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CAVU Chronicles

“MOSAIC” IN THE NEWS

The redefinition and expansion of the Light Sport Aircraft (LSA) category is closer to becoming a reality. The deadline for submitting public comments ended 23 October 2023. By eliminating using gross weight as a differentiator, the latest proposal for specifications of an LSA would be more performance-based.

- Limited to four seats and a clean stall speed (VS1) of 54 knots calibrated and a maximum level flight speed (VH1) of 250 knots calibrated. According to the article in the October issue of *Sport Aviation*, “the stalling speed limitations would indirectly limit the weight at around 3000 pounds. A specific weight would not be part of a regulatory definition.”
- Limitations on retractable landing gear, in-flight adjustable propellers, and powerplant type have been removed.

It was also noted that, while the Light Sport Aircraft could now have four seats, under the current draft rule the Sport Pilot would still be limited to one passenger.

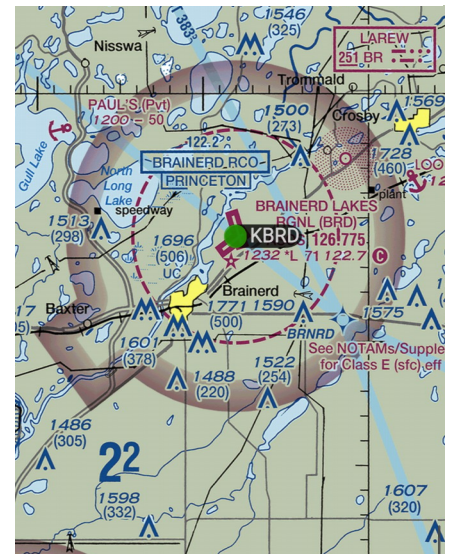
However, with the proper endorsements, “sport pilots would be able to fly aircraft with retractable landing gear and constant speed propellers.” For night flying, the current rule limits this to sport pilots holding a 3rd Class medical certificate or BasicMed. “

If adopted, aircraft such as the Cessna 150, 152, 172, 172RG, the Piper Super Cub as well as many other legacy Piper models would qualify for those exercising sport pilot privileges.

One problem has already been identified. “The clean stall speed of 54 knots is too low. It would allow a Cessna 180 but not a Piper Cherokee and also excludes many other popular 4-seat aircraft.”

The rationale behind these rule changes? Data collected for the LSA category demonstrated a remarkable safety record. In a Notice of Proposed Rule Making, “LSA aircraft have been shown to have a lower accident rate than experimental/amateur-built airplanes.”

The new rules also have the potential to boost enrollment into flight schools, who can now offer Sport Pilot training without having to buy a new class airplane. (Continued on Page 9.)



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TREE OF HOPE

It is that time of year to make a toy donation for the TREE of HOPE.

The Tree of Hope is a registered 501(c)3 organization, supporting 35 hospitals, two shelters, and five Ronald McDonald Houses in Minnesota, including two in western Wisconsin. Each holiday season, these facilities greatly appreciate your generosity and look forward to donations.

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.

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 unwrapped gifts, there are FOUR brightly-decorated drop-off boxes for your convenience. Two are in Wings Airport Café and the other two are in the Northpoint General Aviation lobby.

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

Then on Saturday, December 2nd, Mike Petersen and I will collect the boxes and deliver the 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. It is an impressive operation!!! Thank you for your support.



Mark your calendar

**COLLECTION DAY
2023**

**SATURDAY,
DECEMBER 2**

For additional questions,
contact Trudi Amundson

This history story is being contributed by Mike Petersen. Because of the breadth of content and the number of photographs, it will appear in consecutive issues of CAVU Chronicles as a “multi-part series.”

The Brainerd Cougar F9-F6

PART FOUR



The photo below shows the paint scheme selected by airport commission. These colors actually represent an aircraft from a Marine reconnaissance unit during the 1950's. The gray scheme was thought to be easier to keep looking nice. The paint crew in Park Rapids did everything based solely on this drawing.

Grumman F9F-6P Cougar, US Marines, BuAer 128298, VMJ-2, MCAS Cherry Point NC., ca. 1956





Once restoration was completed, F9F-6P with Bureau Number 128298 made it back to Brainerd. It was January 10, 2012...a beautiful sunny 48-degree day.

Finally....

INSTALLATION DAY!! January 27. The heavy equipment arrived...and a little bit of winter along with it. The forecast called for snow in the morning and by afternoon ... higher winds. Typical of KBRD weather, eh?



Rick and Rob Adair in the area of the cockpit prepared the rigging while Dave Ahlers ground the wing mounts to facilitate an easier fit.



