



January 2023
Volume 1, Issue 4



CAVU Chronicles

A SYNOPSIS OF THE DECEMBER 12 SEMINAR

30 attendees arrived for the FAASTeam Safety Seminar on Monday, December 12th. There were 5 from Aitkin, 3 from Little Falls, 1 from Lake Mille Lacs and a First Responder came all the way from St. Cloud. I want to say "THANK YOU" to everyone for attending.

Our presenters Troy Siekas and Nick Halatsis covered all of the topics we had listed in the announcements. Here is a brief synopsis of what we learned.

What brings planes down every year?

Statistics regarding "The Number of Accidents per Phase of Flight" ...

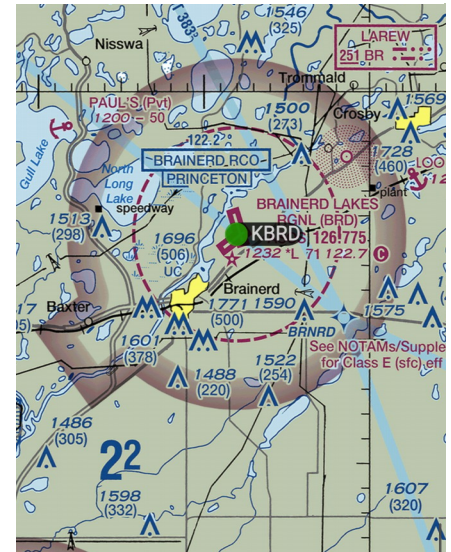
- Landings is #1
- Cruise is #2
- Take-offs is #3

These rankings stay consistent year-to-year.

For the Fiscal Year 2022 (10/01/2021 thru 09/30/2022, there were 21 General Aviation accidents total in Minnesota.

- During Taxi: 0
- During Take-off: 3
- During Climb & Cruise: 6
- During landing: 11
- Of these 21 accidents...18 was attributed to Pilot Error and 2 attributed to Loss of Control
- Of these 21 accidents...only ONE pilot was active in the WINGS Program.

Continuing on the topic of what brings planes down, Nick spent time talking about CARBURATOR ICING. During this discussion, he referenced a live video of a pilot flying in partly-cloudy VFR conditions. Shortly after take-off, he experienced fluctuations in engine RPM. Unsure of why this was happening, he contacted the control tower and announced having problems and decided to return to the airport.



In this issue:

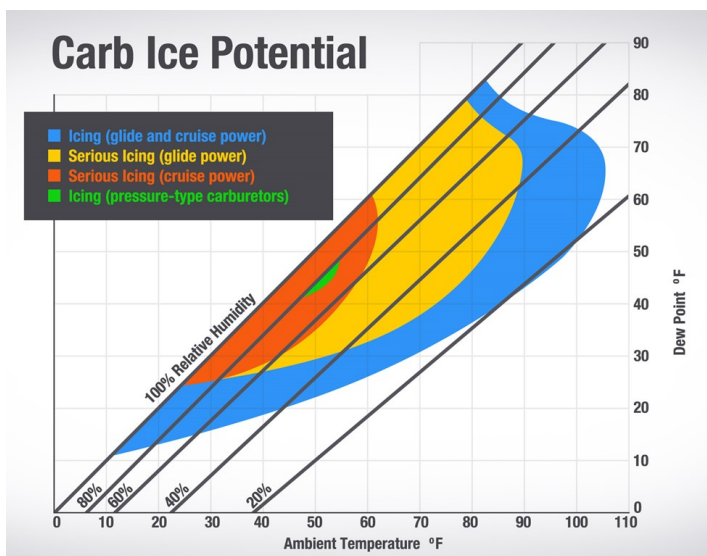
- FAASTeam Seminar Synopsis
- Aviation History in Brainerd, MN
- Holiday Party
- Longster Project Update
- Tree of Hope Update
- The 'Lightair' Side

**HAPPY NEW
YEAR 2023!**

A SYNOPSIS OF THE DECEMBER 12 SEMINAR (Continued from Page 1)

Once he landed, he taxied back to his starting point and commented “doing another run-up to see if that will clear this problem.” On further exam of the flight conditions, the video showed moisture-laden clouds in the vicinity of the airport. The pilot never suspected carburetor icing and therefore, never applied carb heat.

