



November 2022
Volume 1, Issue 2



CAVU Chronicles

FAASTeam SEMINAR SCHEDULED FOR MONDAY, DECEMBER 12, from 6 to 7 PM

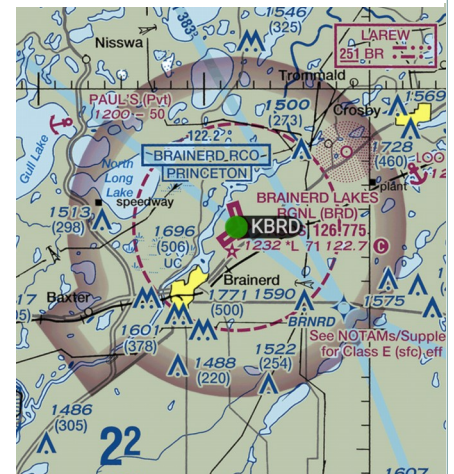
When we learned that both Nick Halatsis and Troy Siekas were going to be in the Brainerd area on Monday & Tuesday, December 12 & 13, we jumped at the opportunity to have them speak, in person, on topics pertinent to us: aviation safety and survival.

As you may know, Nick and Troy are FAASTeam Program Managers out of the Minneapolis FSDO area. Nick's expertise is in Aviation Investigations for Fixed Wing and Rotocraft Flight Operations. Troy's expertise is in Airworthiness. Their combined knowledge and experience will lend to a comprehensive and informative discussion on the following:

- What brings planes down every year?
- Memory aids for engine failure: Gear, up or down? Flaps, yes or no? Door, open or closed? Decisions-decisions!
- Fly it all the way to the stop & keep it level.
- Get away from the fire!!
- Leave "bread crumbs."
- You just executed an emergency landing in a very remote corn field. Now what? Who do you call?
- Ballistic parachutes: The hazards of the "hot" and deployed BRS.

This seminar is **WINGS Certified**. Refreshments will be available starting at 5:30 so you are welcome to come early.

To register, contact Mark Bearss at mgbearss@gmail.com or Trudi Amundson at trudiamundso@yahoo.com.



In this issue:

- FAASTeam Seminar
- Aviation History in Brainerd, MN
- Longster Project Update
- October Meeting Notes
- Tree of Hope
- 2023 Chapter Dues

THE HISTORIC FIRST FLIGHT (ALMOST) IN BRAINERD

By Mike Petersen

With the Wright Brothers flight of 1903, a new wave of interest swept over the country, a fascination with flying. While Brainerd residents were not exempt from this hysteria, it took nearly a decade for the first airplane to actually come to the city of Brainerd. Although several local residents reported sighting an aircraft on the evening of June 26, 1910, the sighting could not be confirmed. While it was thought that the sighting might be part of the aviation exposition that week in the Twin Cities, it would have been almost an endurance record for the aircraft of the day to have traveled to Brainerd, thus unlikely one was actually sighted.

At last aviation came to Brainerd in late October of 1912 with the arrival of Dr. Frank Bell and his Benoist Tractor Biplane. How Dr. Bell and the Benoist Biplane arrived in Brainerd is somewhat of a mystery. Since an arrival by air would have been a most newsworthy event and no such event was recorded, one could presume that the airplane and the pilot arrived by truck or rail. It is necessary however, to make the distinction that the Benoist was likely the first airplane to be IN Brainerd, and was also likely to be the first airplane to FLY IN Brainerd. It was not the first airplane to fly TO Brainerd, as that would not take place until 1919 with the arrival of Ernster and Bullock.

The Brainerd Dispatch reported on October 19, 1912 Dr. Bell's reputation as a flyer was "international" having trained in France, however it was unclear as to his standing as a "doctor" with nothing being said as to being a doctor of what. Having lectured the preceding week in Collegeville and doing an aerial demonstration successfully in St. Cloud, Dr. Bell promised to lecture the week of October 19 and display his airplane at the corner of 6th and Laurel. In addition he promised that he would actually fly the airplane on Sunday, October 27, "if the citizens of Brainerd will contribute sufficient funds to defray the mere expenses incidental to putting on the flight."



Dr. Bell and his Benoist Tractor Biplane on display at 6th and Laurel in October of 1912. (CWCHS)

Apparently the needed funds were collected during the week and as promised Dr. Bell set forth to fly for the people of Brainerd on Sunday October 27, 1912, extolling to the populace that the only reason he chose Sunday to fly is to give those that work 6 days a week an opportunity to witness this great event. Planned for 3 o'clock in the afternoon at the Swartz driving park a mile to the east of town, he would make history in Brainerd. The first passenger aloft would be J. A. Hoffbauer of the Brainerd Dispatch.

