January 18, 1981, with his wife Carla at his side, they left for NAS Oceana, driving the truck and flatbed trailer with a massive truck mounted tool box, and just enough money for gas, food and hotel during their stay. The airport did not provide them with any up front financing for the journey.

Upon arrival at Virginia Beach and meeting Jim, they made two startling discoveries. First, the two pins holding the wings on were every bit as stubborn as Jim said they were. Given free reign of the shop at the base Dick welded up a pin driver from some scrap material. Hitting the pin driver over 1,000 times with a sledgehammer, and employing a hydraulic press, finally yielded the desired result of being able to remove the pin and subsequently the wings.

The second discovery had to do with the width of the aircraft. The figures Jim gave him early on did not include the wing roots which were attached to the airplane. This gave it a width of 11' 6" wide, requiring wide load permits and escort cars. Knowing that he had neither the time or the finances for permits and escorts, he decided to load the aircraft and press on.

The wings were loaded first and the fuselage then set gently on top of the wings. Dick's experience in towing and rigging came in handy in securing the aircraft to the trailer and soon he and Jim were nearly finished and ready to go. Dick was stowing his tools in his truck mounted tool box with Jim above him on the airplane. For reasons neither man can figure out, Jim kicked the top of the 8 foot toolbox closed. Unfortunately, Dick's right hand was still in it. As the massive lid slammed closed on his right hand he broke two fingers and severely bruised the rest of his hand. In excruciating pain he unhooked the trailer and he and Carla went back to the hotel for a relatively sleepless night until their planned departure the next day. Returning the next morning to pick up the trailer, Jim helped him fashion a splint for the broken fingers to help relieve some of the pain.

Hooking up the trailer the couple set off to Minnesota. Dick was still in severe pain and was forced to steer the truck (without power steering) with his left hand, while Carla did much of the shifting to help him with the injured right hand.

Now one might think that the story has to go better from this point forward, but it just was not to be. Here they go down the highway, "team" driving due to the injury, and without any of the permits required for the oversize load they were hauling.

Almost right away, they found themselves in the middle lane of a rushing 6 lane freeway approaching the Hampton Tunnel. As the sign saying "Last exit before tunnel" went by, the next sign prohibiting oversize loads came into view. With nowhere else to get off or turn around before the tunnel, Dick said a prayer and proceeded as slowly as possible. He says he still remembers how every time they hit a bump, he could hear the top of the tail tapping the roof of the tunnel!

And now the journey has just begun....



Left to Right:
Dick Johnson, City Clerk
John Riedl Sr., Airport Manager
Judge Robert Ryan, Cougar Pilot
C. Elmer Anderson, Brainerd Mayor
Dick Dean

Negotiating the Hampton tunnel with the tail tapping the top of the tunnel proved to be just the first of many adventures en route to Minnesota.

Heading west out of Virginia, Dick and Carla faced a formidable obstacle in their path, that of the Blue Ridge Mountains. Not having taken the time to procure the oversize load permits the duo breathed a collective sigh of relief as they passed weigh station after weigh station and saw CLOSED signs on them. They were nearly out of money due to the delays they had already encountered, and Dick's right hand was still swollen and very painful. Adding even more urgency to the trip was the forecast for a major winter storm in the mountains that they must traverse. If they continued quickly the storm might hold off long enough for them to get through, if there is any further delay they will likely be in the mountains at the height of the storm.

A wire transfer of money from home gave them enough to complete the trip barring any unforeseen expenses. The money transfer however did not provide enough for permits and the escort car required for the load to move through the mountains. So with no further time ahead of the storm, or money available to procure permits and hire an escort the pair pressed on into the Blue Ridge with the F9F6 Cougar in tow.

Now the Blue Ridge Mountains may not be the stature of the Rockies or the Alps but negotiating them with an over width and over length load is no small feat!

Steep upgrades and downgrades put the test to the old truck's engine and brakes. Tight hairpin turns put the driver's skills to the test, often stopping traffic to allow the rig to negotiate a turn. It most certainly must have been a sight, but fortunately failed to attract any attention from law enforcement.

Persevering slowly and steadily, the Blue Ridge Mountains faded in the rear view mirror.

The joy and relief of getting through the mountains and beating the storm was soon replaced with concern. Looming ahead on the highway was the first weigh station coming out of the mountains. As the big rig approached both Dick and Carla looked for the sign that said CLOSED in the hope that their string would continue. This time it was not to be, as all commercial trucks would need to stop at the open weigh station. Knowing that this could be a major delay they pulled in with the rest of the trucks.

The patrol officer that came out to inspect the truck incredulously queried Dick, "Did you just bring this rig through the mountains?" and he dutifully answered "Yes we did." The next question that was the really tough one, "Can I see your permits please?" Dick explained to him what had happened and why they were working without the proper permits or escort car. Expecting the worst he simply stood by to await the officers "verdict." He was pleasantly surprised when the officer said "Sir, if I start writing violations now we will be here for days. I want you to get back in your truck and go on down the road, you were NEVER here!" Not always one to follow directions, Dick knew he had better follow this one and quickly too! Thanking the officer he got back in the truck and followed the trooper's instructions to the letter. As it turned out, that weigh station was the only open station they encountered in the entire trip.