With the port side wing secured, the aircraft needed to be set flat on its belly...and kept level... to fit the other wing. Someone had the foresight to bring an appropriate volume of “padding” to accomplish this task. You will notice it took FIVE Sealy Mattresses to barely support the Cougar.



Here is Dave Ahlers with the starboard wing lined up. Mating the wings ended up being easier than it was expected. The pins fit in like new.



During the first attempt to lift the aircraft, it was discovered there was “a preponderance of aft center of gravity.” In other words, they were not able to go further with the aircraft rigged in this fashion.

On to “Plan B”.

With an added tail strap, the test lift resulted in an almost-perfect slightly nose-up attitude. PHEW!!!



With all the critical items on the pre-hoist check-list given a “GO”, up she went.

It is my guess everyone watching had their fingers crossed.

Viewing from left to right...the moment of truth.

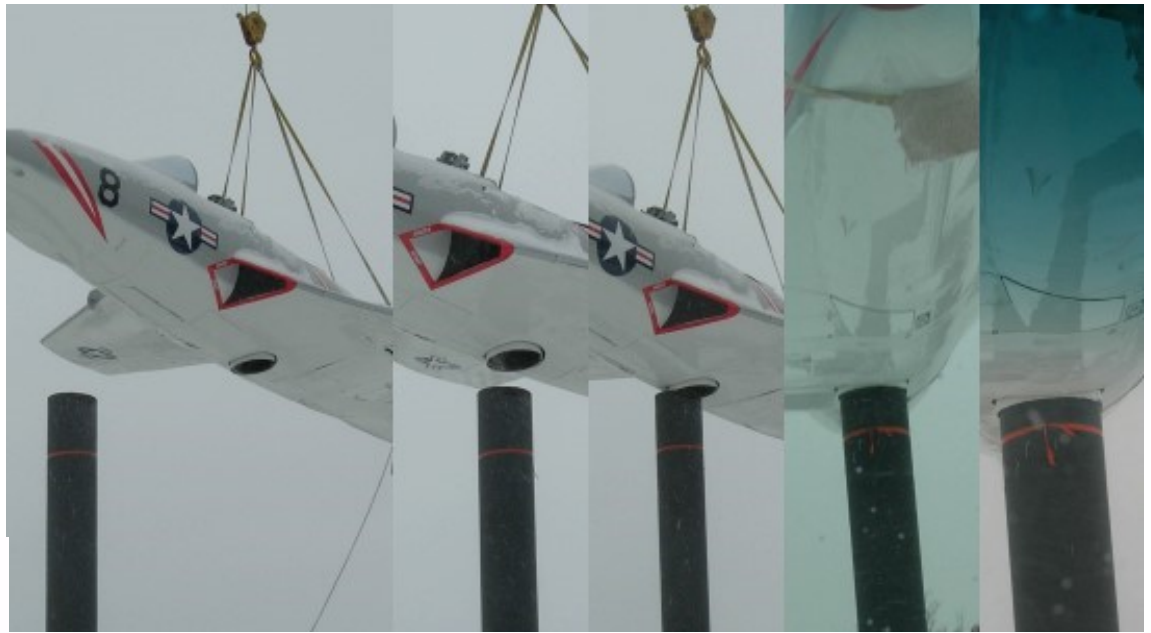
Getting close...

Closer....

Oh...ALMOST!!

OK...It's ON the Post!!

And...it's all the way down!!



The crew from left to right: Rob Adair, Andy Dunlap, Dean Johnson, Dave Ahlers, and Mike Petersen. Not pictured was Rick Adair. Well done, Gentlemen!!!



February 2012

Once the snow stopped, the canopy was installed. After its four-month restoration, the Grumman F9F-6P Cougar aircraft was “flying” with pride at the entrance of the Brainerd Lakes Regional Airport. But there’s more!!

The following is from an article reported in the May 11, 2012 issue of the BRAINERD DISPATCH. “Dick Dean, the man responsible for bringing the Brainerd Lakes Regional Airport’s F9F-6 display aircraft to Brainerd 32 years ago, on Thursday placed a time capsule in the cockpit of the renovated “airplane on a stick” at the facilities entrance.”

The article continued. “[Mike] Petersen said the time capsule included copies of Thursday’s Brainerd Dispatch and the USA Today as well as newspaper stories pertaining to the aircraft by the Dispatch and the Park Rapids Enterprise. The capsule also included the original aircraft documentation, a printed copy of a photographic scrapbook, a 1960’s vintage Coke can that was found in the nose of the aircraft, and a thumb drive containing 60-plus digital historical photos. The time capsule was signed by all of the participants and sponsors of the restoration effort as well as current airport commission members.”

THE END



It is worth noting:

The 2nd Place Winner was
The 371 Diner.