Sunday arrived and with great excitement the crowds began to swell. The Brainerd Dispatch reported "One of the largest crowds ever seen in Brainerd fill Oak street from the Dodd farm to the Tenth street railway crossing. Tops of houses, hay stacks, roofs of shop and foundry buildings, every point of vantage was crowded with people." People flooded Brainerd to witness the great event!

At last the appointed hour arrived. Dr. Bell rocketed down the grass with his aircraft nearing forty miles an hour. As he attempted to take off, the crowd being so excited moved in closer to the moving airplane and a woman was struck by one wing, swerving the aircraft toward the crowd! The aviator gave his machine a quick turn to the right "to avoid cutting into the crowd and slicing up a dozen or more by the whirring propeller." In doing so his aircraft hit an embedded rock, breaking the axle. "The tail came up and the propeller came within a few inches of being smashed to splinters". Bell claimed to be in great danger after the accident. To fly with the damaged wing would be as he said, "about as foolhardy as an attempt to fly as a clipped pigeon."

There would be no flight on Sunday and the Dispatch headline of October 28 exclaims "thousands are disappointed." Vowing to repair the wing and the axle, the next flight would be at 4:30 p.m. on Monday.

While thinking of flying for sport, don't forget the fact that 90% of the money spent in making flying for sport possible, was earned in exhibition work.

The Benoist Tractor Exhibition Machine



Has more world's records to its credit than all other American machines combined.

The 1912 Benoist Tractor machine for exhibition work was in a class by itself.

The same machine this year with 1913 improvements with running gear or pontoon for either land or water exhibitions or both equipments if wanted.

Prices \$2500.00 and up

If interested in exhibition work address

BENOIST AIRCRAFT CO., University City, Mo.

*Newspaper ad for a new Benoist Tractor Biplane
Note the price!*

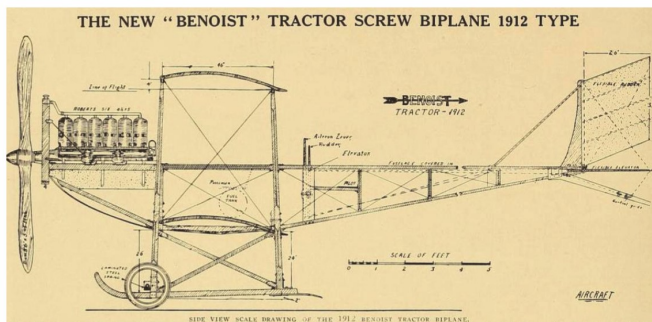
The airplane and Dr. Bell spent the week in a tent erected for the purpose and Dr. Bell lectured daily regarding aviation and its perils to throngs of Brainerd residents and school groups who turned out to hear his thrilling aviation exploits.

While Dr. Bell made a valiant effort on Monday, winds of nearly 45 mph. limited his flight to about 60 feet high and only about 100 feet in length. Again the people of Brainerd who turned out to witness this event were sorely disappointed. Dr. Bell, the experienced showman, promised that he would fly at least 2,000 feet high and for 15 miles before he left Brainerd. The next flight was scheduled for Wednesday October 30, this time to carry the Brainerd Police Chief Ridley.



The Benoist Tractor Biplane in Brainerd.

Wednesday October 30, dawned a cold October day, but undaunted Dr. Bell took off before a large crowd for a warm up flight before taking a passenger. He reached an altitude of 450 feet or more circling the crowd and stayed in the air until "extreme cold affected his engine and forced him to come down." Apparently the Dispatch reporter Hoffbauer either was unavailable or decided flying was not for him, so Brainerd Police Chief Ridley was selected as the first passenger. As it turns out, that may have been a serious mistake on the part of Dr. Bell.



Detail drawing of the 1912 Benoist Biplane

The Brainerd Dispatch reported, "The chief is no lightweight and when his avoirdupois settled snugly in the front seat back of the whirring propeller, and the professor gave the signal to let go, the machine started away with a roar like an angry wasp, darted about the field, lifted five feet or more, bobbed down for another, spring up in the air and struck an undulation on the field and broke a wheel of the port side when it plumped down." It would seem that the Chiefs full figure would be the undoing or Dr. Bell's attempt. Chief Ridley said "Well I didn't go far, but I had all the sensation of flying and it was exciting as long as it lasted."