At this point, Nick brought up the CARBURETOR ICING PROBABILITY CHART and recommended this as a valuable reference on “those days” when you would least suspect carb icing would rear its ugly head.



In the previous scenario, Nick pointed out another thing the pilot should have done. When he contacted the tower and announced having problems, the controller asked, “Are you declaring an emergency?” The pilot said, “No, I’m just going to land and see if I can figure out why this is happening.”

Nick made the point that if the tower asks this question, the best answer is to say...’YES.’

- It is NOT a big deal
- You are NOT going to be billed
- This is NOT an embarrassment

By declaring an emergency, the tower can keep other planes away, so you are first in line. Not knowing the underlying problem means time is of the essence to get back to the airport and land.

Nick asked the First Responder in the audience if he would recommend declaring an emergency. His reply was “Yes, because our station is 12 – 14 minutes away from the airport.” They would prefer the advanced warning and be there on hand and ready when the pilot lands.

The next set of topics began with a picture of a “very disabled” plane in a cornfield. This is when Nick touched on emergency landings, maintaining situational awareness, and using your checklists. He touched on a couple examples where the plane caught on fire after landing. The passengers were fortunate to have been able to escape and get away.

Another example of a lapse in situational awareness: Nick showed a float-plane in the water, but the belly and pontoons were pointing up!! The pilot had set up for a landing at an airport, but the tower issued a delay due to switching runways. During the wait, he decided to do a quick touch-and-go at a nearby lake. But...he forgot the wheels were still down!!

This discussion transitioned to the question...Now what?? Who do you call? If you experience an accident or an incident, your first call should be to 911. The police will then contact the FAA, usually through the Regional Operations Center (ROC). That number is 817-222-5000.

Then, the operator of the aircraft must “immediately, and by the most expeditious means available, notify the nearest NTSB Regional Operations Center (ROC).” That number is 844-373-9922.

Then, the aircraft operator must file a written report within 10 days after the accident. Nick suggested to not wait 10 days; you will need that much time to fill out the paperwork!

Nick provided additional emergency landing scenarios with photos as examples of how and why the pilot needs to maintain situational awareness...before, during and after the landing. Keep track of your phone! Sudden deceleration of an aircraft causes things that are loose to end up in very unreachable or invisible places inside the cockpit. As part of your emergency landing checklist, locate and secure any handheld “communication devices”. After an incident or accident, you are going to need it. On the other hand, there are going to be those situations when you DID tuck your phone into a pocket, but...upon exiting the plane you discover there is no signal. Now what?? (Continued on Page 8)

AVIATION SELLS!

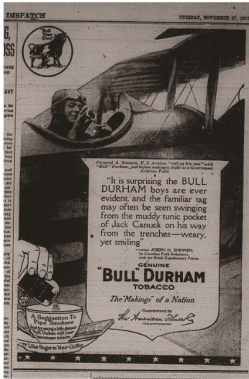
By Mike Petersen

With the proliferation of aircraft visiting Brainerd, the citizenry became more accustomed to opportunities to see an airplane in real life. This did little however, to dampen the enthusiasm that the general public had with aviation and aviators.

This excitement over flying did not escape the attention of advertisers both nationwide and local.

Newspapers were the primary information source of the day and were quite dependent on advertising revenue. Aviation, and more importantly the desire for companies to link their products to aviation, was a windfall for the newspaper industry.

Perhaps the largest advertisers that put aviation to work for them were members of the tobacco industry.



Tobacco advertisers were daily contributors to the Brainerd Dispatch as early as the waning years of World War One. (1917)

Consumer products of all kinds tied themselves to aviation to capitalize on the craze. Wrigleys gum was a pre-eminent advertiser using aviation to their advantage.



