



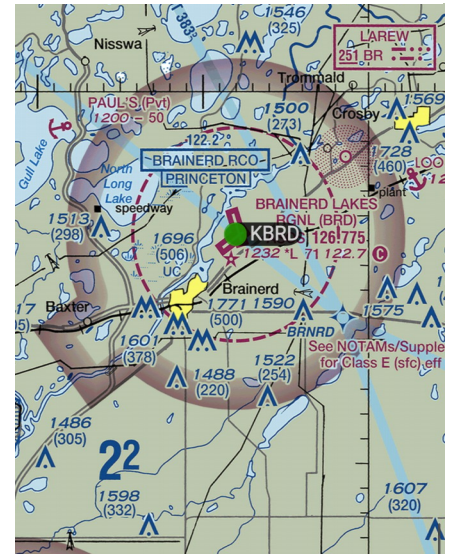
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CAVU Chronicles

THE LONGSTER IS FINALLY TAKING SHAPE

Assembly finally began on Saturday November 9th. It took four of us...Hootis, Rollie, Mike Rancour and Mark to attach the wing roots to their respective brackets.



In this issue:

- Longster Update
- New Airport Security Letter
- Events of Interest
- Mark Your Calendar





Once the wings were attached to the fuselage, the next step was to string steel cable to hold them up. And yes...that red container is the gasoline tank.

The wingspan of the Longster exceeds the width of the 'hangar' which is why it's positioned in this manner. When the time comes to move it, the wings will have to be removed.





During our next meeting on November 23rd, we experimented with different hardware items to determine the best way to attach the 'downward-force' cables. We determined the need for additional turnbuckles and fasteners to make the design stronger as well as easy to dis-assemble.

On November 30, we re-grouped and restrung the topside cables using stronger shackles and finished the cable assembly on the starboard wing. Here you see Rollie, Roger and Dick working on that project as well as attaching the sections to the tail assembly.



And then there is the detail work. Dick Piegras fabricated the instrument panel. Hootis is working on crafting parts for the engine that replicate exhaust pipes and sparkplug wires. Mark Bearss used foam pipe insulation and some 'leather' material to fabricate the cockpit coaming.



It's really starting to look like an airplane!!

But...

There's still a lot to be done.

COMING SOON TO AN AIRPORT TERMINAL NEAR YOU.

We will be meeting at the 'hangar' again on Thursday, December 5th. Anyone is welcome to come out and lend a hand...or just stop by to see the progress.



By the way...this is where we were with this project in November 2022.



New Security Policies & Procedures Coming to KBRD

The following letter was received by Hangar Tenants at KBRD announcing the issuance of badges in keeping with new security changes being implemented. At the time this Newsletter was published, nothing had been communicated from Airport Administration about non-tenants. As you know, numerous Chapter 1610 members will also need access to areas requiring badges. This topic will be on the agenda for the December 14 Chapter meeting.



Brainerd Lakes Regional Airport

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Ph: (218) 825-2166 • info@brainerdairport.com

November 27, 2024

Hangar Tenants:

The Brainerd Lakes Regional Airport will be going live with airport issued badges on December 16, 2024. A notice about CAT III security changes was sent out on June 27, 2024. BRD's new Airport Security Plan has been approved by TSA's Minnesota Federal Security Director so we are now in the final transition phase. All hangar tenants will need to have an Air Operations Area (AOA) badge prior to this date to have access inside the gate. In order to be issued a badge, applicants will need to have a Security Threat Assessment ran through the Transportation Security Clearinghouse.

The AOA badging process will be done in two appointments. The first appointment will consist of the applicant turning in their badge application (attached) and presenting two forms of identification from the list of acceptable I-9 documents (attached). For hangar tenants, this consists of a document from List A and List B (driver's license); or a document from List C and List B (driver's license). The second appointment will be AOA training and badge issuance.

The initial badge fee is \$25 per AOA badge with a \$5 renewal fee in 24 calendar months. Badging fees will be added into your next lease invoice. Please be sure to contact administration and let us know when you will be able to complete your first appointment. This can be done Monday-Friday between the hours of 8:00am and 4:30pm. If you are needing accommodations outside of that timeframe, let us know. Also contact us with any questions that you may have.

