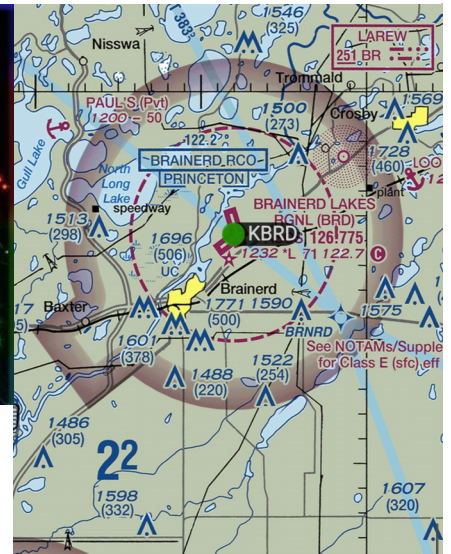




JANUARY 2024
Volume 2, Issue 4



CAVU Chronicles



CHAPTER 1610 AVIATION SCHOLARSHIP

During the regularly-held chapter meeting on Saturday, December 9, several details were established regarding the AVIATION CAREERS SCHOLARSHIP for which we are raising funds. Walt Roberts and Mike Petersen collaborated further and, in my opinion, have done an excellent job ironing out a draft with the following details.

1. A \$1000 Scholarship will be offered to high school seniors or beyond such as second year post secondary students.
2. Notices of Chapter 1610's Aviation Scholarship will be posted at the following high schools: Brainerd, Pequot Lakes, Staples, Pillager, Pine River and Crosby. Information may also be sent to select post secondary aviation programs such as Lake Superior College, Thief River Falls, Aviation Technology program, Mankato State, etc.
3. Students enrolled or intending to enroll in a post secondary program related to aviation are eligible. This includes but not limited to programs in Airport Management, Aircraft Maintenance, Air Traffic Control, Commercial Pilot Training, Flight Instructor Training, etc. (at the discretion of the selection committee).
4. Students will need to request the Scholarship Application via email to: eaachapter1610@gmail.com.
5. Completed applications must be returned to Chapter 1610 either by the US Postal Service or by scanning and sending it via email to the chapter email address on or after February 1, 2024. No applications will be accepted earlier than that date. (Continued on Page 2)

In this issue:

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- Closing Remarks.

CHAPTER 1610 AVIATION SCHOLARSHIP (Continued from Page 1.)

- 6) The deadline for receipt of applications is midnight April 15, 2024.
- 7) The Scholarship Committee comprised of Walt Roberts, Mike Petersen, Craig Rodamaker, Trudi Amundson, and Mark Crist will meet to review applications before May 1.
- 8) Candidates may be called for interviews during the month of May.
- 9) The Scholarship recipient will be announced on June 1.
- 10) A back-up candidate will also be selected in case the first choice cannot accept or qualify for the award for any reason.
- 11) The Scholarship payment will be sent to the institution where the award recipient is attending when their initial tuition bill is paid.

A dedicated EAA Chapter 1610 bank account has been set up for receiving and disbursing scholarship donations. To make a donation, checks should be made out to **CHAPTER 1610 SCHOLARSHIP FUND**.

This endeavor complements one of the many missions of EAA International. On their website, they advocate "...the many opportunities available for you to pursue, and not only as a pilot. Help lead flight into the future with a career in aviation."

Please join us on Saturday, January 20, 2024 at the Dennis Drummond Wine Company for a dinner to raise funds for the EAA CHAPTER 1610 AVIATION CAREERS SCHOLARSHIP.

Please reply by email before Saturday January 13 whether you will be coming.

eaachapter1610@gmail.com

See details are on Page 3



Opportunities are available with the FAA, NTSB, and NASA as well as state and local governments.

There are many ways to make a living as a pilot, from a flight instructor to a commercial airline pilot.

A variety of careers are associated directly with airport operations, manufacturing and maintenance.





Please Join Us
for the
EAA CHAPTER 1610 CHARITY FUNDRAISING DINNER

WHERE: The DENNIS DRUMMOND WINE COMPANY at Thiesse Rd & Hwy 25

WHEN: SATURDAY, JANUARY 20, 2024, at 5:30 PM

~~ MENU ~~

Wine Tasting Table with Dennis Drummond, Enologist & Sommelier
Cheese, Meat and Fruit Tray Appetizers
Penne Pasta with Chicken Alfredo or Meatball Marinara Sauce
Roasted Vegetable Medley
Garden Salad
Garlic Toast
Dessert
Beverages Cash Bar Separate

Drawings for Gift Certificates and Door Prizes

\$25.00 Suggested Donation per Person

**100% of your tax-deductible contributions will be donated to the
“EAA CHAPTER 1610 AVIATION CAREERS SCHOLARSHIP”**

This scholarship will be awarded to a 2024 graduating senior from a local high school pursuing an aviation-related career, such as commercial airline pilot, airframe & powerplant mechanic, air traffic control, certified flight instructor, aeronautical and aerospace engineering, meteorology, etc.