One Wrigleys ad even claimed to "steady the stomach and nerves". Perhaps the most unusual local advertising was dreamed up by the Dayton's department store in the summer of 1919. In an advertising epiphany, the store would deliver packages purchased during the State Fair by prominent citizens of Brainerd. These were not to be ordinary deliveries, oh no, these packages were coming to Brainerd by airplane. Removing the wings from a Curtiss Jenny to provide a great photo op in front of the Nicollet Avenue Dayton's store, the publicity stills featured a fine looking pilot loading packages in the Jenny emblazoned DAYTONS CURTISS EXPRESS.

It appears that a large crowd assembled to witness the spectacle. All that remained now was to haul the package laden Jenny to a nearby airport, re-assemble the wings and take off for Brainerd.

Lieutenant Ray Miller was chosen as the pilot for the trip, having earned his fame with a record setting forty mile flight as part of the Minnesota State Fair.



Photo: Minnesota Historical Society

Covering the forty mile race in 32 minutes won him a gold cup and first place. You may recognize Lieutenant Ray Miller, the airfield at Camp Ripley is named in honor of his many contributions to aviation in Minnesota.

Landing at the Gruenhagen field south of town the aircraft was unloaded and the packages sent on their way to those distinguished citizens, a 1919 version of FedX.

The days activities were not even close to over, publicity opportunities abounded. Moving down to the Rosko field at the end of 13th Street Lt. Miller began giving rides to lucky Brainerd residents. But the rides were far from ordinary.



Photo: Minnesota Historical Society

The Brainerd Dispatch reported that the first Brainerd man to make the "loop the loop" was B.E. Dunham. He described it as a novel sensation, "the whole of Brainerd seeming to take a jump up when the plane tilted." Mr. Dunham uttered a quick prayer and the prepared to look natural.

Al Ebert from the Brainerd Fruit company wanted a loop too and got it. Al, being a bit heavier than Dunham, exclaimed "I was afraid the machine would never get right side up." He told the Dispatch that he mentally picked out a spot in the home town to alight on, should anything have gone wrong in the looping.

Paul, the train dispatcher, did not want a loop and grew a bit pale as the machine hoisted, but regained his natural color when the machine landed. While this public relations stunt went off without a hitch, the next one in Brainerd was not so fortunate.

August of 1920 promised to bring something new and rarely before been seen in the Brainerd area, the Curtiss Hydroplane. The Curtiss Aeroplane and Motor company, founded in 1909, had been building various models of hydroplanes since 1911 and enjoyed relatively fine success in both military and civilian operation.



Photo: Minnesota Historical Society

The Salisbury Mattress company of Minneapolis owned a Curtiss Hydroplane and was using it for promotional tours in the Upper Midwest. It would be piloted by Lt. Kenneth Salisbury himself, veteran pilot of WWI. Partnering with local home furnishing stores, they would fly their hydroplane to communities for the purpose of promoting their mattresses and springs as well as the local furniture stores that of course sold their products. What could go wrong with such a great idea?

Northern Home Furnishings of Brainerd took the bait and publicized it in a big way with dozens of ads offering those that traded at Northern and opportunity to register in a contest to win a free ride in the Salisbury hydroplane. Initially the ads led one to believe that only women could enter the contest. In the end there were

five chosen as winners of the contest and all were women, in spite of the fact that others, including men, were given rides.

So far so good, but this is where the good idea started to go south.

The flight was supposed to take place on August 15th a Sunday. It was abruptly rescheduled for Monday August 16th. Lt. Salisbury wrote, "At 11:30 on Sunday the entire city would be at devotional worship and we would not care to disturb them" so the Seagull will arrive on Monday August 16.

Lt. Salisbury did a "dry run" for his arrival in Brainerd the week before the event. After a reportedly record setting 2 hour and 15 minute flight from Minneapolis to Brainerd he landed without incident on Rice Lake. Beaching the aircraft at Lum Park, hundreds of bathing suited swimmers were treated to a look at the hydroplane "Seagull." Apparently Rice Lake was not suitable for the Curtiss hydroplane. Communicating with the folks at Northern he indicated that they had barely had enough room to get out of the Rice Lake landing area. In a classic understatement he said "Besides there is a chance of hitting deadheads, and that would be rather disappointing to say the least." It was decided then to move the affair to Gull Lake.