Sincerely,



Steve Wright, A.A.E.
Airport Director





REMINDERS....

...of what's coming in December and January

November 1 through December 7, 2024
TREE OF HOPE COLLECTION

Good news!! The THREE collection boxes in Wing's Airport Café and the General Aviation Lobby of Northpoint Aviation are almost full!!

As you may recall, this is an aviation-based charity program that started in 1990 by Dr. Ray and Celeste Shefland. They noticed that many children, because of their illness, ended up spending their holidays in hospitals. "Some of them are dealing with a major terminal illness; some will be recovering from surgery or an accident. Many of them are far from home and missing their families and friends." Each year, this all-volunteer program collects toys for these children so they can be distributed to hospitals across Minnesota. This event has happened every year since 1990, giving children all over the state of Minnesota a little ray of hope in the midst of a difficult situation. Please join in supporting this charity program.



January 11, 2025

CHAPTER 1610 HOLIDAY DINNER PARTY and AUCTION

6:00—8:30 pm

Breezy Point's ANTLERS Restaurant
Whitebirch Golf Course Clubhouse
Breezy Point

Please make a note of this event in your social engagement calendar. We have reserved the private dining room in the clubhouse for our membership's annual holiday dinner. This venue will be catering plated dinners instead of a buffet. The menu is yet to be determined but typically includes a beef, chicken or fish entrée. As in past events, there will be a cash bar.

Following the dinner, there will be some very nice items put up for auction. The proceeds will be deposited into our Chapter 1610 Aviation Scholarship Fund.



MARK YOUR CALENDAR

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.

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

NOTE: THE POSITIONS OF VICE PRESIDENT and SECRETARY ARE UP FOR ELECTION BEFORE THE END OF THE YEAR.

Both are for 2-year terms. We encourage you to volunteer by simply submitting your name to Mark Christ or Trudi Amundson.

December 5: Airport Commission Meeting

December 14: Regular Monthly Meeting

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

January 11: Holiday Party. No Regular Monthly Meeting

February 8: Regular Meeting and FAASTeam Presentation

March 8: Regular Meeting

March 8: Aitkin Flyers Chili Feed and Fly-in

ON THE 'LIGHTAIR' SIDE



A CFI tells this story about when he and his student were doing night cross countries. "He was good at flying but never studied. We were out of a towered field in Dallas and it was summer so the sun set late and the tower was closed by the time we got back. I asked him if our airport has runway lighting, and if so is it pilot controlled lighting. He looks at his map says it does have lights, but he wasn't sure if it had pilot controlled lighting. So I ask him without having to look too hard at his map so he doesn't have his eyes down for too long, "what symbol on the map tells you it's pilot?" He's like, "I'm not sure." I tell him we'll discuss it on the ground. I tell him the airport does have pilot controlled lighting so how do we turn on the lights. Over the radio we can hear the clicks of someone's Mic trying to turn on the lights at an airport. Trying to nudge him the right direction I go "so you hear that over the radio what is happening? Why do we keep hearing someone click their microphone?" He responds I'm not sure again to me. Throughout the cross country there had been a lot of questions he didn't know the answer to. So, I decide to mess with him. I tell him over CTAF you gotta say "lights on" on the radio. He looks at me confused and doesn't believe me, but hasn't studied enough to argue so he goes with it. I was like I'll have you try it before we get back to our airport on a gulf airport nearby. So he keys up the Mic without hesitation on CTAF and goes "lights on". He looks at me and says man I don't see the lights coming on. I say ohhhh I forgot; you gotta say the name of the airport and then say "lights on." Asked what airport we were closest to using triangulation (he couldn't quite do it) so I gave him the name of the airport closest with pilot controlled lighting. I go okay, Rockwall is our closest airport. So he says "Rockwall lights on" (nothing happens again). I was like ohhhh man we are kind of far; say it louder over the radio. That will probably help. So he does it 4 more times each time saying "Rockwall lights on" over CTAF each time getting louder and louder. Finally another aircraft comes on the radio and says WTF are you doing?!!! His face when he finally realizes I'm messing with him is priceless. We laughed the whole way back and he was a good sport about it. If only it motivated him to study more."