Chapter 1610's goal is to collect \$1000 to fund this annual scholarship

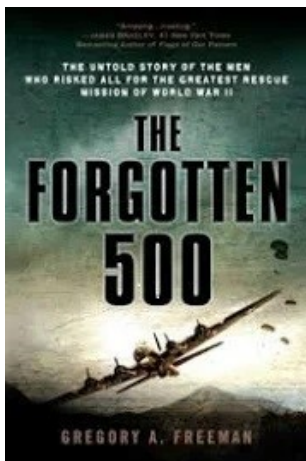
PLEASE RSVP # GUESTS BY SATURDAY, JANUARY 13, 2024, to
eachapter1610@gmail.com

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



Our resident member-historian and newsletter columnist Mike Petersen will return next month with his regular monthly installment of AVIATION HISTORY IN BRAINERD. In place of this popular page, I thought I would submit some non-fiction book titles also about aviation and history. You will notice a common theme of these accounts: WWII survival and rescue.

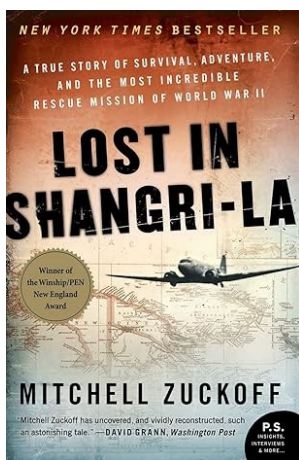
The Forgotten 500: The untold story of the men who risked all for the greatest rescue mission of World War II. By Gregory A. Freeman. (Created and written from declassified documents)



During a bombing campaign over Romanian oil fields, hundreds of American airmen were shot down in Nazi-occupied Yugoslavia. Local Serbian farmers and peasants risked their own lives to give refuge to these soldiers while they waited for rescue. In 1944, Operation Halyard was born to extract them. The risks were incredible. The starving American airmen had to construct a landing strip large enough for C-47 cargo planes to land and take off—without tools, without alerting the Germans, and without endangering the villagers. And the cargo planes had to make it through enemy airspace and back without getting shot down themselves.

Suppressed for more than half a century for political reasons, the full account of this unforgettable story of loyalty, self-sacrifice, and bravery has finally been told. It is a gripping behind-the-scenes look at the greatest escape of WWII.

Lost in Shangri-La: The true story of survival, adventure, and the most incredible rescue mission of World War II. By Mitchell Zuckoff.



It's May 13, 1945, near the end of World War II. A US Army C-47 packed with 24 American soldiers flies a sightseeing trip over a lush, mysterious, newly-discovered jungle valley of Dutch New Guinea (now Papua). Unable to navigate the dense tropical clouds and steep mountain faces, the pilot crashes the plane deep in uncharted jungle. Only three injured passengers, including a WAC, survive. How they attempt to save themselves while caught between Japanese troops and hostile headhunters, what happens when they encounter a primitive 'Stone Age' farmer-warrior natives that had never seen white men or women, and how they are finally rescued is at the heart of this amazing true-life adventure.

Coffin Corner Boys: One bomber, ten men, and their harrowing escape from Nazi-occupied France. By Carole Engle Avriett



Taking off from England on 16 March 1944, pilot Lt. George Starks and his 9-man crew of a B-17 Flying Fortress were assigned the "Coffin Corner," the most exposed position in a bomber formation headed for Germany. They never got there. Shot down over Nazi-occupied France, the airmen bailed out one by one, scattered across the countryside. Miraculously, all ten survived. But, as they discarded their parachutes in the farmland of Champagne, their wartime odyssey was only beginning.

Alone, with a broken ankle and a 20mm shell fragment lodged in his thigh, 20-year old Starks set out on a 300-mile trek to Switzerland, making his way with the help of ordinary men and women who often put themselves in great danger on his behalf.



This article also appeared in the November 2023 issue of Minnesota Flyer.



WILDLIFE!!

by Trudi Amundson, FAAST Representative

Do you often hear the phrase “Risk of Flying” and think of loss of engine or a scary landing or rough turbulence? But, probably not “Wildlife”! It would surprise many to learn that a high percentage of these types of accidents do occur on the runway. The FAA reports that incidents of wildlife hazards in the past century have accounted for billions of dollars in damage alone. Living in Minnesota makes the odds of a wildlife incursion a probability of higher proportion than we would like.