While the change of dates and landing area were inconvenient, the worst was yet to come.

Brainerd was not the only stop on the tour. The Salisbury hydroplane was scheduled for several stops in the upper midwest. The stop just prior to our fine city was that of Willmar Minnesota and it was in Willmar that disaster struck.

Following Telegram Was Received This a.m., Aug. 17, 1920

Wilmar, Minn.,
Northern Home Furnishing Co.,
Will have to disappoint you for a few days. We accidentally hit a telephone wire on our arrival at Willmar and broke a wing. Will notify you soon as possible when to expect me. Letter follows.
Kenneth Salisbury

It seems that Lt. Salisbury met his undoing on approach to land on a lake. The story headline in the Brainerd Dispatch reads: "Willmar Committee Made a Fatal Mistake When They Said Their Lake Was A Good Landing Place."

Lt. Salisbury described the accident: "I was just ready to alight on the water. A telephone wire was stretched across the lake and I didn't see it at all until just before I hit. We were going over 60 miles an hour and stopped awfully quick. The wire caused my left wing to touch the water, the plane spun around and it was all over. The lower wing crumpled up like paper and one strut was broken. The upper wing was strained considerably, but I believe it will be all right.

The well publicized event would have to wait for repairs, likely several weeks as parts had to come from Curtiss Aeroplane and Motor Co. in New Jersey.

Finally on Sunday August 29th Lt. Salisbury arrived at Gull Lake, almost two weeks later than planned.

In a concerted effort to recover any advertising value that may be left, Northern Home Furnishing proudly proclaims in their last ad:

"A Little Late, But as Usual the Northern Makes Good"

Are You Going to Take That Ride in the Hydroplane?

Here is the chance to win a free ride in the Salisbury Hydroplane. The contest is open to all women. The prize is a free ride in the Salisbury Hydroplane. The contest is open to all women. The prize is a free ride in the Salisbury Hydroplane.

NORTHERN HOME FURNISHING CO. INC.
SUCCESSORS TO D. M. CLARK & CO.

To the Ladies

Here is the way to get a Free Ride in the Hydroplane

All you have to do is call at the Northern Home Furnishing Company's store and register your name and address. You will then receive a number, and when the drawing comes off, if you hold the lucky number you will receive a ride ABSOLUTELY FREE in the first hydroplane ever to arrive at Brainerd, driven by a traveling salesman selling trade. Call at once and get your number absolutely free. In addition to this, you will be given a number, free, with every cash purchase of \$1.00 or more.

Watch this space for special bargains during the next two weeks.

NORTHERN HOME FURNISHING CO. INC.
SUCCESSORS TO D. M. CLARK & CO.

Did You Ever Take A Ride In A Hydroplane? Would You Like To?

The Northern Home Furnishing Co. has arranged with Salisbury & Satterlee at Minneapolis to have a hydroplane in Brainerd on August 15th arriving here about 11:30.

We have arranged with the driver Lieutenant Salisbury to take up to people for a ride. We are giving a free way for the people trading at our store. Lieutenant Salisbury charges \$1.00 for a ride, but you are working a ride through the Northern Home Furnishing Co. Call at the store and learn about the contest.

Six people of Brainerd including one of the Northern Home Furnishing Company's employees will have a ride up and down Brainerd lake to Gull Lake at 11:30 a.m. on Sunday. These trips are absolutely free.

Call at the store at once and learn how to get a ride free.

NORTHERN HOME FURNISHING CO. INC.
SUCCESSORS TO D. M. CLARK & CO.

AT LAST SHE COMES!

She Rides the Waves, She Rides the Wind Did You See Her?

The Sea Gull will be at GULL LAKE Tues., a.m.

AT NASHOTA LODGE on the highway where Round and Gull lakes connect. Don't fail to be on hand and enjoy the ride. The following are the names and addresses of the lucky ones to get a ride free from the Northern Home Furnishing Co.