Dr. Frank M. Bell, was to never make good on his promise of 2,000 feet and 15 miles in Brainerd. While this story of the first flight in Brainerd comes to its conclusion, the Brainerd Dispatch would continue to report on the exploits of aviator Dr. Frank Bell. On March 14, 1913 the Dispatch writes that Dr. Bell was nearly killed in San Diego when he was flying at 1,000 feet and a pelican became entangled in his propeller forcing him to land. The Dispatch remarked rather sarcastically of his accident that "Bell was flying higher in the west than he ever did at Brainerd."

Dr. Bell, like many aviators of his time, enjoyed a glamorous but relatively short career. He was killed in a crash in Meridian Mississippi on February 7, 1914.



Dr. Bell earlier in his career flying a pusher.



Another Aviation History Event:

On November 12, 1921...The first AIR-TO-AIR RE-FUELING is made when American Wesley May steps from the wing of one aircraft to that of another aircraft carrying a five-gallon can on his back.



BRAINERD AIRPORT AND WINGS AIRPORT CAFÉ ARE FEATURE ARTICLES

Take a look inside the October/November issue of *Lake Country Journal*. Beginning on page 18 you will find an article “Just Plane Convenient: Brainerd Lakes Regional Airport is making skies a little more friendly” by Amanda Williams. In addition to being a full-service jetport, the article highlights the airport’s FBO, free parking, the neighborly Wings Airport Café, fast security lines, rental cars, private jet services, hanger rentals, the MN DNR tanker base, and... *a lively general aviation crowd*. (Hey...that includes US!!)

But wait...there’s MORE. Turn to page 60 and you will find the article, “Grateful to be in Lake Country” by Mark Nesheim. Yes, that’s correct, KBRD’s very own chef, baker-extraordinaire, owner of Wings Airport Café’...and author. The article takes us on Mark’s diverse journey in the culinary arts, his meeting Kimmy Fox, and their landing on the opportunity to purchase Wings Café’. Well done, Mark and Kimmy!! You definitely are “making friends one plate at a time.”

EAA CHAPTER 1610 LONGSTER PROJECT: STATUS REPORT

Fuselage: On October 20th, the first of three coats of PolyBrush was applied to the fuselage (see photos far right). This is a pink-tinted translucent resin used to penetrate and seal the fabric weave. It will also be used to apply the finishing tapes and reinforcing patch.

On November 4th, all fabric joints were smoothed and the application of finishing tapes began.

Next steps: Apply the rest of the finishing tapes, Install engine cylinders, complete the engine cowling, then spray 2 more coats of PolyBrush.

Wings: The Stewart Systems products for the wings arrived on Wednesday, October 26. Unlike solvent-based epoxies that are quite pungent and unpleasant to work with, Stewart coatings are water-based, non-hazardous, non-flammable and EPA compliant. Now we just need fabric.

Tail Feathers: All sub-assembly pieces are prepped and ready for finishing tapes. (See below)



Landing Gear: All components are painted.

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’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.



October 20:



November 3: Joe applying finishing tapes with PolyBrush.



THE HENDERSON LONGSTER: A FOLLOW-UP TO THE OCTOBER NEWSLETTER STORY: PART 1

While reading the October 22 issue of *Minnesota Flyer* (p. 18), I discovered something about Bernard Pietenpol, the designer and builder of the Pietenpol Air Camper pictured above. He is described by historians as the “Father of the Home Built Airplane.” The reason I bring this up is because in our October 2022 issue of the *CAVU Chronicles*, I referenced an *Air & Space Magazine* article titled, “The Resistance”, written in May 2007 by Ken Scott. The author is quoted in saying, “Twenty miles west, near the tiny town of Cornelius [Oregon], a cadre gathered around [airplane] designer Les Long, who would later be called *the father of homebuilding*.”

Interesting!! Can BOTH Bernard Pietenpol and Leslie Long have the same distinction of being THE father of the homebuilt aircraft? This pressed me to dig a little further in their stories. Here is what I learned.

During the mid-1920s, automobile and farm mechanic Bernard Pietenpol started building an airplane in his Cherry Grove, MN garage. What’s interesting is...he had never actually piloted one before. After completing his first plane, he learned how to fly. Soon thereafter, he and his friends put together another airplane constructed of surplus automobile parts and, a Ford Model-T 4 cyl. 30 hp engine. The plane succeeded (but barely) getting two men into the air and safely back on the ground. On May 20, 1929, using a Ford Model-A engine in an airframe dubbed “The Two-Place”, Bernard soared 500 ft. AGL at 70 mph. Success!

