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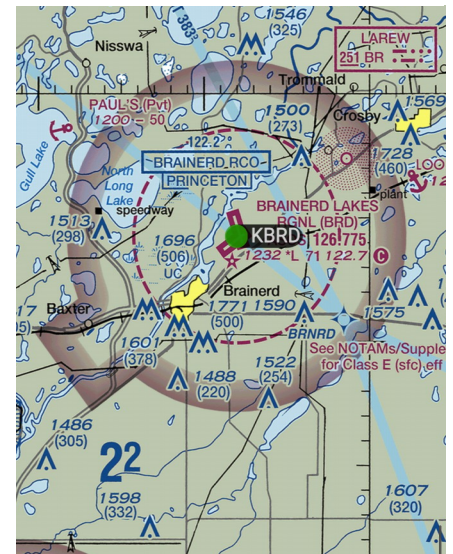


CAVU Chronicles

CHAPTER 1610 HOLIDAY DINNER

The photo below shows the main auction item that will be put up for bid during our 2024 holiday dinner event. At first glance it is quite impressive and a definite 'must have' for ANY aviation enthusiast. And there's more there than what's most obvious. Look closely and you will see line drawings and schematics of various vintage aircraft and propellers. And finally, when viewed from the back, the quilting pattern used is the outline of various airplanes. A true work of art.

This is a one-of-a-kind item. The creativity, design, materials and handiwork were all fashioned and sewn at the hands of Judy Piepgras. And she is making this a donation to EAA Chapter 1610 to raise money for our aviation scholarship fund. Truly a generous gift for our charitable endeavors.



In this issue:

- Holiday Dinner Quilt Auction
- Holiday Dinner Menu and RSVP Reminder
- Longster Update
- AOPA Article of Interest
- Mark Your Calendar
- The Light-Air Side

ONE MORE THING...

When you confirm attending the holiday event, make sure you select which entrée and which starch you want for dinner. All the information in on the next page.

Here are a couple close-up images from that quilt. It really is quite impressive.



And...speaking of the Holiday Dinner event, PLEASE submit your RSVP **before** Friday, January 3rd. By the way, the underlying spirit in the translation for RSVP is to let the host know if you are coming...or not. If you cannot make it, it would help Mike Petersen immensely when he's making the tally for attendees.



EAA CHAPTER 1610 HOLIDAY DINNER

WHERE: The **ANTLERS RESTAURANT** at County Rd 11, Breezy Point, MN

WHEN: SATURDAY, JANUARY 11, 2025, at 5:30 PM

~ PLEASE SELECT ONE ENTRÉE and ONE STARCH FROM THE FOLLOWING CHOICES ~

Beef Bourguignon: Sauteed beef tips, peppers, onions, mushrooms, burgundy wine sauce.

Half Rack Baby Back Ribs: Slow cooked to fall-off-the-bone tenderness.

Antlers Chicken: Pan-seared chicken breast, mushrooms, hollandaise sauce, almonds

Wild Rice,

or

Yukon Gold Garlic Mashed Potatoes

All entrees include...

The Vegetable du Jour

Small Garden Salad

Bread Basket

Dessert

Beverages: Cash Bar

\$30.00 Suggested Donation per Person

An auction will be held immediately after dinner.

The proceeds will be donated to the...

"EAA CHAPTER 1610 AVIATION CAREERS SCHOLARSHIP"

PLEASE RSVP YOUR MENU CHOICE BY **FRIDAY, JANUARY 3, 2025, to**

eaachapter1610@gmail.com

EAA Chapter 1610 is a 501(c)3 non-profit organization



The detail work continues.

Structural components and braces needed to have matching paint applied over the coats of primer. Plus all control surfaces have to be cabled.

(Left) That's Dick's grandson Ryan working on the center support strut.



To keep the elevator from hanging down, Dick and Roger are attaching braces.

Then, for all the other structural and control cables, they will be finished off with crimps that secure the cable loops together, as shown here in the photo to the left.

Since this will be a static display, it allows us to be creative in adapting hardware components that serve a specific function.



Rollie got creative and fashioned a broom handle as a means to stabilize the cables, similar to how it's done on other aircraft with external tension cables.



We were uncertain what materials or creature comforts were originally intended for the cockpit. These panels of oak for the seat back were chosen to match the color and grain Dick used to fabricate the instrument panel.

The “inspiration” for the coaming came from the above left photo found online.



FAA Under pressure from aviation industry organizations & pilots

The FAA on December 18 announced a two-month delay implementing a controversial new policy to deny rather than defer medical certificate applications deemed incomplete.

By Jim Moore

The decision was announced hours after House Transportation and Infrastructure Committee Chairman Sam Graves (R-Mo.) added his voice to the chorus seeking to stop the policy change before it took effect on January 1.

Graves, an airline transport pilot, cited the objections of AOPA and a coalition of general aviation advocacy groups and pilot unions that asked the FAA on December 13 to delay implementation of the new policy, noting that medical certificate denials have consequences that the FAA probably did not intend, **including disqualification from flying under BasicMed** until the new proposed denial process is completed, and potential adverse employment impacts.