MRS. WALT WELAND, Brainerd.	A. B. BROWN, Minneapolis, at Gull Lake.
MRS. JARLE VANKI, 303 16th St. S. E.	JOHN COCHRAN, Eastwood.
MRS. GED MORRISON/Minneapolis.	ED BRUNS, Coakley.
MRS. JUDY GOOD, Lenois, Neb., at Pullen Lake.	HENRY MILLER, Brainerd.
MRS. VIRGINIA HOSCHLER, Kootenai, at Gull Lake.	LOGAN F. WOOD, Detroit, Mich., at Poley Ridge.

NORTHERN HOME FURNISHING CO. INC.
SUCCESSORS TO D. M. CLARK & CO.

STOP!! LOOK!! LISTEN!!

How do you know? Lt. Salisbury has stopped his tour from the 15th to the 16th of August. The reason for this is that the 15th of August is the day that the Northern Home Furnishing Company, having the honor of the display of Brainerd, was the Salisbury Hydroplane at 11:30 a.m. on Sunday the entire city would be at devotional worship and we would not care to disturb them. In addition to this, you will be given a number, free, with every cash purchase of \$1.00 or more.

Don't forget that this is the last and greatest the last opportunity to see the world's first hydroplane. It is a machine that has been tested in 1911 and other countries. And don't forget that the Northern Home Furnishing Company's special water-proof bargains are continuous to mention in the year 1920 as in the past.

Call and see for yourself.

NORTHERN HOME FURNISHING CO. INC.
SUCCESSORS TO D. M. CLARK & CO.

AT LAST!

Lieut. Salisbury arrived Sunday at Gull Lake and will be here **All Day Today and Tuesday.**

Anyone desiring to take a ride on the Seaplane may do so by going to Nashota Lodge on Gull Lake.

A Little Late, But as Usual the "Northern Makes Good."

NORTHERN HOME FURNISHING CO. INC.
SUCCESSORS TO D. M. CLARK & CO.

IT'S CELEBRATION TIME!!