On April 30, 1930, while demonstrating “The Two-Place” at a large Minneapolis airshow, Bernard met Westy Farmer, an aviation editor and contributor to the *Modern Mechanics and Inventions* magazine. Westy was a vocal opponent to using automobile engines in airplanes. “No auto engine can be converted to flight. They are too heavy.”¹ But, after seeing the performance of Bernard’s Model-A powered flight, Westy was so impressed that he published a feature article about Bernard and his airplane in the next issue of the magazine.

The photo on the left was reproduced from the *Historic Pietenpol Photo Gallery*. It shows the Air Camper with tail number 14893 and sporting a Model A Ford engine. See <https://pietenpolaircraftcompany.com/photo-gallery>



One article I used to help summarize the history of Bernard Pietenpol and the Air Camper can be found on *The Official Pietenpol Air Camper Family Website* at:

<https://www.pietenpolaircraftcompany.com/pietenpol-air-camper-history>



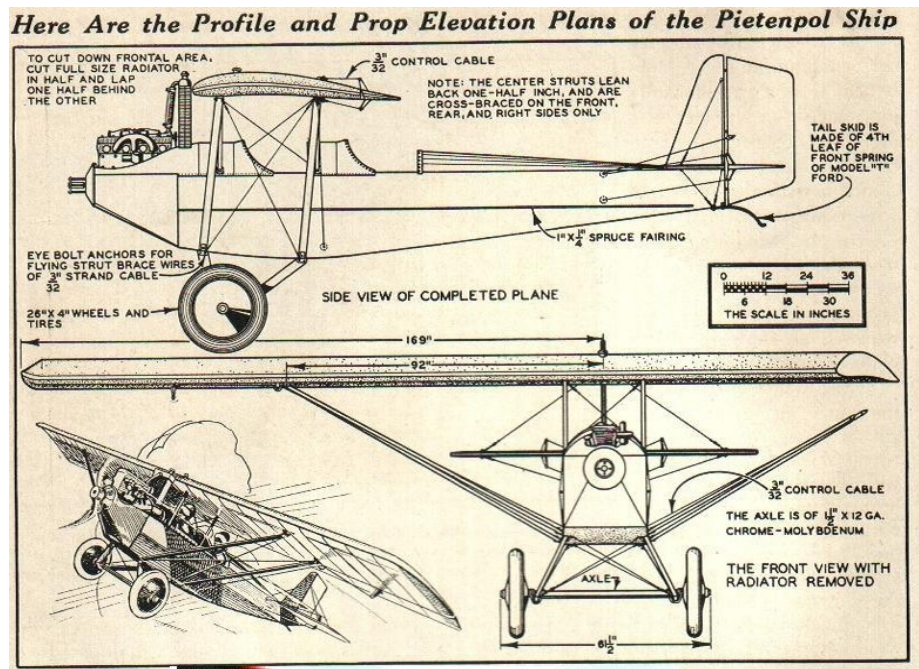
1. “Bernard Pietenpol: Father of the Home Built Airplane.” Published December 27, 2014 in *Forgotten Minnesota*.

In 1931, Westy Farmer helped Bernard create a full set of plans for the aircraft that became known as the Air Camper. Plans were sold for \$7.50 through the magazine. Subsequently he sold thousands of sets of plans to eager builders all over the country as well as many overseas.

“Assembly kits were also available of which hundreds were sold along with his availability as a friendly personal consultant to any builder’s questions.”

“The PIETENPOL AIR CAMPER ... The original Model A powered light plane, designed to get the best possible performance from a Model A motor, to be easy to fly, and to get the most flying hours for the money invested.”

A quote from Bernard H. Pietenpol, 1928.



In the next issue of *CAVU Chronicles*, I will present some background information into the aviation history of Leslie Long as it relates to why he too, was named as “father of the home built airplane.”

Aviation Glossary

Airfoil: What pilots wrap their sandwiches in.

Emergency Generator: A device that generates emergencies. Also known as a simulator.

Engine Failure: A condition that occurs when all fuel tanks become filled with air.

Glider: Formerly known as an “aeroplane”, prior to running out of fuel.

Wing Strut: A peculiar, ritualistic walk performed by a student pilot upon getting out of a training aircraft following a first flight without the instructor yelling at them. Usually results in the instructor yelling at the student.

EAA CHAPTER 1610 MEETING NOTES FROM OCTOBER 08, 2022

The meeting was called to order by President Mark Crist.

The Treasurers report was presented by Mark Bearss.

Informational reports were made regarding activities for the quarter including, July hanger party, September Young Eagles and the Poker Run.