So far, the pair had been blessed by a truck that had not given them any problems. That too would soon come to an end. Twice between the Blue Ridge and Chicago the truck came to a grinding halt. Stalled along the side of the highway in frigid weather, Dick's mechanical abilities were called into play. Replacing a couple of parts, including the fuel pump they were able to get back underway, but repairs quickly depleted their remaining financial resources. Without additional hotel money, and seeing the prize in sight they decided to drive the rest of the trip straight through. Once again, the resolve of the couple would be tested.

Nearing Chicago the old truck decided to start acting up and quit again. Stopped along the roadside it was discovered that the air cleaner was building up ice and was killing the engine. The third time was the charm and this time a makeshift fix got the truck running and on the road again. Tired but happy that things were going better they pressed on for home.

TO BE CONTINUED



Dondelinger
BRAINERD, MN

PROVIDING KEY FINANCIAL SUPPORT



PROVIDING KEY FINANCIAL SUPPORT



PROVIDING CRANE SERVICES



Spalj
CONSTRUCTION CO.
LINE CONTRACTORS

PROVIDING AIRCRAFT TRANSPORT



PROVIDING AIRCRAFT REPAIR AND REFINISHING

Korby Construction

PROVIDING RIGGING EQUIPMENT

EAA CHAPTER 1610 LONGSTER PROJECT: STATUS REPORT

Progress continues. New braces for the brackets that secure the guy wires were fabricated (lower left). While Paul was at AirVenture/Oshkosh, he stopped in to meet with the Stewart's representatives and

picked up some advice and ideas regarding painting. It looks like he also came across some interesting images and original construction plans for the Longster (lower right).



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.



ON THE 'LIGHTAIR' SIDE:



ITEMS OF INTEREST ON THE AUGUST CALENDAR.

You will not be at a loss for finding BREAKFAST on August 6th!



AUGUST 6: AITKIN FLYERS (EAA CHAPTER 965) ANNUAL PANCAKE BREAKFAST. Serving Wild Rice & Regular Pancakes, bacon, sausage, coffee, & juice. Served from 8 am until out of Food. Also featuring Piston Power-Then & Now Classic cars, antique and vintage tractors, boats and snowmobiles, custom build and daily rider motorcycles. Also Featuring Chapter Plane Restore Project.

AUGUST 6: THE LONGVILLE FLYERS FLY-IN BREAKFAST
8 a.m. to noon

Longville Municipal Airport KXVG

A fly in pancake delight. This one you won't want to miss! Not to mention cheapest gas for 100 miles!! Great food, cheap gas, great organization, you will feel welcome!!!

For more information contact: Scott Stuart: 218-363-3068

AUGUST 6: MILACA MUNICIPAL AIRPORT FLY-IN
8 a.m. to noon

Milaca Municipal Airport 18Y

Fly-In or Drive-In and bring the family for a great Sunday breakfast provided by the Milaca American Legion Post #178. Overnight under-wing camping available on Saturday, Aug. 5. Legion POW MIA tethered hot air balloon free rides, weather permitting. Contact: Gary Judd 320-266-3822.



AUGUST 11: GRAND OPENING OF THE NEW KBRD FIRE STATION

The Brainerd Lakes Regional Airport will host a grand opening ceremony for the new aircraft rescue and fire fighting and snow removal equipment building from 11 a.m. to 1 p.m. Mead & Hunt will provide lunch, along with a ribbon cutting ceremony.

AUGUST 26: THE PAINSVILLE AIRPORT 2023 AIRSHOW

9 a.m. This small-sized airshow is a beloved community event with plenty of family-friendly attractions. Aerial demonstrations, live music, and stage performances from Ramp Dance, as well as food vendors and a beer garden, are among the main attractions of the festival.



EDIT YOUR CALENDAR

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

August 12: Regular Meeting

September 9: 'GRASS is a GAS' POKER RUN **No regular meeting this Saturday**

September 16: YOUNG EAGLES FLIGHTS at Breezy Point

October 14: Regular Meeting

November 11: Regular Meeting

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.

CLOSING REMARKS

I was a 1-week RV resident of Camp Scholler during the 2023 AirVenture at Oshkosh, arriving Friday July 21st. On my first full day, I decided to park my chair along runway 18/36 to watch the parade of inbound flights from everywhere as pilots "aim for the orange dot and land on the green dot." I also tuned my handheld **VHF to 118.500** and listened. Many of you already know...it is a one-way conversation: Controllers talk and pilots listen. There's no time for the normal two-way conversation.

I'm going to try something different. Below is an imbedded mp4. file with about 2 minutes of one traffic controller guiding in aircraft. In order to listen, you might have to select a specific media player that's compatible with your computer. For me, I have to play this using Microsoft Media Player.

I do not know if this will work in a newsletter format. As a back-up, I will also attempt to imbed this into our Website. I trust you find this recording interesting.



VID_20230731_165332.mp4