MARK YOUR CALENDAR FOR THE

CHAPTER 1610 HOLIDAY PARTY

WHERE: The WINGS AIRPORT CAFE' BRAINERD

WHEN: SATURDAY, JANUARY 14, 2023 AT 6:00 PM

MARK NESHEIM AND HIS STAFF WILL BE PREPARING THE FOLLOWING

~~ MENU ~~

Cheese, Meat and Fruit Tray with Crackers

Marinade Roast Beef in Au Jus

Hoagie-style Roll

Homemade French Fries

Homemade Sweet Potato Fries

Cole Slaw & Potato Salad

Selection of Mark's Fresh-Baked Pie

Coffee, Tea, Water & Fountain Drinks

\$20.00 per Person

Beer & Wine Cash Bar Separate

PLEASE RSVP # of GUESTS BY JANUARY 12, 2023 to

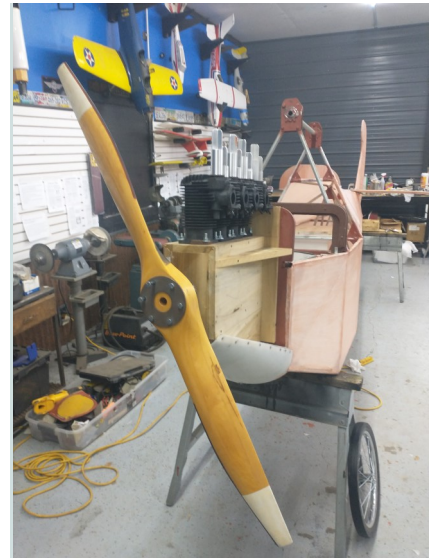
eaachapter1610@gmail.com

EAA CHAPTER 1610 LONGSTER PROJECT: STATUS REPORT

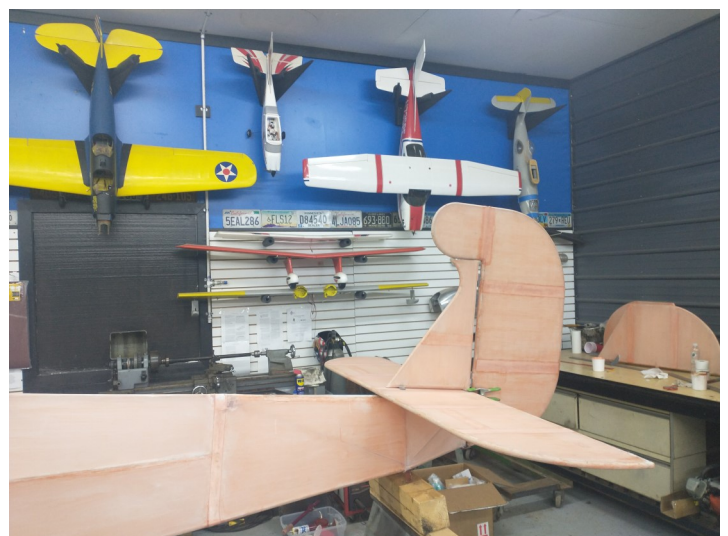
On December 1st, the crew finally completed applying reinforcement tape to 90% of the fuselage. This allowed us to flip the fuselage onto its belly and install the engine cylinders onto the “block”. Toward the close of the work session, we had a little fun and assembled some of the tail pieces

and attached the propeller. It is actually starting to look like a real airplane!

Due to the winter storm that blew through Crow Wing County on December 15, poor driving conditions prevented us from meeting that evening.



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.



TREE OF HOPE: A FOLLOW-UP



Chapter 1610 extends a sincere **THANK YOU** to all those who contributed to the **TREE OF HOPE**.

The collection boxes located in the NorthPoint Aviation GA Lobby and in Wings Airport Café provided for a respectable number of children's gifts and toys for this charity. As you may recall, TREE OF HOPE is an aviation-based charity that helps to put smiles on the faces of children over the holidays who are in hospitals recovering from surgery, an accident, or a major illness.

Mike Petersen and I delivered these to Hanger H at St. Cloud Regional Airport on Saturday morning, December 10th. We got to witness an amazing group of volunteers receiving, sorting, packaging and distributing THOUSANDS of donated toys destined for Minnesota, Wisconsin and North Dakota hospitals, Ronald McDonald Houses, and Catholic Charities children's shelters.

Here is what it looked like inside Hanger H that morning.



FAASTeam Seminar Synopsis: (Con't from Pg. 2)

Back to that cornfield scenario. Depending on the month, you may not be able to see where you are after you exit the aircraft. Mature corn stalks can reach 7-8 feet tall.

While setting up your emergency landing, take note of the location of landmarks, roads, houses, etc. After exiting the airplane, your situational awareness will help you determine a direction to seek help or shelter. This brought Nick to the next recommendation.

In a similar scenario, after the couple exited the airplane, they began walking to find help...but in the wrong direction. "Hansel & Gretel did not leave any breadcrumbs for rescuers to follow!" If you decide to start hiking to find help or seek shelter, leave some evidence...pieces of torn cloth or a note... so first responders can find you.

The final topic was on ballistic parachutes, or the "Ballistic Recovery System" (BAR). Nick showed some great videos of these being deployed on Cirrus aircraft in flight. One key point to remember: Once on the ground, winds can keep the chute filled and drag the plane. The shrouds are made from a Kevlar-like material, so the average pocketknife is useless. To avoid further damage or injury to passengers, it's important to, somehow, douse the chute. He recommended to First Responders to hose it down with water, if available.

Nick also raised awareness of the armed, but not deployed BRS. An emergency landing can twist and torque the fuselage resulting in stretching the cable that launches the BAR. If an aircraft is BAR-equipped and the safety pin is not inserted, it can pose a significant safety hazard to anyone around the aircraft.

That concluded the seminar.

For those who attended, we would appreciate you taking a few minutes to complete a short online survey so we can improve future educational programs.

Simply log into the chapter website <https://chapters.eaa.org/ea1610> and then open the EDUCATION tab on the left side of the page. You will find a link to open the survey. Once completed, scroll to the bottom and select SUBMIT.