A report was made regarding Steve Selisker, our Ray Scholarship recipient. All funds have been turned over. He has finished all his required training and flight time. It is unknown when his PPL check ride is scheduled.

There was a discussion on upcoming Longster expenses. It is estimated that about \$1500 + will be needed for the balance of the materials required to complete it.

Upcoming events:

- October 15 Young Eagles 7:00 am
- November 12 Regular Chapter Meeting 9:00 AM Location TBD -
- December 10 Regular Chapter Meeting 9:00 am Location TBD

Discussion items:

- Elections at November Meeting. Current Vice President (Paul N.) and current Secretary (Mike P.) positions are both two year terms. Treasurer (Mark B.) Is up for election for 1 year term filling the vacancy of Rod Osterloh. Please consider who you would like to nominate.
- 501c3 - It was unanimously agreed to refile for this exemption. It is unclear why we were not accepted and cannot get a reply from IRS. We will be refiling after the chapter elections so information required by and provided for the IRS is current.
- Christmas party - Everyone present would like to have a Christmas party with food paid by the chapter for members in good standing. Mark Bearss to discuss with Gordon and Craig.
- Fundraising for 2023 - Mark Bearss has located an opportunity to sell Brats at the Crosslake Ace Hardware on Memorial Day weekend. Members voted unanimously to commit to that weekend only. There may be additional opportunity for an additional weekend later in the season. This is important event to keep our funding since we no longer have brats at Super One.
- Chapter 1610 Social media and Internet presence was discussed. Both Mark and Jane Bearss have some experience with this. After lengthy discussion it was decided that an Internet and perhaps social media presence is important for future growth of the chapter. Mark will be doing more research on what we already have, what is available and what are the costs. He will report back in the November meeting.



Please note: The regularly-schedule Chapter Meeting for Saturday, December 10th has been cancelled due to the FAASTeam Seminar being held on Monday, December 12th.





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

The 2022 **TREE OF HOPE**, an aviation-based charity event that began in 1991, is fast approaching. Please mark

SATURDAY, DECEMBER 3rd

on your calendar.

The goal of this charity is to help put smiles on the faces of children over the holidays who are in the hospital recovering from surgery, an accident or a major illness. Being in the hospital is not the way for any child to spend their holiday. Many of these children end up being transferred to larger hospitals away from their homes making it difficult for family and friends to visit.

A gift can show the child and their family that there are others who care.

Tree of Hope is a 501(c)(3) organization that has grown to include

- Over 37 hospitals in Minnesota, Wisconsin, and North Dakota
- 5 Ronald McDonald Houses, and
- 2 Catholic Charities children's shelters

Here is how it works. Local community organizations, like EAA Chapter 1610, promote collecting donations from their members and colleagues. Donations can consist of...

- Unwrapped toys for ages infant to age 18, or...
- Financial donation, which is used to purchase toys, or...
- Sponsorship, which covers all administrative costs.

For financial contributions, please visit their website at <https://holidaytreeofhope.org/donation>

You can also find Tree of Hope on the GiveMN.org website as one of the charities participating in the annual **Give to the Max** Day, taking place November 17th, 2022.

Then on Saturday, December 3rd, volunteers representing Chapter 1610 can then either fly or drive their "sleigh" of gifts to the St. Cloud Regional Airport, Hanger H between 8 am and 12 pm. From there Tree of Hope volunteers will unload, sort, package and distribute the toys to all the hospitals and locations Tree of Hope supports.

If you want to volunteer at the event in St. Cloud, please fill out their Contact Form at <https://holidaytreeofhope.org/upcoming-events>

Don't forget...

2023 Dues are payable
before December 31,
2022.

Mark Bearss
37233 Bonnie Lakes Rd
Crosslake, MN 56442



As 2022 winds to a close, I am including this friendly reminder that Chapter 1610 Dues for 2023 are payable before December 31st. As before, the individual membership is still \$25.00. A family membership remains at \$40.00.

Please make checks payable to "EAA Chapter 1610". Payments can be remitted in person to one of the chapter board members or sent to my address noted in the panel to the left.

Don't forget...

You can also find us on
Facebook™ at...
#EAA 1610, or...
"EAA Chapter 1610".

CLOSING REMARKS

Because we are hosting the FAASeminar on Monday, December 12th, the regularly-scheduled Chapter meeting for December 10th has been cancelled.

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

Our website, <https://chapters.eaa.org/ea1610> can now be located using our own QR Code, shown below. This is something that would be used on printed correspondence, mailers or fliers. Check it out!