From 1990 – 2013 there were 1088 collisions with deer, elk, moose and caribou on airport runways according to the Federal Aviation Administration and the Department of Agriculture. Most of the planes suffered damaged and some were destroyed. Statics are one fatality, 29 injured and no mention of the fate of the animals.

The most common accident was with white-tailed deer. They are the smallest member of the North American deer family, but apparently big enough to wreck a plane. There were only about 350,000 of the creatures in the U.S. in 1900. By 1984 there were 15 million and by 2010 more than 28 million. They’ve caused \$44 million in aircraft damage and 238,000 hours of lost flying time over the past 24 years. About 30 percent of collisions occurred during the October-November mating season.

Did you know that deer seem to sense approaching winter storms and will gather together in wooded areas by airports. These areas are termed “deer yards.” In an effort to escape the extreme cold, they can wander onto heat-soaked runways and taxiway areas. Normally this occurs toward evening as they try to take advantage of the residual heat from these surfaces.

Deer react to such stimulants as being startled, hunger, or sex. Deer become most mobile during the rutting (mating) season which is triggered by the waning light of Fall. Depending on the geographical location of the airport, the rutting season may start as early as late September and end as late as mid-February in the Northern Hemisphere.

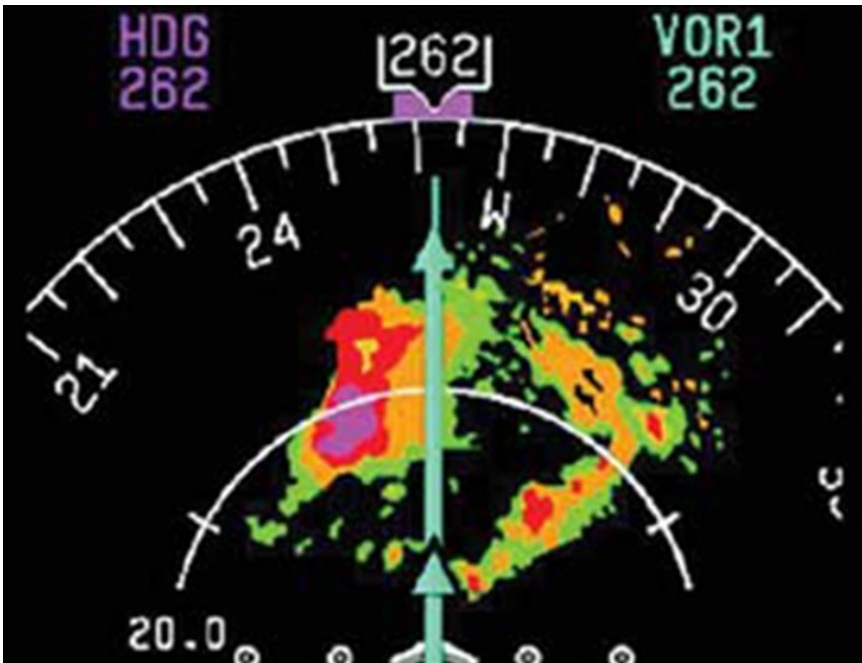
When Bucks seek mates, several may follow a single deer. A deer sighted during rutting season may indicate other Doe’s are nearby. If taking off on a runway and a deer appears, there maybe more behind that Doe.

BE ALERT especially living “up North”.....Deer become better acquainted and accustomed to people better than any other big game animal. Airport activity is NOT always sufficient to scare them off. AND remember, if a deer appears on the runway on final approach, you can ALWAYS GO AROUND!!

NATIONAL WEATHER SERVICE (NWS) AVIATION WEATHER FORECASTING SEMINAR (WINGS CERTIFIED)

Please join EAA Chapter 1610 as we host an aviation weather forecasting seminar on Wednesday, January 10, 2024 from 6:00 pm to 7:30 pm. This will be held in the departure lounge of the Brainerd Lakes Regional Airport termi-

nal. The program will be facilitated by Joseph J. Moore, Warning Coordination Meteorologist with the NOAA National Weather Service WFO, Duluth, MN. This seminar is Wings Certified.



NWS AVIATION WEATHER FORECASTING SEMINAR



For online registration, select Number: GL15125472

Location: Brainerd Lakes Regional Airport—Brainerd, MN

DISCUSSION TOPICS

HOW THE NWS IN DULUTH DEVELOPS AVIATION FORECASTS

TAF OR MOS: WHICH SHOULD WE DEPEND ON?