ON THE 'LIGHTAIR' SIDE: 😄

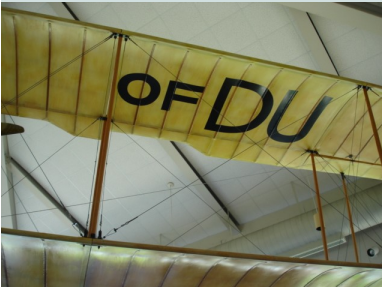
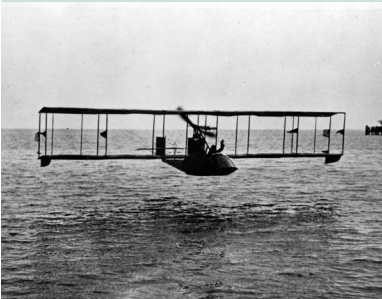
Quotable Quotes:

1. "Do not spin this aircraft. If the aircraft does enter a spin it will return to earth without further attention on the part of the aeronaut." From the first handbook issued with the Curtis-Wright Flyer.
2. "Mistakes are inevitable in aviation, especially when one is still learning new things. The trick is to not make the mistakes that will kill you." From Stephen Coonts
3. "There's no such thing as a natural-born pilot." From Chuck Yeager
4. "The pilot who teaches himself has a fool for a student." From Robert Livingston in 'Flying the Aeronca'
5. "Keep the airspeed up, lest the earth come from below and smite thee." From William Kershner



Historical Notes:

January 1, 1914: The world's first scheduled airplane passenger service operated by an airline company...the Airboat Line...begins at 10:00 AM when Anthony Jannus flies his first passenger from St. Petersburg to Tampa, FL. The fare for the 22-mile over-water flight was \$5 with a surcharge if the passenger weighs more than 200 lbs. The Benoist XIV flying boat and its sister ship flew over 1200 passengers that winter. It eventually returned to its home, Duluth Minnesota, as the "Lark of Duluth".



January 11, 1945: Amelia Earhart becomes the first woman pilot to fly solo between Hawaii and the United States. She takes off from Wheeler Field, Oahu, Honolulu to fly her Lockheed Vega across the eastern Pacific to Oakland, California. Earhart lands after 18 hours and 15 minutes.



March 13, 1945: U.S. interest in flight is so popular that courses in aviation are being taught in 14,000 of America's 25,686 high schools.



THIS OFFER IS
GOOD THROUGH
JANUARY 31



Don't forget...

Join us on Facebook™ at...

#EAA 1610, or...

"EAA Chapter 1610".

AND...
BEST WISHES
TO YOU
THROUGHOUT
2023

While working at the Poker Run this past September, I noticed one of the participants was wearing a smart-looking vest with a logo of their airplane. I had recently purchased a hat embroidered with my airplane logo + N-number at EAA AirVenture 2022. So naturally, I asked if that's where she had purchased her vest. I learned hers was acquired from an embroidery and silk-screening shop in downtown Staples, Minnesota.

In November I took a drive to Staples and sought out the Old 10 Apparel shop. I met with the owner, Bobbi, who showed me a catalog of emblems and logos and, finally...AIRPLANES. Lots of them. Once I decided on an airplane style, accent colors, and lettering for the N-number, I moved on to selecting from a variety of garments, color options and a size for my co-pilot. Bobbi then showed me what my embroidered selection would look like on her computer. The end result is pictured left.

When considering making this kind of purchase online, there are times, like this, when the consumer might be best served working with a brick-and-mortar business for fulfilling this type of "customized" purchase; especially with the array of choices available. Therefore, during the months of December 2022 and January 2023, Old 10 Apparel will extend a 15% discount to the members of EAA Chapter 1610 on purchases from their store. To redeem this savings, simply bring the coupon below to OLD 10 APPAREL, 508 2nd Avenue NE in downtown Staples.

OLD 10 APPAREL



Special Promo for
EAA CHAPTER 1610
MEMBERS

Redeemable at:
OLD 10 APPAREL
508 2nd Avenue
Staples, MN



15% OFF



Valid until 01/31/2023



CLOSING REMARKS

We will be holding our regularly-scheduled meeting Saturday morning, January 14th starting at 9:00 am in the Airport Lounge.

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