The 3rd Place winner was
The Skillet Restaurant



From “BEST OF THE BRAINERD LAKES 2023”

For the category, BEST BREAKFAST, the above titled publication announced that honor goes to (wait for it...wait for it...)

WINGS AIRPORT CAFÉ

Here is what they wrote.

There has been a coffee shop/café’ at the Brainerd Airport since the 1960’s, with various people operating it over the years, the present owners [Mark Nesheim and Kimmy Fox] since July 2014. The recent remodel is the latest in a series of expansions over the years. The menu is chef-driven with made-from-scratch recipes dominating. “We mix, proof, bake and slice the bread in our kitchen. Soups gravies, sauces, mashed potatoes, pies and rolls are all homemade. We serve Minnesota cuisine, hot dishes, commercial hot sandwiches with mashed potatoes and gravy, wild rice and walleye. The quality of our food and the hard-working friendly staff are what help us succeed.”

The location allows for viewing of the comings and goings of many different kinds of airplanes and helicopters, as well as large and small jets. There are two modern terminals attached to the café. It’s a modern airport with many businesses, state and federal agencies on its campus. With the building of a new Air Rescue & Fire Fighting facility and installation of a large solar array, there’s plenty of activity.

“Our success is our great food, good service and honest hard work. We live up to our motto—Wings Airport Café—Making Friends One Plate at a Time.”



MOSAIC (Continued from Page 1)

So...what could all this mean? John Zimmerman, a writer for *Air Facts*, (16 August 2023) listed the following five trends he expects to happen.

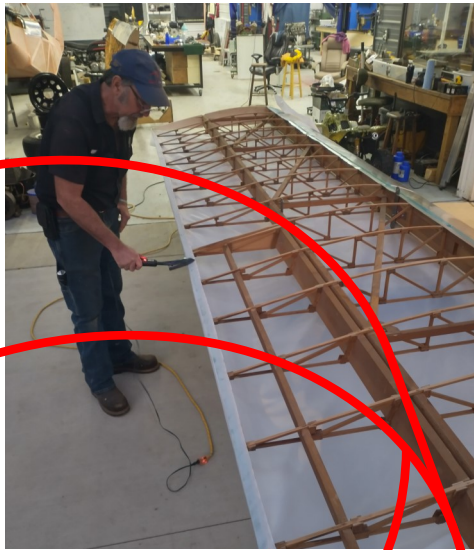
1. The Sport Pilot will be the default certificate for [GA] flight training.
2. Older 4-seater aircraft will be getting updated. Restoring and adding new avionics will be a smart investment. This will also mean their value...and their purchase price-tag...will increase.
3. Existing Light Sport Aircraft will get a performance boost.
4. The market will see new higher performance airplanes. One example is the Stream Turbo from TL Ultralight, manufactured in the Czech Republic. Another is the Tarragon, made in Latvia. Both of these come with retractable landing gear, a constant speed prop and a top speed of about 200 knots.
5. Growth beyond piston engines. With the new rule, electric motors are allowed. This bodes well for battery-powered aircraft companies like Bye Aerospace.

EAA CHAPTER 1610 LONGSTER PROJECT: STATUS REPORT

Joe and Paul applied the final layer of fabric to the airfoil side of the starboard wing, thus completing a significant step in this project. That's Joe back in the corner sitting

down and taking a breather after finishing the initial heat shrink.

We just purchased another roll of fabric so now we can start the next step ... covering the port wing.



Once both wings are covered, the next steps include applying sealant, more heat shrinkages with increasing temperatures, and sewing in rib stitching.



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.



At the recent Chapter 1610 Board Meeting held October 28, dates were proposed for the chapter's regularly-held annual events for 2024.

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.



Mail Dues to:

Mark Bearss

Attn: EAA Chapter 1610
37233 Bonnie Lakes Rd
Crosslake, MN 56442

Questions??

Call or text at
952-818-9986

EDIT YOUR CALENDAR

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

November 11: Regular Chapter Meeting

December 9: Regular Chapter Meeting

January 13, 2024: Holiday Party

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: Brat Sale, Crosslake Ace Hardware

June 1: Young Eagles Flights, KBRD

June 8: Regular Chapter Meeting

July 13: Regular Chapter Meeting

August 4: Aitkin Flyers Pancake Breakfast (TENTATIVE)

August 10: Regular Chapter Meeting

September 14: Poker Run (No Regular Meeting this date)

CLOSING REMARKS

Chapter 1610 Dues for 2024 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 at one of the monthly meetings, or sent by the US Postal Service to my address noted in the panel to the left.

I am still working on setting up the means to enable members to make online payments. I am hoping to have this in the works by December 1st.