NAVIGATING THE NOAA WEATHER CENTER WEBSITE

USING THE GRAPHICAL FORECAST SITE FOR WINDS

THE AVIATIONWEATHER BETA SITE. WHAT'S NEW??

WINDY.COM. YEA OR NAY?

QUESTIONS AND ANSWERS

“In Other News... from the Brainerd Lakes Area”

Aitkin Flyers EAA Chapter 965, contributed by Trudi Amundson:

- Progress continues on “VERONICA” the Aeronca Chief being restored at Aitkin Airport by Joe Lambert, Joel Kersting, and Terry Tichenor. On his Friday’s off, you will often find Joe in the Aitkin hanger attached to the pilot’s lounge making steady progress on this endeavor.
- One significant difference between this restoration project and the one Chapter 1610 is undertaking with the Longster: The end goal is to have “VERONICA” be airworthy! We are looking forward to when we can enter the date on the Newsletter Calendar for its inaugural flight.

Thanks for sharing,
Trudi and Joe!!



From the Pine River Airport (KPWC) contributed by Dave Koenig:

- We’re going forward with the June 15 Pine River open house event. We’ve been talking to the Lions Club about doing a pancake breakfast. If they agree, we’ll start the event in the morning. Hopefully EAA Chapter 1610 can participate. If the Lions cannot do the breakfast, we’ve discussed doing a noon-ish barbeque.
- Pine river currently has 3 open hangar lots for lease at less than \$400 per year. There are interested parties currently looking at 2 of those lots. There is a plan to add a new hangar area but that wouldn't be available until 2025 at best. Anyone interested in building on PWC should consider securing a lease.
- The AWOS at KPWC has been off line quite a bit. A new AWOS installation is planned for 2024.
- The PWC master plan is being updated and includes adding a significant new hangar area along with potentially T-hangars for rent. Other projects on the list include replacing and enlarging the AD building. The airports commission's goal is to make PWC a vibrant general aviation airport with EAA activities.

Thanks for the update
on this, Dave!!



EAA Chapter 1610

Attn: Mark Bearss

37233 Bonnie Lakes Rd

Crosslake, MN 56442

952-818-9986

You know the old saying, “better late than never.” Even though the “official” deadline to pay dues has past, you still have time. PLUS... in addition to paying by check, you can now pay by cash online using VENMO. Simply enter my phone number (952-818-9986) and submit your dues payment. I will then transfer your payment into the bank account for EAA Chapter 1610. As before, the individual membership is still \$25.00. A family membership remains at \$40.00.

If paying by check, please make it 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 right.

ON THE ‘LIGHTAIR’ SIDE:



OOPS!

“Hello Sporty’s? Yes...I need to order a nosewheel tow-bar. What model you ask? It’s for a Cessna 172. You do?? GREAT!! How soon can you ship that?”

EDIT YOUR CALENDAR

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

January 10, 2024: NWS Aviation Weather Forecasting Seminar

January 13, 2024: Regular Chapter Meeting

January 20, 2024: Scholarship Fundraising Dinner

February 10: Regular Chapter Meeting

March 9: Regular Chapter Meeting

April 13: Regular Chapter Meeting

May 4: Breezy Point Fly-In & Young Eagles Promotion

May 11: Regular Chapter Meeting

May 23 & 24: Memorial Weekend Brat Sale, Crosslake Ace Hardware

June 1: Young Eagles Flights, KBRD

June 8: Regular Chapter Meeting

June 15: Pine River Open House

July 13: Regular Chapter 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

The sport pilot certificate is a great way to get involved in flying for recreational purposes allowing less instruction time, and expenses, needed for completion. Depending on your learning style, you have the option of enrolling in a formal flight school or working one-on-one with an independent flight instructor. And, there are many people who prefer to self-study and learn at their own pace, reading books and taking online courses from companies like Sporty's. (Note: Sporty's online ground school course is free for student members of EAA.)

Once ground school is completed, whether independently or as part of a class, the next step is to take the written test. An endorsement from an instructor or the course provider is required, and the test must be taken by appointment at an FAA-approved testing facility. It's generally up to the student to decide when they want to take the FAA written exam for their sport pilot certificate, but the recommendation is...the sooner the better.

So...why am I telling you all this?

It is newsworthy to announce that **JOE LAMBERT** passed his written exam towards becoming a Sport Pilot!!! Kudos to Joe!!

It is also worthy to note...he passed with a score of 98!!

CONGRATULATIONS TO JOE LAMBERT



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.