Graves wrote a letter on December 18 to FAA Administrator Michael Whitaker and made his request very clear and forthright.

"By delaying the policy's effective date, the FAA can collaboratively engage with these associations to address concerns related to confusion for applicants and unintended consequences of the policy," Graves wrote, noting that pilots had not been given adequate time to understand the policy, or its implications. "Thus, the FAA must delay the effective date of this policy change, solicit feedback from industry, and make such modifications as may be necessary to the policy to ensure that the goals of the policy change may be achieved without such unintended consequences."

Graves, who leads the House committee that oversees the FAA and other agencies, took issue with the FAA's interpretation—recently cited by Federal Air Surgeon Dr. Susan Northrup in a webinar for aviation medical examiners—that the policy change was enabled by the agency's 2024 reauthorization, specifically Section 801.

"Furthermore, the FAA's proposed change to medical applications has falsely been attributed to section 801 of the *FAA Reauthorization Act of 2024*, a provision that does nothing more than strengthen pilot rights afforded to airmen under the *Pilot's Bill of Rights* (P.L. 112-153)," Graves wrote. "Section 801 was not intended to affect medical certificates any differently from how they were prior to enactment when an airman is subjected to a flight re-examination. This proposed FAA policy change should not be predicated on that section."

The FAA recanted that justification in its December 18 online statement: "The decision to implement this change was not associated with the FAA Reauthorization Act of 2024, but the need to provide immediate answers to airmen regarding medical certification progress."

The agency said the new policy will be postponed until March 1, and that "allows the FAA additional time to educate the pilot community and to host a listening session with various aviation associations in early January."

[Reproduced from the AOPA website, dated December 18, 2024]



THE CHAPTER 1610 TREE OF HOPE TOY COLLECTION

It was another very successful year!! The THREE collection boxes in Wing's Airport Café and the General Aviation Lobby of Northpoint Aviation were overflowing with toys and gifts when Mike Petersen and Dick Piegrass picked them up December 7th.

This program has grown so successful each year it finally outgrew the collection and distribution site in St. Cloud. This year, it was relocated to a much bigger hangar at the airport in Anoka. Mike and Dick drove three hours, dropped off our donation and drove another three hours back to Brainerd as well as deliver a bundle of toys to St. Joe's Hospital. Thank you both!!



This should give you a sense of the immensity of this hangar.

Chapter 1610
2024 Holiday Dinner
Antlers Restaurant
Breezy Point, MN

Saturday, January 11

Private Dining Room

PLEASE RSVP
by
January 3, 2025



Choose One Entrée:

Beef Bourguignons
Antlers Chicken
Baby Back Ribs
and...

Choose One Starch:

Garlic Mashed Potatoes
Wild Rice

Here are some images of
the dining room where we
will have our event.



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.



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

♦ Text to 952-818-9986

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

MARK YOUR CALENDAR

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

NOTE:

Trudi Amundson agreed to being nominated for another two-year term as Vice-President. The motion was seconded and passed.

Mike Petersen agreed to being nominated for another two-year term as Secretary. The motion was seconded and passed.

Congratulations and Thank you for your continued service.

-----**2025**-----

HAPPY NEW YEAR

January 11: Holiday Party. No Regular Monthly Meeting

February 8: Regular Meeting and FAASTeam Presentation by Trudi Amundson. "Good Landings"

March 8: Regular Meeting

ON THE 'LIGHTAIR' SIDE



A student pilot contacted ground control on an IFR morning. At the time the transmission was made, there was an 800 foot ceiling with 2 miles visibility in a light mist. Here is the communication - *Student pilot*: Ground, this is N12345 student pilot, and my instructor wants to know what the height of the ceiling is in the tower. *Ground Controller*: Cessna 12345...it's about eight-and-a-half feet. There was then a pause in which both an Eastern pilot and a National pilot made similar comments. The student pilot came back on the radio. *Student pilot*: OK.. my mistake.. what is the reported weather ceiling at this time? *Ground Controller*: 800 overcast.

A controller at the Nashville, Tennessee airport told me about an incident from several years ago when he cleared a Cessna 172 for landing. As the Cessna turned to final approach, an airliner called in 'over the 5-mile marker'. The Cessna was about a half mile from the runway, and the controller knew he could land and clear the runway well before the airliner would land, so he cleared the airliner to land as well. A few seconds later, the Cessna pilot asked the controller, "How far behind me is that 737?" Before the controller could respond, the airline pilot keyed his mike, and in a deep bass voice said, "Don't look back!..."

A KingAir had just rotated at take-off when there was an enormous bang and the starboard engine burst into flames. After stamping on the rudder to sort out the asymmetric thrust, trying to feather the propeller and going through the engine fire drills with considerable calmness and aplomb, the stress took its toll on the Captain... He transmitted to the tower in a level friendly voice: "Ladies and gentleman. There is no problem at all but we're just going to land for a nice cup of tea." He then switched to cabin intercom and screamed at the passengers: "Mayday. Mayday. Mayday. Engine fire. Prop won't feather. If I can't hold this asymmetric we're going in. Emergency landing. Get the crash crew out." The aircraft landed safely with the passengers' hair standing on end.